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ORDINANCE NO. 157

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, RELATING TO COMPREHENSIVE PLANNING, LAND USE AND ZONING, ADOPTING THE COMPREHENSIVE LAND USE PLAN ENTITLED "CITY OF WOODINVILLE COMPREHENSIVE PLAN" DEVELOPED UNDER GMA; REPEALING THE INTERIM COMPREHENSIVE PLAN ADOPTED IN ORDINANCE NO. 31; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Woodinville is required to update its Comprehensive Plan in accordance with the goals and requirements of Chapter 36.70A RCW (also known as the Growth Management Act, "GMA"); and

WHEREAS, the City's GMA Comprehensive Plan must consist of a map(s) and descriptive text covering the objectives, principles and standards used to develop the essential elements of the plan; and

WHEREAS, GMA requires that the City's Comprehensive Plan be developed by following the county-wide planning policies adopted by King County and be coordinated with neighboring jurisdictions; and

WHEREAS, because GMA directed the City to propose, and King County to adopt, urban growth areas (or areas within which urban growth is encouraged and outside of which only non-urban growth can occur), and to address these areas in the county-wide planning

policies, the City's Comprehensive Plan must also incorporate provisions relating to its interim urban growth area boundary; and

WHEREAS, GMA mandated the City's designation of critical areas and natural resource lands, together with the adoption of protective regulations; and

WHEREAS, adoption of the City's Comprehensive Plan must be processed in compliance with the State Environmental Policy Act (SEPA), and include an analysis of cumulative effects of development in the City; and

WHEREAS, GMA requires that the City establish procedures for early and continuous public participation in the development of the Comprehensive Plan and development regulations implementing such plans; and

WHEREAS, a copy of the City's proposed Comprehensive Plan is required to be and has been submitted to the State Department of Community, Trade and Economic Development (CTED) at least sixty days prior to final adoption, and the Plan must be transmitted to CTED within ten days after final adoption; NOW, THEREFORE,

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

Section 1. Adoption of Findings of Fact. Based upon the following Findings of Fact, the Council finds that all GMA prerequisites for the adoption of the City's Comprehensive Land Use Plan entitled "The City of Woodinville Comprehensive Plan" have been met:

FINDINGS OF FACT

A. Compliance with the Required Elements of the Comprehensive Plan. The Comprehensive Land Use Plan entitled "The City of Woodinville Comprehensive Plan"

and proposed for adoption in compliance with GMA, includes all of the required elements: land use, housing, capital facilities, utilities and public services, and transportation. In addition, the Plan also contains the following optional elements: human services; economic development; parks, recreation and open space; and community design.

B. Compliance with Critical Areas Designation and Regulation. The City adopted its Critical Areas Ordinance in March 1993.

C. Compliance with GMA Deadline. The City's Plan will be adopted by March 31, 1997, in accordance with RCW 37.70A.040(5)(d).

D. Compliance with Public Participation Requirements. The City took the following steps in order to facilitate public participation in the development of the Plan:

1. The City solicited citizen's comments and input on the Comprehensive Plan, through newspaper articles, news flyers focusing on specific issues, and City newsletters.
2. Planning Commission meetings, public hearings, neighborhood open houses, and workshops.
3. City Council study sessions.
4. City Council regular meetings and public hearings.

E. Compliance with County-wide Planning Policies. As required by GMA, the proposed plan has achieved consistency with the adopted county-wide planning policies of King County.

F. Compliance with State Submission Requirements. The proposed Plan was submitted to the Washington State Department of Community, Trade and Economic Development on September 19, 1995, which is at least sixty days prior to adoption. Comments were received from CTED on December 7, 1995. The Plan has been revised in accordance with CTED's comments.

Section 2. Repeal of Existing Comprehensive Plans. The existing Interim Comprehensive Plan, as adopted by Ordinance No. 31, is repealed.

Section 3. Adoption of the "The City of Woodinville Comprehensive Plan". The Comprehensive Land Use Plan entitled "The City of Woodinville Comprehensive Plan", dated June 1996 is on file with the office of the City Clerk for public inspection, and is hereby adopted as the GMA Comprehensive Plan for the City of Woodinville.

Section 4. Submission of Adopted Plan to the State. The Planning Director is hereby directed to send a copy of the final Comprehensive Plan to the Washington State Department of Community, Trade and Economic Development, within ten days after adoption of this ordinance.

Section 5. 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. If for any reason this ordinance, or any section, sentence, clause or phrase of this ordinance should be held to be invalid, then the original zoning pursuant to Ordinance No. 43 and, as amended, shall be in full force and effect for that invalidated portion as if this ordinance was never adopted.

Section 6. Authentication and Recording. Pursuant to RCW 35A.12.140 and 35A.12.150, the City Clerk shall authenticate and record a copy of "The City of Woodinville Comprehensive Plan", along with this adopting ordinance, in the City's ordinance files.

Section 7. Effective Date. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

PASSED by the City Council of the City of Woodinville this 24th day of June, 1996.

APPROVED:



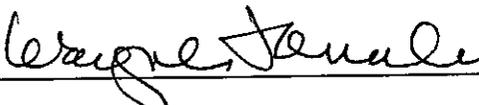
DEPUTY MAYOR, DON BROCHA

ATTEST/AUTHENTICATED:



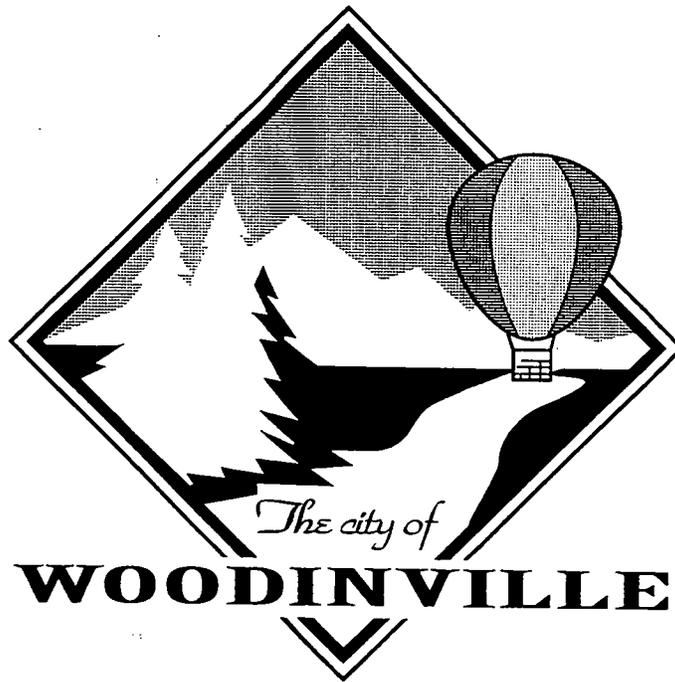
CITY CLERK/TREASURER, JAMES KATICA

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY 

FILED WITH THE CITY CLERK: June 24, 1996
PASSED BY THE CITY COUNCIL: June 24, 1996
PUBLISHED: July 1, 1996
EFFECTIVE DATE: July 6, 1996
ORDINANCE NO. 157

City of Woodinville
Comprehensive Plan



The city of
WOODINVILLE

ACKNOWLEDGMENTS

The development of this Comprehensive Plan process had taken place over a period of time. Changes to the City Council, Planning Commission, Citizen Advisory Panels and City Staff have occurred throughout the process. The City of Woodinville would like to acknowledge all of those individuals who have given their time and energy during this comprehensive planning process.

CITY COUNCIL

Robert R. Miller, Mayor
 Don Brocha, Deputy Mayor
 Lucy DeYoung
 Marsha Engel
 Scott Hageman
 Art Saulness
 Barbara Solberg
 Bob Dixon (past member)
 Mark Jessup (past member)
 Don Schneider (past member)

PLANNING COMMISSION

Cherry Jarvis
 Cliff Williams
 Gareth Grube
 Gina Leonard
 Leonard McNally
 Nathalie McRoberts
 James Clayton
 Kyle Kincaid (past member)
 Jerry Wilmot (past member)

CITIZEN ADVISORY PANELS (CAPs)

Transportation:

Gareth Grube
 Leonard McNally
 Barbara Solberg
 Donna DeYoung
 Ed Tilton
 Jim Clayton
 Rod Ceis

Urban Design:

Cherry Jarvis
 Gina Leonard
 Lori Peckol
 Jerry Dinndorf

Land Use:

Gina Leonard
 Gareth Grube
 Cherry Jarvis
 Arlen Bradley
 Jean Smith
 George Cozzetto
 Amy Hebert

Parks and Recreation:

Leonard McNally
 Kyle Kincaid
 Scott Hageman
 Karl Korshaven
 Bernard Moore
 Walter Backstrom
 Ted Heckathorn

Housing and Human Services:

Nathalie McRoberts
Cliff Williams
Janet Padgett
Catherine Howard
Janice Crouch
Anthony Bellizzi
Maura Quiggle

Economic Development:

Nathalie McRoberts
Kyle Kincaid
Don Sirkin
Larry Pinnt
Frank Stull
Gary Whitsell
Nancy Martin

Capital Facilities:

Cliff Williams
Gareth Grube

CITY STAFF

Joe Meneghini, City Manager
Ray Sturtz, Planning & Community Development Director
Joe Wallis, City Planner
Stephanie Cleveland, Planner
Shannon Lane, Planner
Todd Jacobs, Planner
Rebecca Ableman, Planning Technician
Melodie Leigh, Planning Administrative Assistant
Kathy Pugh, Planning Administrative Assistant
Gretel Alasti, Planning Administrative Assistant
Charleine Sell, Planning Administrative Assistant
Debra Crawford, Planning Administrative Assistant
Dawn Ethridge, Customer Service Administrative Assistant
Joel Birchman, Public Services Administrator
Kurt Latt, Senior Engineer
Gary Wiggins, Senior Engineer
Lane Youngblood, Public Services Assistant
Deborah Knight, Public Services Administrative Assistant

Brenda Eriksen, Administrative Assistant
Rachelle Powell, Administrative Assistant
Cathy Harmon, Recycling Coordinator
Carter Hawley, Assistant to the City Manager
Dean McKee, Building Official
Susie McCann, Building Permit Clerk
Ronald Weber, Building Inspector
Cliff Olson, Maintenance
James Katica, City Clerk/Treasurer
Michael Olson, Staff Accountant
Jan Burdue, Staff Accountant
Sandra Steffler, Deputy City Clerk

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Chapter 1 Introduction



CHAPTER 1 INTRODUCTION

1.1 How to Use this Plan

This Comprehensive Plan for the City of Woodinville (Comprehensive Plan) provides a guide for future growth in and around Woodinville. The plan contains a number of plan elements. Each element contains an introduction, goals, and policies as well as implementation strategies and monitoring programs. Each respective element also includes an appendix that contains background information regarding existing conditions, trends and projections, planning implications, and a summary of relevant King County and Snohomish County planning policies (previously published as the Draft Background Report, July 1994).

Users of this plan should locate the portion(s) addressing their interests and pay particular attention to the goals and policies. Since many planning issues are interrelated (e.g., land use and transportation), the goals and policies of one element may pertain to other elements as well. When proposing a development project, the project's design must conform to any and all pertinent goals and policies. When reviewing and commenting on a proposed development project, the planning staff and the decision-making body need to know what specific planning goals and policies are of concern, particularly regarding the proposed project's conformance. Goals and policies should be referenced by element and number.

This introduction provides a basis for the Comprehensive Plan. It includes a discussion of the purpose of this plan, a short history of the Woodinville area, a definition of the planning boundaries, a description of the vision of the community, and includes a demographic and economic profile of Woodinville and its neighbors, and a description of the natural environment. Chapter 2 provides an overview of State growth management requirements while Chapters 3 through 11 include the plan elements and their respective appendices.

The maps in this document are from a Geographic Information System produced specifically for the Comprehensive Plan. The data came from a variety of sources including the City of Woodinville, King County, Snohomish County, the Puget Sound Regional Council, and Puget Power, as well as research by EDAA, Inc., consultants to the City for the Comprehensive Plan.

1.2 Purpose of the Comprehensive Plan

Woodinville, like other cities and counties in Washington, has prepared this Comprehensive Plan as required by the Growth Management Act of 1990 as the City's first guide for future development based on the community's vision and values.

The Growth Management Act requires that Woodinville adopt a comprehensive plan containing elements that address Land Use, Transportation, Housing,

Capital Facilities, and Utilities. Woodinville has also prepared elements addressing Parks, Recreation, and Open Space; Human Services; Economic Development; and Community Design.

The purpose of the Comprehensive Plan is to guide growth for the next 20 years by defining both the spatial distribution and level of population and job growth; the transportation, utilities, and public facilities to service the desired level of population and employment and methods to pay for them; the housing requirements for the community; and the desired physical character of growth in the City. The plan contains a Land Use Map designating the desired lands to serve as locations for various activities, and policies to guide government and private decision makers in determining how Woodinville will grow, look, and operate in the future. The City will also adopt a new Zoning Map soon after the Comprehensive Plan is adopted to ensure that zoning is consistent with the land use designations of the plan. The Zoning Code development standards will be revised in a separate action and public review process following adoption of the Comprehensive Plan.

1.3 A Short History of 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 this area from Seattle.

In their home, the Woodin family opened a store as well as held church services and conducted school. Other homesteaders began settling in the area, and by the late 1880s 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.

The Sammamish River Valley was first farmed in the early 1890s. Prior to settlement, Native Americans enjoyed the benefits of the lush Sammamish River Valley including fishing, hunting, and harvesting fruit. The lowering of Lake Washington and the creation of the Ballard Locks in 1912 exposed more fertile river bottom lands for crop production. Through the 1950s, farming and timber-related industry were the dominant employment factors that shaped the development of Woodinville and the surrounding communities. As the automobile became a more commonplace form of transportation, more and more people began moving to Woodinville. From the 1960s through the 1980s, Woodinville continued to grow. Retail and light industrial uses continued to expand the commercial center of Woodinville, making it one of the largest unincorporated commercial centers on the Eastside. Throughout the 1980s and early 1990s, there was increasing pressure to incorporate. In March of 1993, as a result of a voter-approved initiative, Woodinville was incorporated as a city.

1.4 The Boundaries of Woodinville

For the purposes of the Comprehensive Plan, three distinct planning boundaries have been defined: the Woodinville Planning Area, the Woodinville Survey Area, and the current city limits of Woodinville. These areas are illustrated in Figure 1-1 and Figure 1-2 and described below.

The Woodinville Planning Area is the area in and around the City limits that is anticipated to have some level of influence on the City's growth and development over the next 20 years. The Woodinville Planning Area is used to discuss broad-based issues that are regional in nature, including environmental features; transportation; economic development; demographics; capital facilities; utilities; and parks, recreation, and open space.

The Woodinville Planning Area encompasses approximately 36 square miles (23,172 acres) and includes sections of both Snohomish and King counties. For consistency in analyzing data related to this larger area of influence, the Woodinville Planning Area was defined using census tract boundaries as determined by the U. S. Census Bureau. These are shown in Table 1-1 below:

Table 1-1 Census Tracts in the Woodinville Planning Area

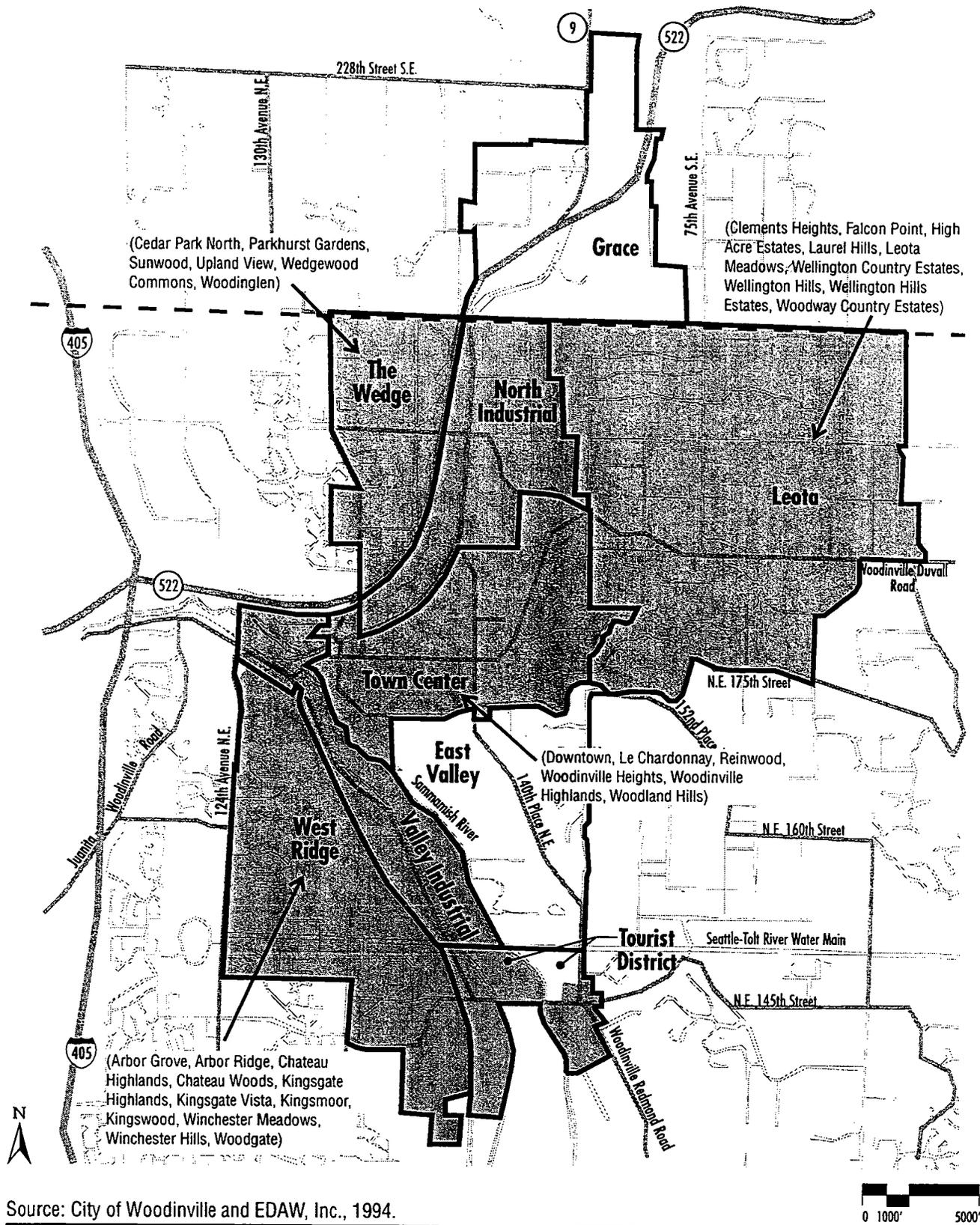
King County	Snohomish County
218.02	519.11
219.01	519.12
219.04	
323.06	
323.07	

Source: EDAW, Inc., 1994

The second planning boundary is termed the Woodinville Survey Area. The Woodinville Survey Area is used to analyze and discuss specific issues related to local planning, including land use, housing, and community design. The Woodinville Survey Area was used to determine the carrying capacity and growth allocation needs for the City as required by the Growth Management Act. The Woodinville Survey Area covers approximately 7 square miles (4,501 acres) and comprises nine neighborhoods. These neighborhoods were used as the basis of a land use survey to inventory existing land uses and housing conditions. The Woodinville Survey Area includes all land within the City limits as well as an area east of the Sammamish River (East Valley) and the industrial area north of the City limits (Grace). The boundaries of these nine neighborhoods were determined based on current zoning, current land use, census information, and jurisdictional boundaries. These nine neighborhoods are:

- Town Center
- The Wedge
- North Industrial





Source: City of Woodinville and EDAW, Inc., 1994.

LEGEND

-  City of Woodinville
-  County Line

Figure 1-2
Woodinville Survey Areas
and Neighborhoods

- Valley Industrial
- Tourist District
- West Ridge
- East Valley
- Leota
- Grace

A detailed discussion of the boundary limits and character of each of the nine neighborhoods is provided in Chapter 8, Community Design.

The third planning boundary is the City of Woodinville, as defined by the incorporated limits. The area within the City limits is used to discuss specific local issues and to clarify the analysis of existing conditions and trends for which the City is directly responsible.

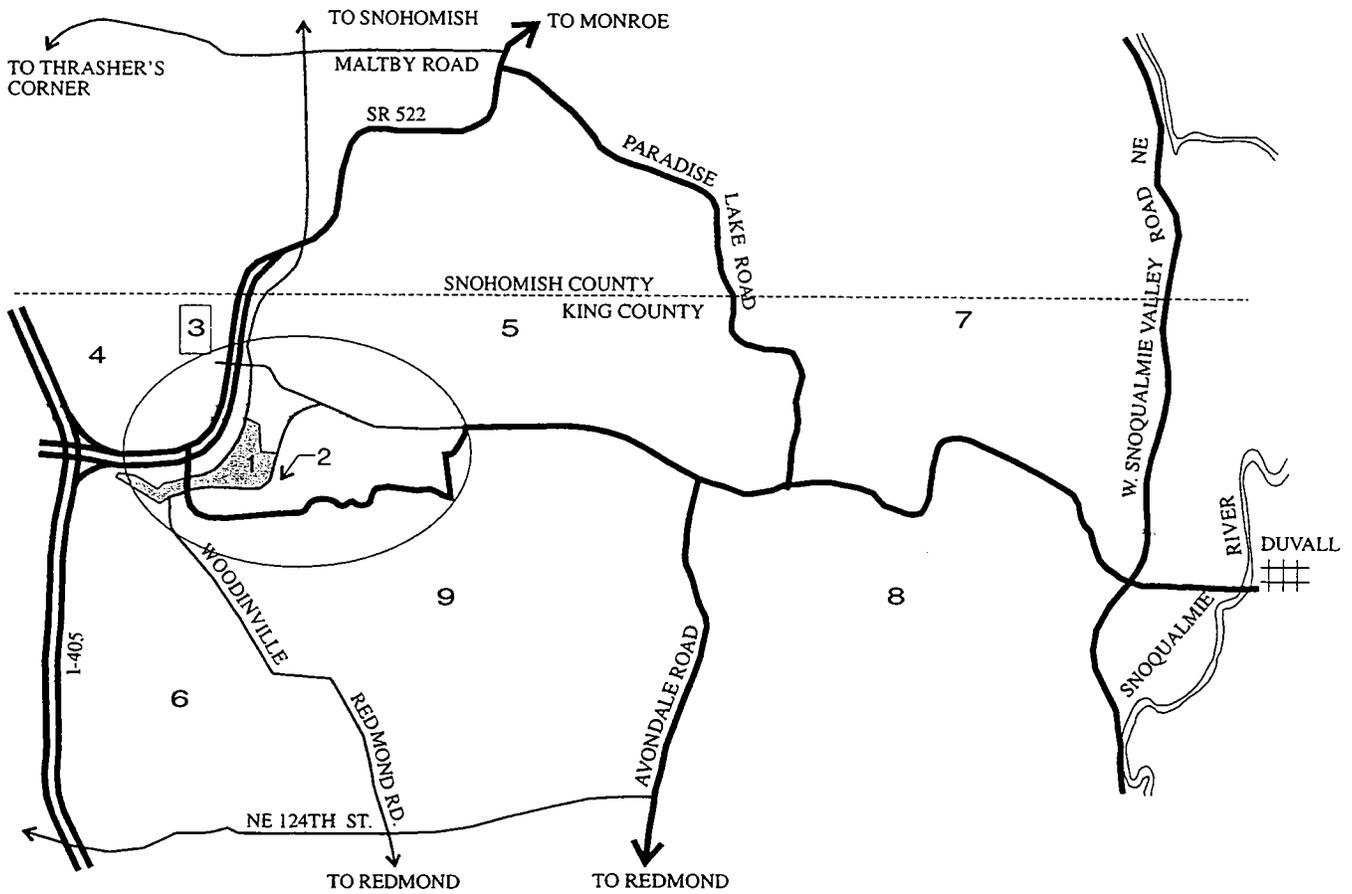
Throughout this plan, these three different boundaries are used to discuss the types of information appropriate to that boundary. Goals, policies, and future land use for this Comprehensive Plan will address only the current city limits and the Grace Neighborhood.

1.5 A Vision for Woodinville

1.5.1 Public Participation Process

In its first comprehensive citizen outreach effort since incorporation, Woodinville conducted a series of 20 community meetings to determine the public's vision of the City's future. The visioning process was designed to provide a foundation for the development of the goals, policies, and other elements of the Comprehensive Plan. It was important for the Woodinville City Council and Planning Commission members to hear directly the values, concerns, and future visions of the larger Woodinville community to develop a solid knowledge of their citizens' expectations of them and of the Comprehensive Plan.

For purposes of citizen input for this first effort, the City and surrounding community was divided into nine geographic areas (see Figure 1-3). The process commenced with a community-wide meeting held on January 12, 1994 and ended with the City Council and Planning Commission presenting their working draft Vision Statement to the community on March 17, 1994. In between, two rounds of meetings were held with citizens in each of the nine geographic areas. At the first round, the Council and Commission members asked the questions below; at the second round, they presented the summaries of the first round and asked for verification that they were hearing their constituents accurately.



- AREA 1: Downtown Businesses
- AREA 2: Downtown Residents
- AREA 3: Woodinville High School Students
- AREA 4: Northwest Area
- AREA 5: Leota/Wellington Area
- AREA 6: West/Southwest Area
- AREA 7: Northeast Area
- AREA 8: Southeast Area
- AREA 9: Hollywood Area



Source: EDAW, Inc., 1994. Not to scale.

Figure 1-3
Woodinville Visioning Meeting
Boundary Guidelines

All community visioning meetings were advertised in the *Woodinville Weekly*. Written comments and letters also were encouraged as input. Citizens were asked to respond to the following questions:

- What do you value most about our community?
- What would you change about our community?
- What is your vision for the future of our community?

1.5.1.1 Summary of Community Values

Citizens who commented during the visioning process represented a diverse population with a wide range of opinions about the Woodinville community – past and future. Each visioning meeting was facilitated and attended by at least three City Council and three Planning Commission members, in addition to city staff. While discussions of many issues occurred, the facilitators focused citizens' comments on the three questions listed above. The types of comments repeated most often are summarized in Table 1-2.

In general, people expressed a belief that:

- Woodinville's unique Northwest woodland character should be preserved;
- The City should retain a viable, vital commercial downtown;
- The small, locally owned stores are important to keep;
- The downtown should be pedestrian friendly;
- The existing retail nursery in downtown is a good example of desirable streetscape and commercial development for the future;
- New commercial development should reflect the City's historical architecture, exemplified by the old school houses; and
- The City should develop recreational opportunities of all types, including parks, trail systems, and activities for youths.

Important values expressed by the community include a friendly and safe environment, privacy, ease of mobility, and recreational opportunities. Additionally, people participating in the visioning process valued the Woodinville community's suitability for families, its green, open views and farm lands, and the protection of its creeks and wetlands.

Generally, citizens would like to change current trends in traffic congestion to make it easier to travel in the Woodinville Planning Area, including emergency vehicle access, left-turn lanes, and signals. Many comments focused on improving the transportation system, including more public transit opportunities. Participants listed a desire for change in the way downtown Woodinville is (not) used in the evenings, including the lack of activities for young people. They wanted to avoid the potential for big, franchise stores coming to Woodinville, and the land and development costs getting too high for small, locally owned stores. People requested no more strip malls in town, and wanted to change the need to

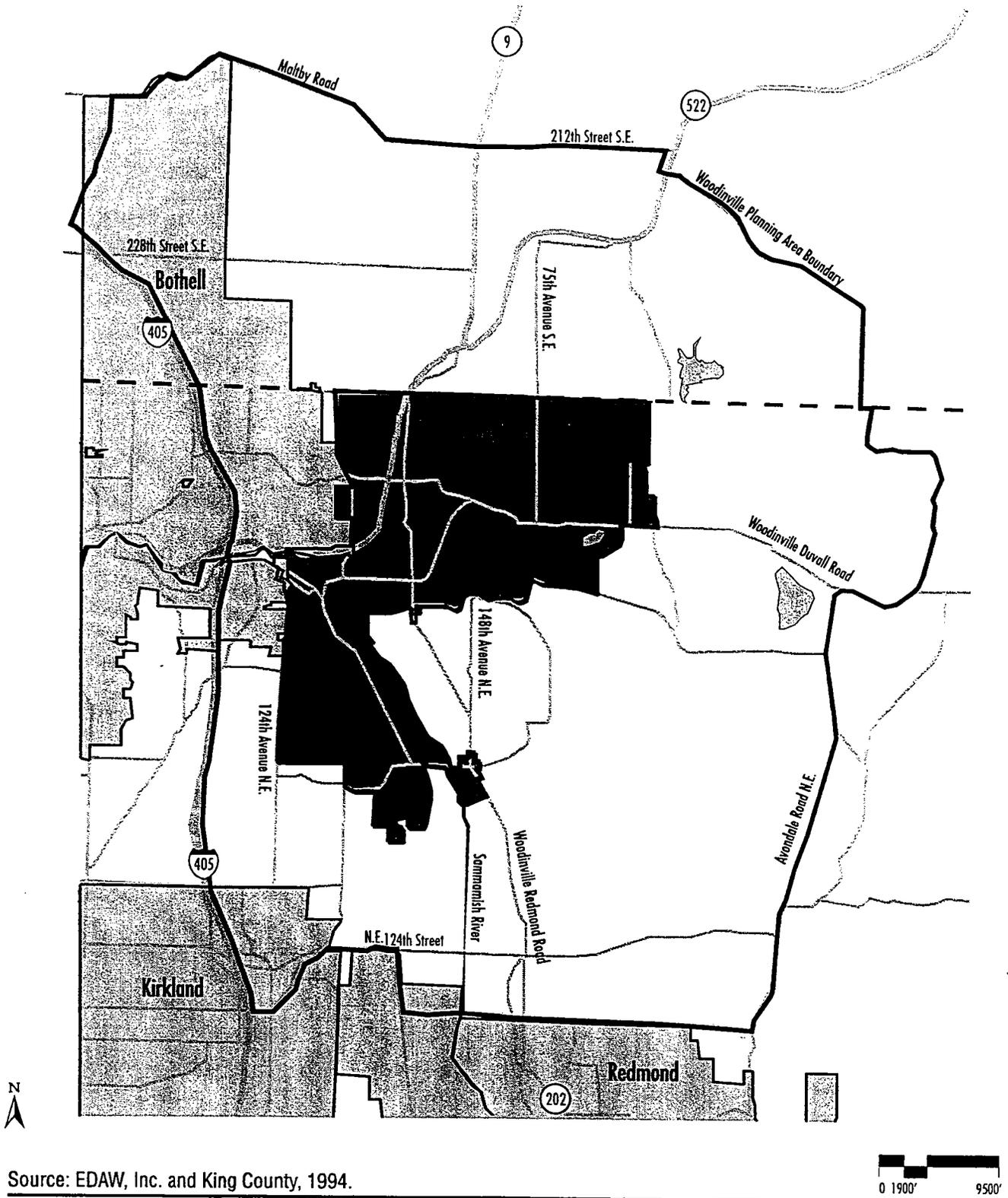
drive from store to store to do errands in Woodinville. A strong "core" and identity for the downtown is needed, according to participants. A need for a public restroom downtown was expressed more than once, as well as a desire for more residential opportunities in town. More parks are a community priority, including programmed recreation opportunities and a community center. The need for affordable housing was expressed, as well as a desire to keep things as they were when some folks first moved to Woodinville.

When asked to describe their vision for Woodinville in 20 years, meeting participants described a downtown developed as a small town "village" with mixed uses and a well-integrated pedestrian system. They envisioned a strong, viable, attractive city core with a "people priority," a city connected with walkways and sidewalks. People expressed a desire for a full complement of outdoor activities and green space, with programmed and informal activities for children and youth, as well as seniors. The vision included clean water and streams, and a good balance of residential, business, and industry in future development.

1.5.1.2 Woodinville Vision Statement

The following vision statement was crafted by Council and Commission members as a whole after review of all individual comments made during the visioning process. It provides a basis for developing goals and policies for the Comprehensive Plan.

"In the year 2015, Woodinville is a safe, friendly, family-oriented community that supports a successful balance of neighborhoods, parks and recreation, tourism, and business. We have preserved our Northwest woodland character, our open space, and our clean environment. We have enhanced our ability to move freely throughout the community by all modes of travel. Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown that is attractive and functional."



Source: EDAW, Inc. and King County, 1994.

LEGEND

- County line
- Planning Area Boundary
- ▨ City of Woodinville

Figure 1-4
City Limits of Woodinville
and Surrounding Communities

Table 1-2 Summary of Woodinville Visioning Comments

Issue	What People Value	Things to Change
Quality of Life	Rural character in an increasingly urbanized area Family orientation Sense of community Small town Safe, familiar feeling Peace and quiet Economic diversity Local employment opportunities Residents who care	Woodinville no longer charming
Land Use	Lots of open space, views Small-scale developments Places to keep horses Provide senior citizen housing Retain and preserve farming and agricultural lands Trees and wooded areas Specialty retail	No more strip malls Limit retail growth to Central Business District Want theater, upscale restaurants and clothing shops Want local museum Land costs too high for small, locally owned stores Concentrate gas stations No "big box" retailers Town is designed for cars; should be more pedestrian friendly Develop downtown "core" Need more affordable housing Need more mixed-use retail
Transportation	Freedom to walk, ride horses Bypass has helped traffic	Relieve congestion Want transit with neighborhood shuttles Keep horses on pipeline, not road Need sidewalks
Public Services	Low crime rate Good school system	Public restrooms downtown More street lighting for safety
Recreation	Open space Outdoor/indoor play areas for children Cottage Lake Park pool	Need parks of all sizes and types Need activities for youth and seniors Connect the Sammamish River Trail to downtown pedestrian system Need community center Retain and enhance the area's natural features, particularly the streams
Aesthetics	Green spaces, views	Control signage Need design review for downtown
Environment	Streams, wetlands, trees, wildlife habitat, clean air, and quiet	Retain and enhance the area's natural features, particularly the streams

Source: BREDOUW, 1994.

1.6 A Demographic Profile of Woodinville and Its Neighbors

This section presents a demographic profile of conditions for both the City of Woodinville and the Woodinville Planning Area. For consistency purposes, these data were collected from the Puget Sound Regional Council and are based on survey data from the 1990 U.S. Census. To provide a basis for comparison, data from King County as a whole and several Eastside cities are included. These cities are Mill Creek, Bothell, Kirkland, Redmond, Bellevue, and Issaquah. The King County data include both incorporated and unincorporated areas. A more detailed description of the methodology used to compile these census data can be found in Chapter 6. For cities adjoining or near Woodinville, see Figure 1-4.

1.6.1 Population

Compared to other Eastside cities, Woodinville is a moderate-sized community, with a 1990 census population of 8,587 people. The current (1995) population estimate for the City of Woodinville is 9,614 (Washington State Office of Financial Management). Woodinville is similar in size to the cities of Mill Creek (7,172) and Issaquah (7,786). The Woodinville Planning Area population (42,675) is similar to that of the City of Kirkland (40,052), the second largest city on the Eastside (see Table 1-3).

Table 1-3 1990 Census Population Comparison of Woodinville and Surrounding Communities

Jurisdiction	Population
City of Woodinville	8,587
Woodinville Planning Area	42,675
Redmond	35,800
Kirkland	40,052
Issaquah	7,786
Bothell	12,345
Bellevue	86,874
Mill Creek	7,172

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

In recent years, the rate of growth in the Woodinville Planning Area has been very rapid. Between 1980 and 1990, the population in the Woodinville Planning Area grew by 45.3 percent (3.8 percent per year), more than twice as fast as King County. Population growth over the decade was higher in Bothell (55.42 percent) and Redmond (53.53 percent). Although the percentage of population growth for the Eastside cities was highest in Kirkland, most of the growth rate increase was attributed to annexation (see Table 1-4).

Table 1-4 Population Growth for Woodinville and Surrounding Communities

Jurisdiction	Population Growth	
	1980	1990
City of Woodinville	N/A	8,587
Woodinville Planning Area	29,378	42,675
Bothell	7,943	12,345
Redmond	23,318	35,800
Kirkland	18,779	40,052
Issaquah	5,536	7,786
Mill Creek	N/A	7,172
Bellevue	73,903	86,874
Seattle	493,846	516,259
King County	1,269,898	1,502,428

Source: Puget Sound Regional Council, 1990 Census Reports, and Economic Consulting Services, 1994.

The City of Woodinville has the highest percentage of youth, compared to the Eastside cities shown and King County, with nearly 30 percent of the population under the age of 18. This percentage is even greater (31.8 percent) for the Woodinville Planning Area. Woodinville also has the smallest percentage of elderly compared to the Eastside communities shown and King County. Although figures are not available for only the area inside the city limits, the percentage of the population over the age of 65 in the Woodinville Planning Area is only 5.7 percent. This compares to a high of 12.9 percent for the City of Bothell and a county average of 11.1 percent.

Within the City of Woodinville, minorities make up 7 percent of the population, which is roughly the same as the City of Kirkland (7.2 percent). This compares to a low of 3.9 percent for the City of Issaquah and a high of 13.5 percent for the City of Bellevue. The average for the county as a whole is more than double that of Woodinville (15.2 percent). A comparison of population characteristics is shown in Table 1-5.

1.6.2 Household Size

The City of Woodinville and the Woodinville Planning Area have the largest average household size (2.61 and 3.01 persons, respectively) of all the comparison cities and King County as a whole. This is consistent with Woodinville's image as a family community and the relatively large population under 18 years old. The City of Redmond has the next largest average household size, with 2.5 persons, and the city with the smallest average household size is Kirkland, with 2.28. The county average is 2.4 (see Table 1-6).

Table 1-5 Population Characteristics for Woodinville and Surrounding Communities (1990)

Jurisdiction	% Under Age 18	% Over Age 65	% Minority Racial Classification
City of Woodinville	29.1	4.1	7.0
Woodinville Planning Area	31.8	5.7	6.2
Bothell	24.3	12.9	5.4
Redmond	25.3	6.9	8.9
Kirkland	20.7	9.6	7.2
Issaquah	22.8	12.6	3.9
Mill Creek	24.3	8.8	9.4
Bellevue	21.1	10.4	13.5
Seattle	16.5	15.2	24.7
King County	22.6	11.1	15.2

Source: Puget Sound Regional Council, 1990 Census Reports, and Economic Consulting Services, 1994.

Table 1-6 Average Household Size for Woodinville and Surrounding Communities

Jurisdiction	Household Size
City of Woodinville	2.61
Woodinville Planning Area	3.01
Bothell	2.47
Redmond	2.50
Kirkland	2.28
Issaquah	2.40
Mill Creek	2.48
Bellevue	2.41
Seattle	2.09
King County	2.40

Source: Puget Sound Regional Council, 1990 Census Reports, and Economic Consulting Services, 1994.

1.6.3 Economic Well-Being

The Woodinville Planning Area is a fairly affluent community compared to other Eastside cities. The median household income for the Woodinville Planning Area (\$50,130) is nearly equal to that of Mill Creek (\$50,250). The remaining comparison cities are considerably lower, and range between \$43,800 for Bellevue and \$35,422 for Issaquah. As compared to the county as a whole (\$36,179), the median household income of the Woodinville Planning Area is nearly 40 percent higher. This is due in part to the fact that more than 50 percent of the families have two or more workers, and there are relatively few families

with no workers in the family (5.7 percent) as compared to King County (10.4 percent) (see Table 1-7).

1.6.4 Educational Attainment

As a community, Woodinville ranks high in terms of educational attainment. In the Woodinville Planning Area, 41.8 percent of residents have completed a college degree: 8.9 percent an associates degree, 23.7 percent a bachelor's degree, and 9.2 percent a graduate or professional degree. Of the comparison communities, only Bellevue and Redmond have higher proportions of residents who have earned a graduate or professional degree (see Table 1-8).

Table 1-7 Median Household Income for Woodinville and Surrounding Communities

Jurisdiction	Household Income
City of Woodinville	N/A
Woodinville Planning Area	\$50,130
Bothell	\$37,159
Redmond	\$42,299
Kirkland	\$38,437
Issaquah	\$35,422
Mill Creek	\$50,250
Bellevue	\$43,800
Seattle	\$29,353
King County	\$36,179

Source: Puget Sound Regional Council, 1990 Census Reports, and Economic Consulting Services, 1994.

Table 1-8 Educational Attainment for Woodinville and Surrounding Communities

Jurisdiction	Percent of Population Over Age 18 Who Have Completed:		
	Associates degree	Bachelor's degree	Graduate professional degree
Woodinville Planning Area	8.9%	23.7%	9.2%
Bothell	8.9%	19.1%	5.9%
Redmond	8.7%	27.0%	10.3%
Kirkland	8.9%	25.0%	7.7%
Issaquah	7.4%	20.6%	9.1%
Bellevue	7.7%	29.1%	12.5%
Mill Creek	9.0%	29.5%	9.0%
King County	7.5%	21.3%	8.8%

Source: Puget Sound Regional Council, 1990 Census Reports, and Economic Consulting Services, 1994.

1.7 The Natural Environment

This section provides a general overview of the key natural environment components found within the Woodinville Planning Area as a basis for land use planning and for regulation of critical areas. This section discusses the natural environment in terms of sensitive hydrologic (water) and geologic (soil) areas. Hydrologic resources encompass five of the critical areas defined by the Growth Management Act: fish and wildlife habitat, water quality, frequently flooded areas, wetlands, and aquifers. Geologic resources encompass two types of critical areas: geologic hazard areas and aquifer recharge areas.

This section includes digitally produced maps with data of sensitive areas obtained from Snohomish County and King County. The data from Snohomish County were digitized from hard copy maps obtained from the Cathcart–Maltby–Clearview Area Comprehensive Plan (Snohomish County, 1987). The King County data, obtained in digital form, were converted from mylars used to produce the 1990 Sensitive Area Folio. For both sources, the boundaries of sensitive areas displayed on these maps are generalized as appropriate for planning at a city-wide scale. Additional studies will be needed for site-specific data.

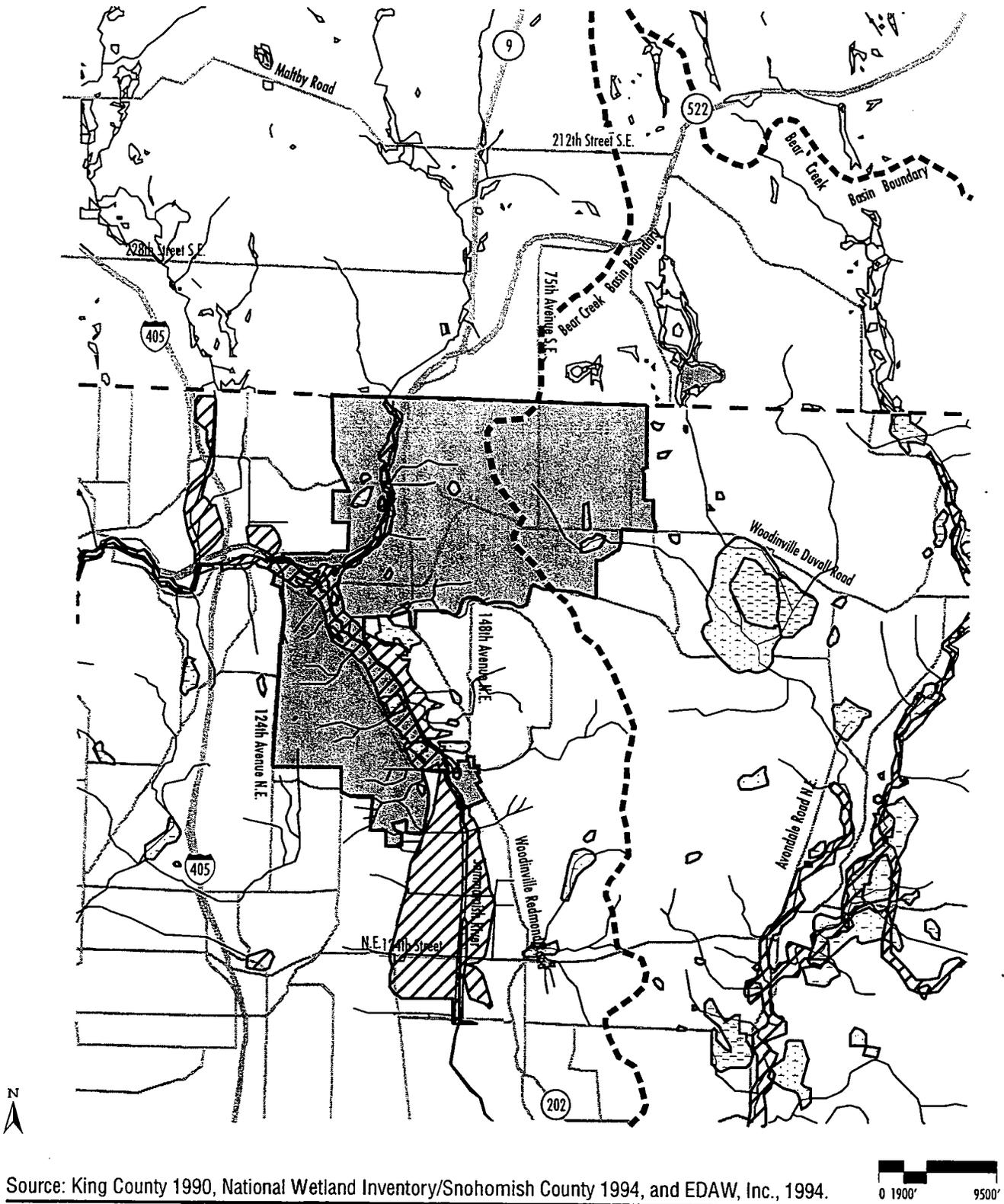
The City of Woodinville currently has adopted an Interim Sensitive Areas Regulations in compliance with the Growth Management Act as part of the Interim Zoning Code (March 1993). It is anticipated that these regulations will be revised based on the findings and conclusions of the Comprehensive Plan. Changes and/or clarifications to regulations may require additional analysis on the sensitive environmental areas discussed in this section as well as other sensitive areas not included herein.

1.7.1 Existing Conditions

Woodinville's natural environment includes sensitive hydrologic areas and sensitive geologic areas, as discussed below. Table 1-9 provides an overview of these areas for both the Woodinville Survey Area as well as the Woodinville Planning Area (within King County).

1.7.1.1 Sensitive Hydrologic Areas

Hydrologic areas include rivers, streams, lakes, ponds, wetlands, and floodplains. Within the Woodinville Planning Area, sensitive hydrologic areas include two hydrologic systems: (1) the Sammamish River and associated floodplain and tributaries located in the valley south of downtown Woodinville; and (2) Bear Creek and its associated lakes and tributaries, located mostly to the east of the City limits (see Figure 1-5). Hydrologic areas are often defined geographically according to the watershed basin of which they are a part. A watershed may be defined as a landscape catchment basin, including terrestrial slopes, streams, and lakes, drained by a common stream outlet. For study and management, a watershed is a conveniently sized ecosystem with definable boundaries that operates as a unified, co-dependent ecosystem.



Source: King County 1990, National Wetland Inventory/Snohomish County 1994, and EDAW, Inc., 1994.

- LEGEND**
-  Floodplain
 -  Wetlands
 -  City of Woodinville
 -  County line
 -  Bear Creek Basin boundary
 -  Streams

**Figure 1-5
Hydrologic Areas in the
Woodinville Planning Area
(King County)**

Table 1-9 Sensitive Areas in and around Woodinville¹

Sensitive Environmental Feature	Woodinville Survey Area			Total	Woodinville Planning Area ²
	City of Woodinville	East Valley Neighborhood	Grace Neighborhood		
<u>Hydrologic</u>					
Streams ³					
Class 1	2 miles	0.5 miles	0 miles	2.5 miles	6.5 miles
Class 2	5 miles	0.5 miles	16 miles	21.5 miles	16.5 miles
Unclassified	6 miles	1.0 mile	N/A	7.0 miles	28.0 miles
Streams Total	13 miles	2.0 miles	16 miles	31.0 miles	51.0 miles
Wetlands	100 acres	42 acres	16 acres	142 acres	986 acres
Floodplains	433 acres	103 acres	N/A	536 acres	1,187 acres
<u>Geologic</u>					
Erosion	347 acres	0 acres	N/A	347	1,285 acres
Landslide Hzrd.	314 acres	76 acres	27 acres ⁴	417	955 acres
Seismic	664 acres	275 acres	N/A	939	2,110 acres

Notes:

¹ Acreages were calculated from Geographic Information System coverages and rounded to the nearest whole number.

² Includes land only within King County and the Grace Neighborhood.

³ Distances were calculated from Geographic Information System coverages and rounded to the nearest half mile.

⁴ Slope greater than 25 percent.

Source: EDAW, Inc., King County, and Snohomish County

Within the Woodinville Planning Area, there are two watershed basins - the Sammamish River Basin and the Bear Creek Basin. King County has prepared a corridor enhancement report for the Sammamish River and a basin plan for Bear Creek that provide useful guidelines on the management and protection of these two basins.

Sammamish River Basin

The Sammamish River has played a significant role in shaping the natural environment in and around the Woodinville Planning Area. The river connects two major water bodies on the Eastside - Lake Sammamish and Lake Washington. Within the Woodinville Planning Area, the river flows north from Redmond to the southwestern edge of downtown Woodinville before turning west toward the City of Bothell.

Within the Woodinville Planning Area, a number of tributaries feed into the Sammamish River from the hillsides east and west of the Sammamish River Valley. Farther north, in Snohomish County, there are several tributaries flowing west and south into the main channel of Little Bear Creek. This creek parallels State Route 9 and State Route 522, and flows through the North Industrial and Town Center neighborhoods before entering the Sammamish River.

A basin plan for the Sammamish River has not yet been completed. However, the Sammamish River Multi-Objective Greenway Plan (King County Surface Water Management, 1992) and the Sammamish River Corridor Conditions and Enhancement Opportunity Report (King County, 1993) are currently being used (in coordination with planning efforts of the King County Parks Division) as a starting point for the development of the Sammamish River Basin Plan. Both documents provide recommendations for guiding mitigation or enhancement projects that take place within the river corridor before completion of the basin plan.

To reduce agricultural damage along the Sammamish River and to regulate the level of Lake Sammamish, the U.S. Army Corps of Engineers dredged a channel, filling in the former meanders. The new channel, completed in 1966, was designed to contain a 40-year springtime flood event. The U.S. Army Corps of Engineers construction and subsequent maintenance program for the Sammamish River was a "single-objective" program intended to maximize the area protected and conserve usable agricultural land. Maintenance requirements have kept the stream bank devoid of significant vegetation and the banks have been regularly lined with riprap to prevent erosion and natural channel migration.

The Sammamish River Corridor Conditions and Enhancement Opportunity Report has recommended "multi-objective" management of the corridor to balance increasing development pressures with needs for fish and wildlife habitat protection and public river access. This management approach includes the construction of "setback" levees that reduce flow velocities, provide additional floodwater storage, and can significantly improve fish and wildlife habitat when combined with vegetated "benches" or terraces constructed between the levee and the low flow channel.

Under the Water Resource Development Act of 1986, the U.S. Army Corps of Engineers is authorized to review existing federally authorized projects for opportunities to improve the quality of the environment in the public interest. As a result, the U.S. Army Corps of Engineers has initiated the Sammamish River Channel Improvement Project. Fish and wildlife habitat in the area will be improved through the creation of wetland areas and bypass culverts for fish migration.

Wetlands located within the basin occur in isolated areas, primarily along tributaries to the Sammamish River. Within the city limits, there are approximately 100 acres of wetlands. The most significant of these is a 24-acre wetland associated with Little Bear Creek in the North Industrial Neighborhood. There is also a large wetland located within the East Valley Neighborhood.

Within the basin, the 100-year floodplain extends along the entire Sammamish River and comprises 433 acres of land within the City.

Bear Creek Basin

The Bear Creek Basin is located east of the Sammamish River Basin and extends from Redmond north into Snohomish County (see Figure 1-5). This

basin is the most productive spawning salmonid basin for its size in the Puget Sound area, often with over 30,000 fish returning annually. Significant water systems within the basin include Bear Creek, Daniel's Creek, Cottage Lake Creek, and Evans Creek. All of these water systems flow south and drain either directly into the Sammamish River or into Lake Sammamish which flows into the Sammamish River. The Bear Creek Basin Plan (King County, 1990) provides guidelines for protection and enhancement of this basin.

The Bear Creek Basin is divided into four major sub-basins: (1) Cottage Lake Creek, (2) Upper Bear Creek, (3) Lower Bear Creek, and (4) Evans Creek. The first two of these sub-basins are located within the Woodinville Planning Area.

The Cottage Lake Creek sub-basin has a very high fish population, particularly downstream of Cottage Lake. The upper part of the sub-basin is rural, but development is proceeding rapidly downstream of Cottage Lake. Cottage Lake Creek is noted for its rare run of naturally spawning chinook salmon.

The Upper Bear Creek sub-basin contains rural development, upstream of its confluence with Cottage Lake Creek. This area is conducive to a large fish population, particularly along the mainstem of the creek, as well as its numerous tributaries draining the eastern uplands. The Upper Bear Creek sub-basin contains excellent spawning and rearing areas in diverse stream habitat and extensive wetland systems as well as an abundant freshwater mussels population, indicating very good water quality.

Farther east and within the Woodinville Planning Area in Snohomish County, there are also a number of streams that form the headwaters of Bear Creek. These streams flow generally south and are outlets for both Crystal and Echo lakes. Bear Creek flows into the Sammamish River south of downtown Redmond.

Present problems in the basin reflect the nature and intensity of urban development. Generally sparse urbanization in the northern and eastern parts of the basin have allowed upper Bear Creek and Cottage Lake Creek to maintain high quality fish habitat and to avoid most drainage-related problems. Recommendations of the Basin Plan seek to protect aquatic resources in the face of expanding urbanization, and to enhance these resources wherever feasible.

Wetlands within the basin and Woodinville Planning Area are scattered throughout the basin and constitute an important natural feature for plant and wildlife habitat. The most significant of these wetlands for this basin is a large U-shaped wetland located west of Cottage Lake.

Floodplains within the basin and Woodinville Planning Area are located along the southern end of Cottage Lake Creek and Bear Creek.

1.7.1.2 Sensitive Geologic Areas

Sensitive geologic areas include erosion problem areas, landslide hazard areas, and seismic hazard areas. Each of these sensitive areas is described below and shown in Figure 1-6.

Erosion Problem Areas

There are approximately 347 acres of erosion problem areas in the City of Woodinville (see Table 1-9). Most of these areas can be found on the hillsides to the east and west of the Sammamish Valley, in or adjacent to the neighborhoods of West Ridge and East Valley, as well as in the south-southeast portion of the Woodinville Planning Area. There are also erosion problem areas east of State Route 522 in the North Industrial and Grace neighborhoods. Many of these areas contain glacial deposits of loose, gravelly or sandy soils that compact poorly and erode 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.

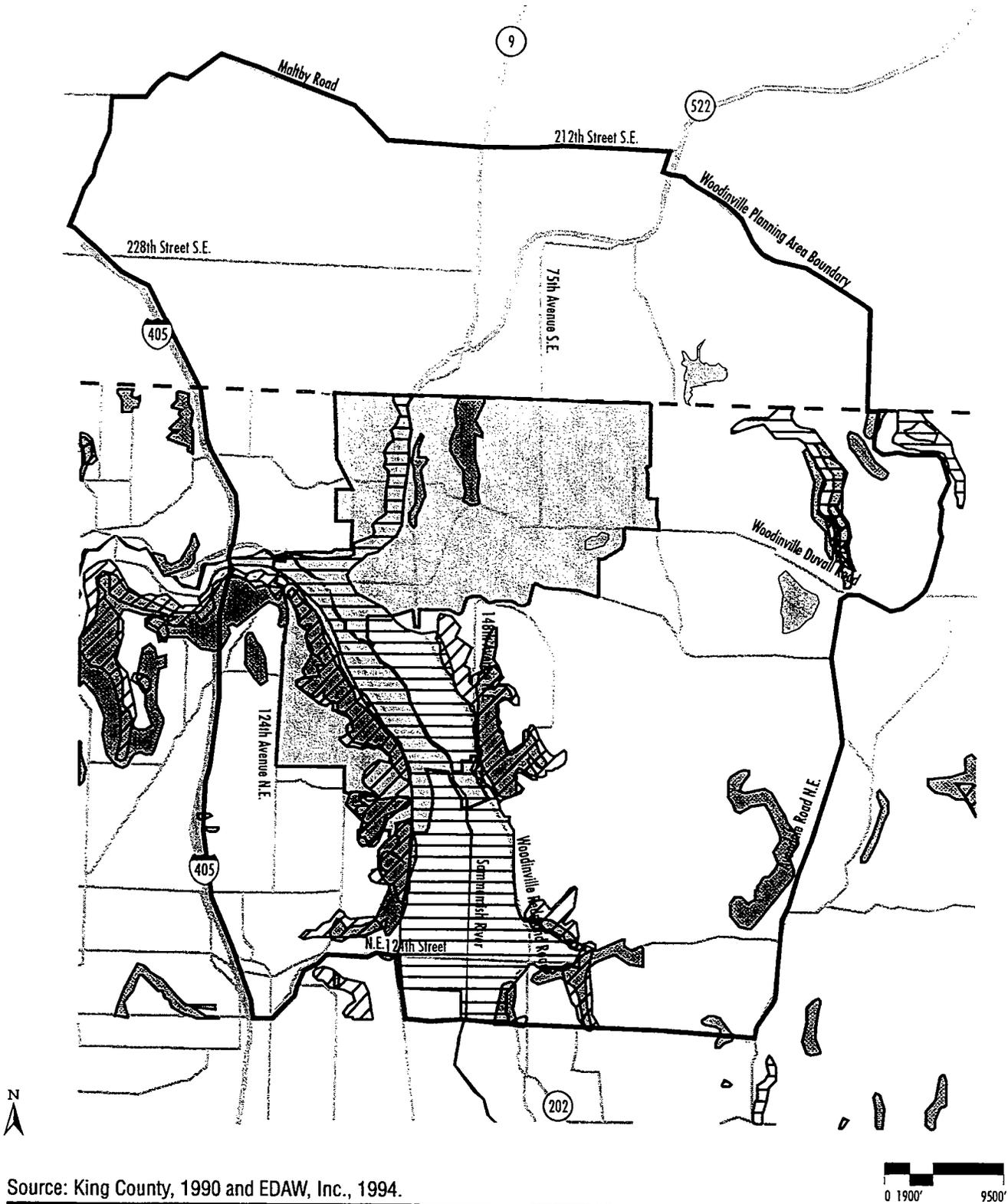
Landslide Hazard Areas

Within the Woodinville Planning Area and within King County, approximately 417 acres of landslide hazard areas are located along the east and west ridge lines of the Sammamish River Valley (see Table 1-9). The area on the west side of the valley is located just west of the Burlington-Northern railroad tracks in the West Ridge neighborhood. The area on the east begins just east of Woodinville-Redmond Road. These areas contain steeply sloping unconsolidated glacial deposits that are highly susceptible to landslides, and are a major hazard to people and structures.

Seismic Areas

More than three earthquakes a day, on average, are documented in the State of Washington, the majority occurring in the western half of the state. Most of these are too small to be felt, but large earthquakes have occurred in the Puget Sound during historic times that demonstrate the potential for earthquake-caused damage and loss of life. Seismic areas are identified on Figure 1-6 according to the King County Sensitive Areas Ordinance. Seismic areas are those areas subject to severe risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. These conditions occur in areas underlain by cohesionless soils of low density, usually in association with a shallow groundwater table.

Within the King County portion of the Woodinville Planning Area, there are approximately 939 acres of seismic hazard areas, which include almost all of the Sammamish River Valley as well as the areas in and around Daniel's Creek and Paradise Lake, east of the City.



LEGEND

- County line
- Planning Area Boundary
- ▨ Landslide hazard >15% slope
- ▨ Seismic hazard
- ▨ City of Woodinville
- ▨ Erosion hazard

Figure 1-6
Sensitive Geologic Areas in the
Woodinville Planning Area
(King County*)

* Data for Snohomish County is not readily available.



Chapter 2 Growth Management Act Policies and Guidelines

CHAPTER 2 GROWTH MANAGEMENT ACT POLICIES AND GUIDELINES

2.1 An Overview of State Growth Management Requirements

The 1990 Washington State Legislature enacted the landmark Growth Management Act to guide Washington State as it grows into the future. The Growth Management Act was a significant first step in setting basic guidelines for growth management. Along with it, the Legislature approved several other measures that provide important new resources to assist with growth management, including increases in state transportation funding, new tax sources for local government open space acquisition, appropriations for habitat and recreation land acquisition, and new funding sources for local facilities financing.

The Growth Management Act requires the state's fastest growing counties (which include King and Snohomish counties), and cities within those counties, to prepare comprehensive plans.¹ Because the City of Woodinville is located in King County, it is required to prepare a comprehensive plan. The Growth Management Act also requires all counties to inventory agricultural, forest lands, and critical areas, and all cities and counties to make their zoning consistent with their comprehensive plans.

Those cities and counties required to prepare comprehensive plans must designate urban growth areas, coordinate their plans with adjacent cities and counties, and include public participation in plan development.

The Growth Management Act has established 12 broad goals that cities and counties are required to follow. Each goal and a discussion of how the Comprehensive Plan meets the goal follows.

1. Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Discussion – The Comprehensive Plan guides future development to areas where services are available or can be provided efficiently. Most notable, the Land Use Element specifies where development may occur and specifically locates future development first in areas where services already exist and then in areas where services can be provided. Moreover, the annexation policies link any annexations to the ability to provide services in a cost-effective and efficient manner.

2. Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.

Discussion – The Comprehensive Plan encourages the most intensive

¹The Growth Management Act requires that comprehensive plans be prepared in counties that: (1) have a population over 50,000 and have a population growth of more than 10% in the previous ten years; or (2) have a growth rate of more than 20% in the previous ten years regardless of population size.

development in the Town Center Neighborhood. The Plan also encourages industrial development to continue to occur in the existing industrial designated areas. All residential growth would occur through infill development within the Urban Growth Area boundary.

3. Transportation. Encourage efficient multi-modal transportation systems based on regional priorities and coordinated with city and county comprehensive plans.

Discussion – The Comprehensive Plan is consistent with both King County and Snohomish County comprehensive plans, including the transportation elements. Moreover, the Comprehensive Plan, notably in the Land Use and Transportation Elements, emphasizes policies to encourage development appropriate for multi-modal transportation systems. Furthermore, several specific actions, such as creation of pedestrian amenities and trail systems, are called for in the Comprehensive Plan.

4. Housing. Encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

Discussion – The Comprehensive Plan recognizes the importance of a wide variety of housing options available to all economic segments. The Comprehensive Plan promotes a wide variety of residential densities and housing types, preserves existing housing stock, and encourages the development of affordable housing. Notably, the Land Use policies and the Housing policies address these issues.

5. Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans; promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons; and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

Discussion – The Comprehensive Plan includes policies that promote a wide variety of economic development options by preserving industrial and commercial land, focusing attention on future mixed-use development within the Town Center, and promoting the emerging tourist and recreation based industries in Woodinville.

6. Property Rights. Private property shall not be taken for public use without just compensation. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Discussion – The Comprehensive Plan does not reduce or impact private property rights. All decisions based on the plan's policies will continue to be subject to the proper procedures and restrictions associated with any condemnation actions.

7. Permits. Applications for both state and local government permits shall be processed in a timely and fair manner to ensure predictability.

Discussion – The Comprehensive Plan includes policies to create an efficient and fair permitting system (see Land Use and Economic Development elements).

8. Natural Resource Industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries.

Discussion – The City of Woodinville currently does not contain any lands devoted to natural-resource based industries. However, the Comprehensive Plan does contain policies to protect and conserve sensitive areas, wildlife habitat, and water quality and quantity. As such, the Comprehensive Plan provides safeguards to prevent the potential harm to fisheries in the area or downstream, as well as local agricultural industries.

9. 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.

Discussion – The Comprehensive Plan contains policies related to the preservation of open space, the protection of wildlife habitat, the development of parks, and the availability of public access to natural resource lands and open space. The Land Use Element contains many of the policies related to preservation of open space and habitats while the Parks, Recreation, and Open Space Element addresses the development of parks and open space as well as public access. The Capital Facilities Plan further elaborates on policies for park and open space development.

10. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Discussion – The Comprehensive Plan addresses environmental protection with goals and policies that protect and conserve environmentally sensitive areas and water supplies. Most of these goals and policies appear in the Land Use Element and the Utilities Element.

11. Citizen Participation and Coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Discussion – The Comprehensive Plan is based on a significant amount public involvement. This included an initial visioning process as well as the participation of citizen advisory panels to develop goals and policies. Additionally, a number of public workshops were held throughout the planning process.

12. Public Facilities and Services. Ensure that those public facilities and services necessary to support development shall be adequate at the time the development is available, without decreasing current service levels below locally established minimum standards.

Discussion – The Comprehensive Plan contains goals and policies that address the levels of service for public services and specifically prohibit new development or annexations that cannot be adequately served. The Capital Facilities Plan addresses the necessary steps to provide services to those areas where future development will occur in a timely and efficient manner.

The Growth Management Act requires counties, in collaboration with their cities, to designate urban growth areas (UGAs), within which urban growth is to be encouraged and outside of which growth may occur only if it is not urban in nature. UGAs are to be sized to accommodate the growth projected for the next 20 years, as forecasted by the state Office of Financial Management. For the City of Woodinville, the 20-year allocation is 1,750-1,842 new households and 1,900-2,000 new jobs. UGAs may contain more than one city and may contain unincorporated territory if the territory is already characterized by urban growth or is adjacent to other territory characterized by urban growth.

The elements required by the Growth Management Act for all county and city comprehensive plans and the required contents of these elements are listed below.

1. Land Use. The Land Use Element shall designate land for housing, commerce, industry, recreation, open space, public facilities and other uses, and include densities, building intensities, and estimates of future population growth.
2. Housing. The Housing Element shall include an inventory and analysis of existing and projected needs; goals, policies, and objectives to preserve, improve, and develop housing; identify sufficient land for housing; and provide for existing and projected needs of all economic segments of the community.
3. Capital Facilities. The Capital Facilities Element shall include an inventory of existing capital facilities owned by public entities; a forecast of the future needs for such capital facilities; proposed locations and capacities of expanded or new facilities; at least a six-year plan to finance facilities; and a requirement to reassess the land use element if probable funding falls short of meeting needs. Under the law, development is not allowed unless and until capital facilities are adequate to serve the development at an adopted standard of service.
4. Utilities. The Utilities Element shall consist of the general location, proposed location, and capacity of existing and proposed utilities, including but not limited to electrical lines, telecommunication lines, and natural gas lines.

5. Transportation. The Transportation Element shall include land use assumptions; inventory of existing facilities; facility needs based on adopted level of services standards; traffic forecasts for at least 10 years; system expansion and management needs; a financing plan; and intergovernmental coordination. As was the case with Capital Facilities, the law states that development is not to be allowed unless and until transportation systems are adequate to serve the development at an adopted standard of service.

In addition to the above required elements, Woodinville has elected to include four optional elements:

1. Human Services. The Human Services Element shall include an inventory of existing human services and provide goals, policies and actions to promote a healthy, stable and productive community.
2. Economic Development. The Economic Development element shall profile the City's business community and provide goals, policies, and actions to promote vibrant and sustainable economic activity.
3. Parks and Recreation. The Parks and Recreation element shall provide for the recreational and aesthetic needs of Woodinville residents while enhancing the City's unique character.
4. Community Design. The Community Design element shall include goals, policies, and actions to enhance the visual image of the City through the application of building, landscaping, and site and neighborhood design techniques.

The Growth Management Act requires cities and counties to adopt interim critical areas regulations to protect wetlands, frequently flooded areas, hazardous geologic areas, fish and wildlife habitat conservation areas, and aquifer recharge areas prior to adoption of comprehensive plans. When plans are adopted, jurisdictions are required to revisit the interim critical areas regulations, make modifications if warranted, and adopt permanent regulations.

The Growth Management Act requires newly incorporated cities to adopt their comprehensive plans and the development regulations necessary to implement those plans four years after incorporation. Since the City of Woodinville was incorporated in March of 1993, the deadline to complete the Woodinville Comprehensive Plan is March of 1997.

Finally, the Growth Management Act authorizes cities and counties to establish impact fees to pay for a proportionate share of certain public improvements necessary to mitigate the impacts from new development. Impact fees may not be collected to correct existing deficiencies, and financing for new system improvements may not rely solely on impact fees. Any capital facilities proposed to be financed with impact fees must be included in the jurisdiction's capital facilities or transportation elements.

2.2 A Summary of Multi-County and Countywide Planning Policies

To ensure consistency among the comprehensive plans of neighboring cities and counties, the Growth Management Act mandates the adoption of multi-county and countywide planning policies. These policies, according to state law, are written statements "used solely for establishing a countywide (or multi-county) framework from which county and city plans are developed and adopted..." By law, multi-county policies and countywide planning policies are required to address the following:

- Policies to implement urban growth areas (see below);
- Policies to promote contiguous and orderly development and provide urban services to such development;
- Policies for siting public capital facilities of a countywide or statewide nature;
- Policies for countywide transportation facilities and strategies;
- Policies for joint city and county planning within urban growth areas;
- Policies for countywide economic development and employment; and
- An analysis of the fiscal impact.

Vision 2020, produced by the Puget Sound Regional Council, contains multi-county policies affecting King, Snohomish, Pierce, and Kitsap counties. In addition, both King and Snohomish counties have adopted countywide planning policies that provide a framework for Woodinville's plan.

2.2.1 Vision 2020

Vision 2020 is the regional long-range growth and transportation strategy for central Puget Sound. Adopted in 1991 by the regional council of governments, Vision 2020 provides the framework for countywide planning policies and local comprehensive planning efforts, as mandated by the Growth Management Act. In May 1995, Vision 2020 was updated to reflect current countywide planning efforts and to establish an integrated regional vision (Puget Sound Regional Council, 1995). These policies "promote diverse, economically healthy and environmentally sensitive communities that offer affordable housing for all economic segments of the population and are connected and served by a high-quality, efficient transportation system." The framework policies that guide the development of policies for each element are listed below and their reference number within Vision 2020 is shown in parentheses (i.e., RF-#).

- Concentrate development in urban areas to conserve agricultural, forest, and environmental resources. Within urban growth areas, promote growth into centers that are connected by an efficient, transit-oriented, multi-modal transportation system (RF-1).
- Protect critical areas, conserve resource lands, and preserve lands and resources of regional significance (RF-2).

- Phase development of public facilities and services to achieve the adopted regional vision (RF-3).
- Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods, and freight (RF-4).
- Provide diversity and choice in housing and employment options (RF-5).
- Maintain economic opportunities while managing growth (RF-6).
- Mitigate potential adverse effects of concentrating development by early action (RF-7).

2.2.2 King County

King County's Countywide Planning Policies were adopted by the King County Council in July 1992. These policies provide a framework for coordinating development between King County and the 34 cities within it.

The King County Countywide Planning Policies were developed by the Growth Management Planning Council (the Planning Council), which is responsible for identifying Urban Centers, adopting 20-year target numbers for projected population and employment, and identifying the Urban Growth Area within the county.

The countywide policies are divided into eight areas: (1) Critical Areas, (2) Land Use Pattern, (3) Transportation, (4) Community Character and Open Space, (5) Affordable Housing, (6) Contiguous and Orderly Development, (7) Siting Public Capital Facilities of a Countywide or Statewide Nature, and (8) Economic Development and Fiscal Impact. Specific policies for each of these eight areas are summarized in the Appendix for each respective planning element. Consistency between the King County Countywide Planning Policies and the Woodinville Comprehensive Plan is demonstrated in Table 2-1.

2.2.3 Snohomish County

The development of countywide planning policies for Snohomish County was initiated in October 1990 by the Snohomish County Tomorrow Steering Committee. This committee was a group of elected officials from the county, cities, towns, and the Tulalip Tribes who sought to "adopt a publicly shared vision and goals to guide effective growth management and preserve Snohomish County's unique quality of life." Similar to King County, the countywide policies for Snohomish County are focused on the designation of Urban Growth Areas, housing, economic development, siting of essential public facilities, fiscal impact, and transportation. In addition, Snohomish County has specific policies guiding development in rural areas.

Countywide planning policies for each comprehensive planning element are described below in their respective section. Consistency between Snohomish County Countywide Planning Policies and the Comprehensive Plan is shown in

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
Land Use		
LU-1: Guide population growth in a manner that maintains or improves Woodinville's Northwest character, environmental attributes, and quality of life.	FW-11: Require land use patterns that will reduce consumption of land and concentrate development. CC-2: Encourage land use patterns and regulations that protect community character.	
LU-1.1: Preserve the character of existing neighborhoods while accommodating projected growth over the next 20 years.	FW-12: Provide enough land to accommodate future urban development. LU-26: Identify urban development within the UGA. LU-66: Provide adequate residential land for the projected growth over the next 20 years.	UG-1: Establish a UGA that accommodates growth over the next 20 years. HO-15: Balance the needs of housing with other land use decisions.
LU-1.2: Encourage future development in areas that have the capacity to absorb growth, minimize adverse environmental impacts, and enhance the area's appearance and vitality.	LU-28: Direct urban development to areas with the capacity to absorb the growth.	OD-10: Encourage infill and redevelopment of suitable areas consistent with local comprehensive plans.
LU-1.3: Phase development with municipal services in an organized and cost effective manner.	LU-29: Require phased development. LU-30: Phase growth so that non-urban land is converted to urban land only as services become available.	OD-1: Promote efficient use of land and coordination of municipal services with development. OD-2: Develop at urban densities and provide urban services and capital facilities.
LU-1.4: Coordinate land use decisions with neighboring jurisdictions.	LU-37: Cooperate with neighboring jurisdictions in the development of comprehensive plans.	UG-4: Implement plans through a collaborative planning process between cities and county. JP-1: Coordinate county and municipal planning. JP-2: Encourage frequent interjurisdictional coordination.
LU-2: Encourage less reliance on single-occupancy vehicles.	LU-57: Require parking regulations and other measures to encourage less reliance on single-occupancy vehicles. LU-72: Establish mechanisms to encourage transit use.	UG-5: Support pedestrian, bicycle, and transit compatible design.
LU-2.1: Provide mixed uses in the downtown area that encourage transit use.	LU-56: Require activity areas to have adequate transit service.	
LU-3.2: Preserve the existing natural environment of neighborhoods.		HO-14: Encourage environmentally sensitive housing development practices.
LU-4.2: Encourage mixed-use development that balances residential and business uses.		HO-13: Provide affordable housing accessible to work places.

*Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
LU-4.4: Provide adequate land zoned for employment to support 20-year employment projections.	LU-68: Require the provision of adequate land for projected employment growth over the next 20 years.	
LU-5: Protect and conserve City's open spaces, natural resources, and sensitive areas.	FW-4: Require the protection and enhancement of natural ecosystems and the recognition of natural constraints and sensitive areas.	
LU-5.1: Maintain development regulations to protect sensitive areas.	FW-4: Regulate land use and development to protect sensitive areas. CA-12: Require land use regulations that reduce flood hazards.	
LU-5.2: Protect and enhance wetlands.	CA-3: Require the protection and enhancement of wetlands. CA-4: Encourage flexibility in methods to protect and enhance wetlands.	
LU-5.4: Establish a classification system for wetlands, compatible with adjacent jurisdictions.	CA-1: Establish an interim classification system for wetlands. CA-2: Establish a single, countywide classification system for wetlands.	
LU-5.5: Protect groundwater through best management practices.	CA-5: Protect groundwater. CA-10: Require use of best management practices.	
	CA-6: Require land use actions to consider impacts on water supplies.	
LU-5.6: Enhance water quality and quantity.	CA-15: Enhance water quality.	
LU-5.7: Protect geologically hazardous areas.	CA-13: Protect geologically hazardous areas.	
LU-5.8: Cooperate with other agencies and jurisdictions to protect fish and wildlife habitat through land planning.	CA-7: Cooperate with jurisdictions to provide habitat protection. CA-8: Identify critical habitats and require regulations to protect them. CA-11: Identify land use regulations and cooperate with state and tribal authorities to protect fish and wildlife habitats.	
LU-5.9: Promote air quality standards.	CA-14: Promote air quality standards.	
LU-5.10: In cooperation with other jurisdictions, protect water quality and quantity.	CA-9: Jurisdictions will work together to protect water resources within drainage basins.	

*Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
LU-7: Plan and develop a multi-modal transportation system for the downtown area.	LU-56: Provide adequate transit service in activity areas.	UG-11: Encourage mixed-use, pedestrian friendly, and transit compatible development. OD-8: Optimize existing and planned transportation systems.
LU-8: Encourage multi-story mixed uses in the downtown area.	LU-74: Encourage mixed uses within existing commercial areas.	UG-10: Provide incentives for multi-story and mixed use development.
LU-8.3: Encourage the development of office space within the mixed-use boundary.	LU-78: Direct office development to activity areas. LU-73: Encourage the siting of office parks in appropriate areas.	
LU-10: Maintain the downtown area as the center for commercial, civic, cultural, and recreational activities.	FW-17: Designate activity areas within a jurisdiction. LU-55: Designate boundaries, densities, and uses within activity areas.	
LU-11: Promote active and diverse industrial district.	ED-15: Encourage the preservation of industrial land.	
LU-12.1: Annex areas that meet annexation criteria, including the phasing of urban services.	LU-32: Phase annexation that is linked to urban service provisions. LU-33: Establish the criteria for annexation.	OD-9: Develop policies that encourage the orderly transition of unincorporated to incorporated areas.
Land Use Map	LU-31: Designate annexation areas.	
Housing		
H-1: To preserve existing housing and neighborhoods, and provide for a diversity of housing types to promote housing opportunities for all economic segments.	FW-28: Develop a diversity of housing types to provide housing opportunities for all economic segments.	HO-1: Ensure fair and equal access to housing. HO-2: Provide adequate provisions for existing and projected housing needs of all economic segments.
H-1.1: Allow for a variety of housing types and lot sizes.	AH-1: Share in the responsibility to accommodate sufficient, affordable housing by allowing for full range of house types.	
H-1.3: Provide bonus density for development that meets certain goals.		HO-7: Provide land use and density incentives to ensure adequate supply of affordable housing.
H-1.4: Promote the creation of affordable housing to meet established targets.	AH-1: Specify the estimated number of units affordable to low and moderate income households.	
H-2.2: Encourage the preservation of existing housing.	AH-3: Evaluate and preserve the existing low cost housing stock.	HO-8: Encourage the rehabilitation and preservation of existing affordable housing.

*Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
H-1.4: Promote the creation of affordable housing to meet GMPC targets. Work with other jurisdictions to develop a coordinated, regional approach to meeting the housing needs of King County, Eastside, and South Snohomish County communities.	AH-2: Provide for a fair share of affordable housing needs of county.	HO-3: Strengthen interjurisdictional cooperation to address housing needs. HO-4: Provide for a fair share distribution of low income and special needs housing.
H-1.7: Work with other groups to seek resources for equitable affordable housing development.		HO-6: Establish interjurisdictional private/public housing financing programs.
H-1.7: Seek resources for equitable affordable housing development.		HO-17: Minimize housing costs by considering variety of infrastructure funding methods.
H-2.3: Promote different strategies to meet housing goals, including incentives that encourage creative neighborhood design.		HO-5: Specify each jurisdiction's housing strategies. HO-12: Encourage innovative urban design.
Monitoring Program (see 4.3.2)	AH-5: Monitor new housing development by income category annually.	HO-9: Develop a coordinated monitoring program including a 5 year report.
H-3: Provide housing opportunities for those with special needs.		HO-11: Reconcile the vitality of residential neighborhoods with needs for special needs housing.
ED-1.2: Maintain an efficient permitting process		HO-16: Establish a 180 day target for processing housing development applications.
Human Services		
HS-1: Ensure community access to resources and services.	CC-5: Identify essential human services and include them in plan elements.	UG-12: Encourage location of human services facilities near public transit.
HS-2: Promote a variety of human services responding to community needs.	CC-4: Ensure that human services support other policies and land use plans.	
Economic Development		
ED-1: Maintain and expand the City's economic base.	ED-3: Require jurisdictions to include economic development policies in comprehensive plans. ED-6: Promote the retention and expansion of the economic base.	ED-6: Recognize the growth needs of economic enterprises.
ED-1.1: Maintain and enhance industrial development in industrial areas.	ED-8: Promote the retention and expansion of employment opportunities in industrial areas.	
ED-1.2: Maintain an efficient permitting process.	ED-21: Adopt more efficient permitting practices.	
<i>*Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.</i>		
ED-1.3: Provide incentives for business expansion.	ED-20: Develop incentives to promote economic development.	

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
ED-1.4: Provide adequate infrastructure for economic development needs.	ED-17: Consider economic development goals when developing infrastructure.	ED-4: Link economic development policies with provision of infrastructure and services.
ED-1.9: Work with the private sector on projects that stimulate economic development.	ED-24: Foster private/public partnerships to implement policies.	
ED-2.1: Protect the natural environment as an element of economic vitality.	ED-10: Protect the natural environment as an element of economic vitality.	
ED-2.3: Cooperate with educational institutions to enhance and maintain opportunities.	ED-13: Meet job-training and educational needs when feasible.	
See Figure 3-3 Future Land Use Map and Land Use Appendix	ED-14: Inventory vacant land available for industrial development.	
ED-3: Provide for and support the siting needs of industrial firms.	ED-15: Foster a supportive climate for industrial uses.	
ED-4: Recognize and support the distinct characteristics of diverse commercial and industrial areas within the City.		ED-1: Assess the comparative economic advantages of an area.
ED-4.1: Build on the tourism and recreation industries and seek linkages to other areas.		ED-2: Link economic activity areas to the rest of the community.
See Figure 3-3 Future Land Use Map		ED-3: Designate locations for commerce and industry. ED-5: Coordinate economic plans with transportation, housing, and land use policies.
ED-5: Address the numbers, types, and equality of job opportunities.	ED-4: Estimate the number and types of future job opportunities. ED-12: Address the historic disparity of job opportunities for women, minorities, and the disadvantaged.	
ED-6: Work with neighboring jurisdictions to coordinate regional economic development.	ED-7: Cooperate with adjoining jurisdictions to develop economic development strategies. ED-9: Cooperate with other jurisdictions to establish diversification. ED-18: Develop regional funding strategies for governmental infrastructure.	
Parks, Recreation, and Open Space		
Parks Element, Section 7.3.3.	CC-13: Develop level of service standards for parks and open space.	

**Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans.*

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
PRO-1.5: Build a partnership with other jurisdictions and entities to encourage the development of parks and open space.	FW-27: Cooperate with other jurisdictions to provide open space. CC-7: Cooperate with other jurisdictions to identify, protect, and manage open space.	
PRO-3.1: Preserve open space for passive uses, including scenic vistas, shoreline access, and fish and wildlife habitats.	CC-6: Establish a regional open space system to provide passive recreation opportunities. CC-8: Protect visual and physical access to shorelines.	
PRO-3.5: Utilize a variety of tools to preserve open space.	CC-12: Use a full range of available tools to preserve open space.	
PRO-4.2: Coordinate park developments with neighboring jurisdictions.	CC-11: Calls for jurisdictions to work cooperatively to provide parks and open space.	
Community Design		
CD-1: Promote visually cohesive community image.	FW-25: Develop superior urban design as locally defined.	
CD-2: Maintain the Northwest woodland character and heritage of Woodinville.	FW-26: Preserve significant historic, archaeological, cultural, architectural, and environmental features.	
CD-2.1: Identify and protect historic buildings and sites.	CC-1: Identify, evaluate, and protect historic resources.	
CD-3: Promote quality design that preserves and enhances the character of various neighborhoods.	FW-24: Support the existing diversity of places to live, work, and recreate.	
Transportation		
T-1.1: Coordinate inter-jurisdictionally with land use and transportation development programs.	FW-15: Develop multi-jurisdictional, multi-modal, financially integrated, and land-use-integrated plans and strategies.	TR-4: Provide transportation to support land uses on a multi-modally differentiated basis.
T-1.5: Meet movement needs for employees, goods, and services.	FW-16: Address goods mobility and freight transportation by all modes.	
T-2.1: Require new development to pay its fair share of transportation improvements.	T-17: Require developers to contribute their fair share toward mitigating transportation impacts.	
T- 2.4, T-2.5, and T-2.6: Require new development to meet design standards for safe and convenient provision and enhancement of pedestrian and transit facilities and services.		TR-12: Establish design requirements for pedestrian and high-occupancy vehicle (HOV) friendly facilities.
T-3.1: Give priority to improving existing corridors over establishing new corridors.	T-8: Give priority to making existing roads and multi-modes more efficient (versus new general/single occupant vehicle capacity).	
T-3.6: Prepare and annually update the 6-year Transportation Improvement Program (TIP).	T-3: Use annually updated 6-year TIP for priority programming.	

**Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.*

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
T-3.8: Give priority to the maintenance of existing facilities, transit, and multi-modal projects.	T-8: Give priority to projects which make existing roads more efficient and which enhance transit and HOV modes.	
T-4.1: Establish roadway level of service (LOS) standards and define their relationship to concurrency requirement for land-development-generated facility requirements.	FW-18: Establish LOS and concurrency requirements for transportation.	TR-8: Establish LOS and concurrency requirements for transportation.
T-4.7 and T-4.8: Develop inter-local agreements for mitigation of significant impacts on neighboring jurisdictions.	TR-17: Execute inter-local agreements for impact mitigation.	TR-1: Establish inter-local agreements and procedures for design review and impact mitigation.
T-4.9: Apply LOS standards to promote the goals and policies of the Comprehensive Plan elements and development objectives.		T-9: Use LOS standards to evaluate concurrency, transportation programming, and land development review.
T-4: Establish LOS standards to meet GMA concurrency requirements.	T-11: Address transit, HOV, and transportation demand management (TDM) in LOS standards implementation T-13: Includes various approaches to transit LOS.	
T-5.1: Encourage transit, paratransit, and ridesharing via integrated, coordinated efforts with other jurisdictions and the private sector.	FW-14: Support land use and mobility via regional and local high-capacity transit and HOV systems.	
T-5: Participate and support integrated programming and planning with the Eastside Transportation Program (ETP), RTA, Metro and Community Transit systems, WSDOT, King and Snohomish Counties, and neighboring cities.	FW-14: Support land use and mobility via regional and local high-capacity transit and HOV systems. T-2: Support the continuous, comprehensive, and cooperative regional transportation planning process.	
T-6.1: Promote and allocate funds for non-motorized transportation development.	T-7: Plan and fund non-motorized transportation.	
T-7.1: Place a high priority on Transportation Demand Management (TDM) measures and programs.		TR-9: Establish TDM policies and programs for new development and major employers.
T-8.1: Plan, develop, and manage transportation systems through intergovernmental cooperation and coordination.	TR-3: Establish agreements and procedures for planning, programming, and financing of major county-wide and regional and state transportation facilities and services.	
T-8.2: Participate in the ETP and PSRC transportation programs.	T-2: Support the continuous, comprehensive, and cooperative transportation planning process. T-23: Establish a process for prioritizing and siting regionally important facilities.	T-10: Establish criteria for locating and mitigating the impacts of regionally important facilities.
T-8.3: Prepare policies for cooperatively planning and managing of SR 9, 202, and 522.	T-20: Coordinate with the state on systems and strategies which affect state facilities.	

**Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.*

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
T-9.1: The CFP, future Land Use Map, and planned transportation improvements shall be coordinated and consistent.	FW-14: Cooperatively plan and finance the future land use map with planned transportation improvements.	
T-9.4: Cost-effective, low-cost, rapidly implementable improvements have priority over higher-cost capital-intensive projects.	T-16: Preservation and maintenance of transportation facilities shall be given high priority.	
T-12.1: Use relevant state and national standards and guidelines for design and operation of facilities.		TR-5: Develop consistent design standards addressing all modes and giving appropriate recognition to differences among communities.
Capital and Public Facilities		
CF-1.4: Project needed capital facilities and identify associated costs and funding.	CO-1: Require jurisdictions to identify needed services and methods of provision.	
CF-2: Ensure public facilities necessary to support new development are adequate or available at the time of occupancy.		OD-6: Ensure capital facility plans will provide adequate level of service for planned growth.
CF-3.1: Establish capital facility level of service standards.	CC-5: Identify the level of service standards for capital facilities.	OD-3: Coordinate level of service standards among jurisdictions. OD-6: Develop policies to ensure that jurisdiction's capital facility plans provide adequate levels of service.
LU-6.1: Facilitate the siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions.	FW-32 and S-1: Site capital facilities of a countywide or statewide nature through an interjurisdictional process.	CF-1, CF-2, CF-3, CF-4, and CF-5: Establish an efficient and equitable capital facility siting process that includes interjurisdictional cooperation and public participation.
Utilities		
U-1: Enhance the efficiency, safety, and quality of urban services.	FW-13: Provide urban utility services within their jurisdiction and annexation area. FW-30 and CO-1: Identify needed utility services and methods of provision. FW-31: Give priority to protecting public health and safety and the environment when managing and developing utilities.	OD-7: Coordinate compatible standards for all service providers within area.
U-1.1: Utility facility plans shall reflect land use plan.	CO-3: Require service provision to address land use plans.	
U-1.4: Coordinate service provision among providers.	CO-2: Require service provision to be coordinated to conserve resources.	
U-1.7: Base the extension of facilities on the land use plan.	CO-9: Link the extension of facilities to the land use plan.	
<i>*Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.</i>		

Table 2-1: Consistency of Goals and Policies*

City of Woodinville	King County	Snohomish County
U-1.8: Cooperate with other jurisdictions to meet utility needs.	FW-29: Coordinate planning and financing of services between other jurisdictions.	
U-2.1: Require new development to connect to the municipal water system.	CO-10: Encourage new development to connect to urban water and sewer systems.	
U-2.3: Update building codes to require water conservation devices.	CO-6: Develop aggressive conservation efforts.	
U-2.4: Encourage numerous water conservation efforts, including education, reuse, reclamation, and others.	ED-11 and CO-6: Require aggressive conservation efforts. CO-7: Encourage water reuse and reclamation.	
U-3.3: Support a regional approach to wastewater treatment.	CO-8: Plan for additional options for wastewater treatment beyond current Metro system.	
U-4: Share responsibility in planning for and providing water supply among jurisdictions.	CO-5: Require regional coordination of water supply.	
U-4.1: Provide for joint planning, financing, and development of a regional surface water management system.	CO-4: Work with other jurisdictions to develop a surface water management system.	

**Note: Goals and Policies have been paraphrased. Please see applicable elements of county plans and this plan.*

Table 2-1. This table describes only those policies (paraphrased) that require consistency on the part of the City of Woodinville.

2.3 Summary of Implementation Requirements and Procedures for Updating and Amending the Comprehensive Plan

Although adopted by ordinance, comprehensive plans have traditionally been policy documents with the implementation accomplished by land development regulations and other ordinances. However, the Growth Management Act has authorized action in a variety of innovative regulatory and non-regulatory implementation methods which are addressed in each element of this plan. The City will continue its public education program following plan adoption to inform the community about the rationale and goals of the plan, as well as changes that will take place in the City.

Existing development regulations will be updated to be consistent with this Comprehensive Plan following plan adoption. In reviewing regulations for consistency, the City will ensure that development patterns suggested in the plan are encouraged. In addition to new development regulations identified in the Land Use Element, other regulations will be enacted as necessary to implement the Land Use Plan.

Planning is an ongoing process, and improved data or changing circumstances will require amendments to the Comprehensive Plan. In particular, the plan will be updated once a year to reflect revisions to the Washington State Office of Financial Management population estimates and revisions to the Capital Facilities Plan. The updates will also address any specific concerns, clarify inconsistencies that were identified during the year, review adequacy of the adopted level of service standards, and update any environmental information. In addition, every 10 years the City will review the permitted densities and the land use within the city limits.

The community's vision provides long-range guidance for the City (see Chapter 1). To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years. However, as specific goals and policies are achieved, revision of the plan in each element may be required to continue progress toward the overall goals.

The City of Woodinville is committed to following its adopted Comprehensive Plan and will allow for an adequate period of time for policies and actions to take effect prior to considering changes to it. The City is also committed to working with King and Snohomish counties and other jurisdictions to coordinate and resolve local and regional issues.



Chapter 3 Land Use



CHAPTER 3 LAND USE

3.1 Introduction

3.1.1 Purpose of the Land Use Element

This Land Use Element has been developed in accordance with Revised Code of Washington 36.70A.070 (Growth Management Act) to address land uses in the City of Woodinville, the adjacent Woodinville Urban Growth Area, and anticipated annexation areas. This section represents the City of Woodinville's plan for growth over the next 20 years.

The Land Use Element has been developed in accordance with the county-wide planning policies for both King and Snohomish counties, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The Land Use Element specifically considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the protection of the quality and quantity of water supply, the provision of public services, the control of storm water runoff, and the costs and benefits of growth. The Land Use Element includes goals and policies, implementation strategies, and, in the appendices, background information describing existing conditions.

3.1.2 Major Land Use Considerations and Goals

Future growth within the City of Woodinville is most likely to occur on vacant and underdeveloped land. Both the City and the Urban Growth Area are currently experiencing strong development pressure. The City recognizes the importance of efficient planning and explicit land use decisions to take advantage of future development opportunities.

3.2 Goals and Policies

This section discusses the plan for future land uses in the City of Woodinville. The timing of development and provision of services are key components of this planning process. In addition to the discussion below, Figure 3-3 Future Land Use Map is included to illustrate the various land uses and growth management strategies.

An analysis of existing conditions and projected needs (see Land Use Appendix) highlights issues and opportunities for the City of Woodinville. These factors, as well as the visioning process, were used to create goals and policies.

GOAL LU-1: To guide the City's population growth in a manner that maintains or improves Woodinville's Northwest woodland character, environmental attributes, and quality of life.

Policies

- LU-1.1** Preserve the character of existing neighborhoods in Woodinville while accommodating the state's 20-year growth forecasts for Woodinville.
- LU-1.2** Encourage future development in areas:
1. With the capacity to absorb development (i.e., areas with vacant or under developed land and available utility, street, park, and school capacity, or where such facilities can be cost effectively provided); and
 2. Where adverse environmental impacts can be minimized; and where such development will enhance the area's appearance or vitality.
- LU-1.3** Phase development and supporting municipal services together in an organized, cost-effective manner.
- LU-1.4** Coordinate with adjacent jurisdictions to ensure compatible land uses in areas along contiguous boundaries.
- LU-1.5** Development of institutional facilities abutting rural areas must provide open space buffers and prohibit non-emergency vehicular access to the rural area.

GOAL LU-2: To establish land use patterns, densities, and site designs that encourage less reliance on single-occupant vehicle travel.

Policies

- LU-2.1** Provide a compatible mix of residential and commercial land uses downtown to:
1. Make it possible for people to safely walk or bicycle to work and shopping;
 2. Reduce reliance on automobiles and reduce commuting time and distance;
 3. Make area transit service more viable; and
 4. Provide greater convenience for residents.
- LU-2.2** Connect residential, open space, and recreation areas by an appropriately planned network of streets, walkways, bicycle paths, and utility corridors.
- LU-2.3** Encourage the most intensive residential and employment land uses along major transportation routes to support mass transit service.

GOAL LU-3: To attain a wide range of residential patterns, densities, and site designs consistent with Woodinville's identified needs and preferences.

Policies

- LU-3.1 Encourage development that complements the existing residential development patterns in Woodinville's neighborhoods.
- LU-3.2 Preserve the existing natural environment of Woodinville's neighborhoods.
- LU-3.3 Maintain each residential area as a safe, pleasant, and enjoyable place to live.
- LU-3.4 Provide controls to minimize encroachment by incompatible land uses within and between zoning districts.
- LU-3.5 Utilize lot clustering where possible when residential development abuts agricultural districts to provide open space buffers between agricultural lands and housing, and to reduce potential land use conflicts.
- LU-3.6 Allow densities higher than one dwelling unit per acre only when adequate services and facilities are available to serve the proposed development).
- LU-3.7 Encourage medium and moderate density housing throughout the community where sufficient public facilities and services are available, where the land is capable of supporting such uses, and where compatible with adjacent land uses.
- LU-3.8 Permit a range of densities to encourage a variety of housing types that meet the housing needs of residents with a range of incomes.
- LU-3.9 Allow for an appropriate level of flexibility in the development regulations, while balancing community goals and the need for predictability in decision making.
- LU-3.10 Where appropriate, allow larger parcels with moderate density land use designations to develop with a mix of housing types, including single family, townhouse, apartment, and senior-assisted residences.

GOAL LU-4: To establish land use patterns that encourage a variety of commercial services and employment opportunities.

Policies

- LU-4.1 Create a vibrant downtown Woodinville that is an inviting place to work, shop, live, and socialize.
- LU-4.2 Encourage mixed-use development that balances residential and business uses within commercial areas.

- LU-4.3** Allow for appropriate development in the Tourist District that attracts tourists and still allows for uses in the underlying zoning.
- LU-4.4** Provide an adequate supply of land zoned for employment to support 20-year employment projections as required by the Washington Growth Management Act.
- LU-4.5** Support development of a transit system and facilities that serve to link the Town Center Neighborhood and the Tourist District.
- LU-4.6** Limit expansion of neighborhood commercial centers to the size designated in this plan.
- LU-4.7** Ensure that development in neighborhood commercial centers is compatible with surrounding residential neighborhoods.
- LU-4.8** Establish special development conditions to ensure compatibility with existing uses in neighborhood commercial centers and the surrounding neighborhoods.
- LU-4.9** Accommodate a wide variety of industrial land uses consistent with responsible environmental practices.

GOAL LU-5: To protect and conserve Woodinville's open spaces, natural resources, and sensitive areas.

Policies

- LU-5.1** Maintain development regulations to protect the natural condition of environmentally sensitive areas.
- LU-5.2** Provide incentives for maintaining, restoring, and enhancing wetlands, stream corridors, ground water recharge areas, and other important natural systems.
- LU-5.3** Work with federal, tribal, state, and local agencies to protect the water quality and quantity of water courses (i.e., the Sammamish River), wetlands, floodplains, and watersheds from degradation.
- LU-5.4** Work with other jurisdictions to establish a compatible classification system for wetlands.
- LU-5.5** Protect the quality and quantity of ground water through the development of regulations by working with other jurisdictions, by supporting the development of ground water management plans, and by taking other appropriate measures.
- LU-5.6** Enhance and protect water quality through control of runoff and best management practices as adopted by the City of Woodinville.
- LU-5.7** Protect geologically hazardous areas through land use regulations.

- LU-5.8** Work with federal, tribal, state, and local agencies to ensure the protection of critical fish and wildlife habitats through land use planning and development regulations.
- LU-5.9** Promote regional air quality standards in coordination with the Puget Sound Air Pollution Control Agency and the Puget Sound Regional Council.
- LU-5.10** Study drainage, flooding, storm water runoff, and storm water retention and recharge in and around Woodinville in cooperation with tribal, state, and local jurisdictions to determine appropriate mitigation to eliminate polluted water from entering local streams and the Sammamish River.
- LU-5.11** Control grading and clearing to minimize erosion.
- LU-5.12** Maintain natural vegetation coverage at levels sufficient to moderate surface water runoff and to protect the integrity of stream channels. When revegetation is required, appropriate native vegetation should be used.
- LU-5.13** Re-establish, where appropriate, riparian vegetation along the Sammamish River through bank rehabilitation, bioengineering techniques, and aquatic habitat enhancement projects.
- LU-5.14** Work with King and Snohomish counties to identify modifications to the Woodinville Urban Growth Area boundary to provide open space and greenbelts within the City of Woodinville and ensure a transition buffer between adjoining urban and rural designated areas.

GOAL LU-6: To provide a process for siting essential public facilities.

Policies

- LU-6.1** Define Essential Public Facilities, consistent with the Growth Management Act, as "those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes."
- LU-6.2** Coordinate with neighboring jurisdictions and with King and Snohomish counties by participating in the interjurisdictional process developed by the King County Growth Management Planning Council and the process adopted by the Snohomish County Tomorrow Steering Committee.
- LU-6.3** Use the following Interim Siting Process to site essential public facilities. This process will be subject to change as King and Snohomish counties fully develop and adopt their multi-jurisdictional processes.
1. The City shall adopt and update a list of existing and potential essential public facilities (at a minimum that provided by Washington State Office of Financial Management).

2. An essential public facility shall meet the following criteria to be considered:
 - a. Must meet definition in the Growth Management Act
 - b. Must appear on city's or county's list
 - c. Must provide essential services to the residents of Woodinville, as well as other communities.

3. An application shall be made to the Department of Planning and Community Development for a Special Use Permit.

4. The following factors shall be analyzed as part of the siting process:
 - a. Environmental impact
 - b. Economic impact to the City
 - c. Traffic impacts
 - d. Compatibility with adjacent land uses
 - e. Ability to meet Zoning Criteria for a Special use Permit as defined in WMC21.44.060
 - f. Public health and safety
 - g. Forecasted regional or statewide need
 - h. Ability of existing facilities to meet that need
 - i. Compatibility with this Comprehensive Plan
 - j. Evaluation in context of agency or district plan (and consistency with this plan)
 - k. Analysis of alternative sites

5. Provide a public process that includes at a minimum noticing as required by WMC21.40 and provides for at least one public hearing to be heard by the City's Hearing Examiner.

GOAL LU-7: To plan and develop a pedestrian-oriented multimodal transportation system approach to the downtown area that accommodates the needs of retail, office, and residential uses.

Policies

- | | |
|---------------|--|
| LU-7.1 | Adopt a revised street grid ordinance that provides for development of primary and secondary streets in downtown. |
| LU-7.2 | Require non-motorized transportation facilities throughout downtown that promote pedestrian activity and ease of access to housing and commercial outlets in accordance with the Downtown Street Pedestrian/Bicycle Path Overlay District. |
| LU-7.3 | Relocate the existing park & ride facility to a multi-modal hub near possible future rail access. |

GOAL LU-8: To encourage and achieve multi-story mixed uses in the downtown mixed-use area.Policies

- LU-8.1** Encourage the most intensive mix of commercial and residential land uses to locate along the north periphery of the downtown.
- LU-8.2** Encourage the development of additional office space in the downtown mixed-use boundary through incentive zoning.

GOAL LU-9: To manage growth and development within the Town Center Neighborhood in a manner that balances the needs of commercial and residential uses.Policies

- LU-9.1** Provide zoning and other incentives to encourage a mix of housing types in and around downtown for all economic segments of the community.
- LU-9.2** Encourage multi-story construction that maintains existing vistas and views through the use of zoning incentives. (See Figure 3-2 Proposed Land Use Changes.)
- LU-9.3** Where feasible and desirable, incorporate transit amenities into the design of all commercial and residential development.
- LU-9.4** Locate larger developments of retail and residential uses nearest freeway access and major streets.
- LU-9.5** Through incentive zoning, encourage the development of underground parking or multistory parking structures in downtown as an alternative to surface parking.
- LU-9.6** Through incentive zoning, encourage mini-parks and open spaces in downtown.
- LU-9.7** Establish new regulations for developments in office-designated areas that protect abutting low- and moderate-density residential parcels with appropriate restrictions on height, setbacks, landscaping, and access.

GOAL LU-10: To maintain the downtown area as the center for commercial, civic, cultural, and recreational activities.Policies

- LU-10.1** Encourage uses that will support day and evening activities for all ages.
- LU-10.2** Encourage linkage of paths and trails from the downtown to the rest of the Town Center Neighborhood and to the entire community.

- LU-10.3** Purchase and develop Sorenson School campus and adjacent properties as a civic center for use as a City Hall, as well as cultural, meeting, and recreational facilities for all age groups.

GOAL LU-11: To provide an active and diverse industrial area that promotes economic growth.

Policies

- LU-11.1** Limit non-industrial use of industrial lands to uses which are complementary to industrial activities, and do not create potential land use conflicts with industrial activities.
- LU-11.2** Protect industrial lands from encroachment by other land uses which would reduce the economic viability of industrial lands.
- LU-11.3** Develop industrial lands so as to minimize impacts on surrounding lands uses, especially residential land uses.
- LU-11.4** Establish new or additional industrial development that complies with the following criteria:
1. Sewer, water, and communications services should be available or planned for the industrial site area; and
 2. New sites designated for industrial use should have convenient access to existing or planned freeways or major arterials.

GOAL LU-12: To annex additional areas to the City, when requested, that are appropriate for the welfare of both the City and the annexed area.

Policies

- LU-12.1** Phase annexations in accordance with efficient provision of necessary services. Support annexation proposals that meet the following criteria:
1. Urban level public services (including police and fire protection, schools, transportation, sewer, water, and general government services) can eventually be provided to annexation areas.
 2. The annexation does not create any pockets of unincorporated areas or special service districts.
 3. The City has adopted a land use plan for the annexation area.
 4. Residential areas contain potential urban densities unless environmental constraints preclude these densities.
 5. Annexations include greenbelts and/or open spaces.
- LU-12.2** Use inter-local agreements for implementation of land use policies and public improvement standards within potential annexation areas and mutual planning areas.

LU-12.3

Determine Woodinville's Potential Annexation Areas in order to provide for annexations as requested by working with King and Snohomish Counties to review the Urban Growth Area boundary.

3.3 Urban Growth Areas

The Growth Management Act requires that each county planning under the act shall designate an Urban Growth Area or areas within which urban densities shall be developed. An Urban Growth Area may include territory located outside of a city if such territory is characterized by urban growth or is adjacent to territory already characterized by urban growth. Within the overall Urban Growth Area defined by counties, cities must also establish an urban growth area.

The Growth Management Act has established three criteria for establishing a city's Urban Growth Area:

1. Based on the growth management planning population and employment projections made for the county by the Washington State Office of Financial Management, the Urban Growth Area in the city shall include areas and densities sufficient to permit their county allocation of urban growth that is projected to occur for the succeeding 20-year period. Each Urban Growth Area shall permit urban densities and shall include greenbelt and open space areas.
2. Urban growth should be located in areas already characterized by urban growth that have existing public facility and service capacities to serve such development.
3. Urban growth should be located in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources.

Figure 3-1 shows the Urban Growth Area for the City of Woodinville and adjacent cities and counties. Woodinville's urban growth areas include the current city limits as well as the Grace Neighborhood. Grace is currently located outside of Snohomish County's urban growth area. However, based on review by the Washington State Department of Community, Trade, and Economic Development, this boundary is subject to change due to the existing urban development patterns. As part of a subarea plan for the area, the City of Woodinville is currently working with Snohomish County to include the Grace Neighborhood within the Snohomish County urban growth area boundary.

3.4 Future Land Use Map

Figure 3-3 Future Land Use Map of the Land Use Element is the official map designating desired future land use patterns for the City of Woodinville. The map graphically represents the Land Use Element policies and serves to tie together the various elements of the Comprehensive Plan. The Future Land Use Map reflects changes in land use from the City's Interim Comprehensive Plan, as well



as the Grace Neighborhood as a joint planning area. These changes are presented graphically in Figure 3-2 and described in detail in the Draft Environmental Impact Statement (DEIS) for this Comprehensive Plan. Acreages for these land uses are shown in Table A3-10.

The Future Land Use Map is only to be used in conjunction with the written policies of the Comprehensive Plan as the policies indicate how the community wishes to implement its vision for the city, its goals and objectives for land use, and other related elements of the plan.

Under the Growth Management Act, all zoning actions and development regulations must be consistent with the community's adopted comprehensive plan. Since the Growth Management Act requires that a city's development regulations be consistent with its Comprehensive Plan, it is imperative that the Future Land Use Map be sufficiently detailed to enable the public to understand what the designations on the Future Land Use Map imply for future zoning and what land uses will be allowed in various locations.

3.4.1 Land Use Designations and Location Criteria

The land use categories described below have been designated in the Future Land Use Map. The following criteria have been used in applying the various land use designations on the Future Land Use Map and are shown in Figure 3-3. These criteria shall be used in evaluating future changes to any land use designation, in concert with the policies for amendments outlined below.

The Future Land Use Map will serve as a guide for elected officials as they make decisions about the need for, and the locations of, public services, utility systems, transportation routes, and other capital facilities. The Map will also be consulted by private citizens, developers, and others interested in the City's future as they make decisions about where to live, work, invest, and conduct business.

The Future Land Use Map and its accompanying policies will also play a key role in land development and zoning decisions made by elected and appointed officials. All zoning decisions must be consistent with the Comprehensive Plan.

Low Density Residential

This designation has been applied to all areas currently developed with predominantly single-family detached dwellings. Other dwelling types will be allowed under certain circumstances, such as duplexes, single-family attached, or accessory (i.e., mother-in-law) dwellings. The permitted density for this designation will not exceed 4 dwelling units per acre.

Moderate Density Residential

This designation has been applied to areas currently developed with single-family detached and attached dwellings. These include duplexes and triplexes, condominiums, townhomes, and accessory dwelling units. The intent of this designation is to support urban residential densities while still preserving Woodinville's small town atmosphere. The permitted density for this designation is between 5 and 8 dwelling units per acre.

Medium Density Residential

This designation has been applied to areas currently developed with lower density multi-family dwelling units. The intent of this designation is to provide opportunities for apartments and condominiums that are generally 1 to 4 stories and compatible with abutting low and moderate density residential areas. This designation provides housing densities supportive of public transit along transit routes. This designation can be used as a transition between existing commercial areas and adjoining, lower density residential areas. The permitted base density for this designation is between 9 and 18 dwelling units per acre.

High Density Residential

This designation has been applied to areas around downtown Woodinville and includes multi-story apartments and/or condominiums. The intent is to locate this designation near public transit facilities or along transit corridors, near commercial and employment areas, and near community facilities such as parks, and community centers. This designation creates a transition from high intensity uses, such as commercial or industrial development, to lower intensity residential areas. The permitted density for this designation is 19 dwelling units per acre or greater.

Neighborhood Business

This designation provides convenient daily retail and personal services (including offices) for a limited service area while minimizing impacts of commercial activities on nearby residential properties. This designation does allow for a mix of housing and retail/service uses and excludes industrial and large scale regional commercial uses.

Central Business District

This designation has been applied to the existing downtown commercial district in downtown Woodinville. It is intended to provide a broad mix of comparison retail, moderate to high density residential, professional, services, and recreation/cultural uses that serve the regional market.

Office

This designation provides for pedestrian and transit-oriented developments that provide space for professional services and related employment activities.

High-Density Residential/Office

This designation has been applied to a single parcel in the City, where mixed residential and office uses are appropriate. Development possibilities will include all uses allowed in both the High Density Residential and the Office zones, so long as at least 300 dwelling units are developed on the site.

Auto Service/General Commercial

This designation has been applied to an existing industrial zone within Woodinville where auto-oriented general commercial services have developed. This designation should be located along major arterial streets within the city and should not be located near low to moderate density residential areas.

Mixed-Use Overlay

This designation has been applied to the downtown area of Woodinville. The

intent of this designation is to encourage the development of the community's center as a pedestrian-oriented place that supports a wide variety of commercial, residential, governmental, professional services, and entertainment activities. Mixed-use developments that contain, for example, retail on the ground floor and residential or office above are highly encouraged in this designated area.

Industrial

This designation has been applied to areas currently suited for industrial and business park activities. These areas are located along major arterial streets.

Tourist District Overlay

This district is located in the southern city limits of Woodinville and is intended to promote tourism and tourist-related activities.

Open Space Tracts

This designation has been applied to all "open space tracts" within the city limits that have been retained as open space areas. Many of these areas were set aside as part of development agreements and are owned by King County. They are often located in sensitive environmental areas. Open Space areas may be suitable for passive and/or active recreation development such as neighborhood parks.

Public Parks

This designation has been applied to all existing and planned publicly owned parks.

Public and Institutional

This designation has been applied to existing government/public facilities and includes city hall, libraries, public schools, fire and police stations, as well as the land owned by the University of Washington in the Grace Neighborhood and by the Woodinville Water District.

Joint Planning Area

This designation has been given to the Grace Neighborhood in anticipation of annexation by the City of Woodinville. This area is subject to joint planning activities and agreements to ensure a smooth transition from Snohomish County to the City of Woodinville.

3.4.2 Amending the Future Land Use Map

From time to time, the City may be asked to amend the designations of the Future Land Use Map. The Planning Commission and City Council must carefully evaluate such requests to amend the Future Land Use Map to determine the long-term benefits and costs to the City. Requests will be considered annually. The factors listed below should be considered in reviewing map amendment requests. Whether initiated by the City or a private party, the burden of proof is upon the proponent to demonstrate the long-term benefit to the City.

1. How is the proposed land use designation supported by or consistent with the existing policies of the various elements of the Comprehensive Plan? If it isn't, the development should demonstrate how the change is in the best long-term interest of the City.
2. How does the proposed land use designation promote a more desirable land use pattern for the community? If so, a detailed description of the qualities of the proposed land use designation that make the land use pattern for the community more desirable should be provided to enable the Planning Commission and City Council to find that the proposed land use designation is in the community's best interest.
3. What impacts would the proposed change of land use designation have on the current use of other properties in the vicinity, and what measures should be taken to ensure compatibility with the uses of other properties in the vicinity?
4. Comments received from affected property owners and residents.

3.5 Annexation

Annexation is the process by which unincorporated lands adjacent to the city boundary become part of the City. When annexed to the City, land use and zoning designations are assigned. The main reasons for annexation include, but are not limited to, increasing the efficiency and reducing the fragmentation in the delivery of municipal services, greater control of land use and service planning within a geographically related area, more logical city boundaries, and the desire of adjacent residents to be part of the city.

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 continue the annexation process. In either case, the petition is submitted to the City for approval.

Within the designated urban growth area, 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 preserve open space.

The City should work with King or Snohomish County to ensure a smooth transition and 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. Inter-local agreements can help avoid difficulties in the change in jurisdiction.

The process for annexing new lands should include the following:

1. Pre-annexation planning agreements negotiated between the County and the City for proposed annexations of a significant size or nature.
2. Pre-annexation planning agreements that address, at a minimum, the following issues in the proposed annexation area:
 - a. Land use planning;
 - b. Transportation planning and mitigation;
 - c. Development standards and development review;
 - d. Surface water drainage;
 - e. Utilities planning and provision;
 - f. Housing, including affordable and fair housing;
 - g. Historic preservation;
 - h. Parks, trails, and open space;
 - i. Environmentally sensitive areas including, but not limited to, steep slopes, bodies of water, floodplains, and wetlands; and
 - j. Fire protection.
3. 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.
4. Provisions for open spaces and urban separators should be included in large annexation proposals.
5. Neighborhood goals that seek to preserve the unique characteristics of that neighborhood should be incorporated into annexation proposals.
6. Strategy to address taxes, revenues, and other financial considerations such as economic impacts of the annexation upon the City.

3.6 Implementation Strategies

The effectiveness of any comprehensive planning effort can be measured by the degree to which its goals are recognized and its policies are implemented. Implementation requires a commitment of both public and private investment. However, as private investment in development projects occur, a public

investment must be made to provide such development with utility systems, streets, police and fire protection, and other services. Decisions on the specific location and timing of a development project are traditionally initiated by the private sector. The City must be involved with the coordination between private development and public facilities and services.

Adoption of the Comprehensive Plan is the first step in a series of commitments the City must make to achieve the vision and goals of the community. Adopting the plan commits the City to future actions such as spending public dollars on capital facilities and public services, and revising codes and regulations. In adopting the Comprehensive Plan, the City acknowledges that future growth in the community will require increased public services and capital expenditures. Land use regulations must be evaluated and revised to ensure that they are promoting the best interest and intentions of the community.

The policies of the Land Use Element can be implemented through a variety of methods. Listed below are a number of tools the City can use to further the goals and objectives of the Land Use Element.

1. Develop a Downtown Plan for the City of Woodinville

Discussion: The Comprehensive Plan focuses considerable attention on downtown Woodinville. This includes the retail core (along NE 175th Street) as well as the new auto service/general commercial adjacent to Woodinville-Snohomish Road. While the Land Use Element of the Comprehensive Plan lays the conceptual groundwork and vision for the downtown, the City will need to develop a more detailed plan to encourage and attract the type of development the Comprehensive Plan envisions. At a minimum, this plan should address the following items that are noted in this Comprehensive Plan:

- a. Development of a street grid system that improves vehicular circulation while addressing the needs of pedestrians and bicyclists.
- b. Development of the Civic Campus as a focal point for community services and public events.
- c. Development of a pedestrian boulevard parallel and south of NE 175th Street and extending east from the proposed civic campus.
- d. Visual issues and opportunities.
- e. Incentives and regulations to encourage housing in the downtown, using such techniques as mixed-use development and thereby creating a more lively and diverse town center.
- f. Methods to create non-vehicular linkages (i.e., trails and sidewalks) to surrounding residential neighborhoods and recreational opportunities, as well as appropriate transitions and interface between downtown and these neighborhoods.
- g. Creating strong linkages between downtown and the Tourist District.
- h. Encouraging open spaces and mini parks.

2. Update the Zoning Code and Zoning Map to reflect the goals and policies of this Comprehensive Plan.

Discussion: Some of the policies contained in the Land Use Element will require revisions to the Zoning Code text. The Zoning Map, as part of the Zoning Code, will also need to be amended to bring the zoning classifications into consistency with the land use designations of the Future Land Use Map. Specific changes to the Zoning Map and Code that will need to be made as a result of the Comprehensive Plan include:

- a. Incentives to promote mixed-use development in downtown.
- b. Incentives to promote auto-oriented general commercial uses in desired locations.
- c. Provisions to accommodate the proposed Civic Campus.
- d. Revised residential density designations and requirements.
- e. Provisions for open space and parks.
- f. Revisions to support a changing industrial base.

Additionally, from time to time the zoning code and map will need to be modified based on changes to the Comprehensive Plan and/or if the City finds it necessary to be more assertive or pro-active in realizing its land use goals.

3. Revise other City codes and ordinances to ensure consistency with the Comprehensive Plan.

Discussion: The City has a variety of regulations to ensure safe, orderly development consistent with the Comprehensive Plan. These include the subdivision code, grading and drainage ordinances, the Capital Facilities Plan, and the shoreline master program. These regulations should be evaluated to ensure consistency with the goals and policies of the Comprehensive Plan.

4. Revise Conditional Use Permit requirements to minimize visual and traffic impacts of higher density development on established residential neighborhoods.

Discussion: This strategy will help to ensure that the character of existing neighborhoods are protected as the city becomes more urbanized.

5. Support the development, adoption, and implementation of the Bear Creek Valley Ground Water Management Plan, as well as other ground water plans that address protection of Woodinville's ground water resources.

3.7 Monitoring and Amending the Land Use Element

Although the Land Use Element is intended to be a guide for the public, elected officials, Planning Commission, and City staff in making decisions concerning

community growth and land use and development, it is not so rigid as to be inflexible or unresponsive to changing circumstances. While changes to the Land Use Element will be required from time to time, they should be carefully considered, responsive to the changing needs of the community, and in the best long-term interest of the entire community. To determine if the Land Use Element is effectively implementing the vision of the community, it should be periodically reviewed to determine how well it is performing. This is not to suggest that the policies of the Land Use Element be changed routinely, but that they be reviewed from time to time to keep the plan abreast of legal requirements, community needs, and changing circumstances.

The Growth Management Act allows jurisdictions to amend comprehensive plans only once per year. The process for updating and amending the Comprehensive Plan will be defined herein and will be determined by the Planning Commission and City Council following the adoption of the Growth Management Act Comprehensive Plan. By City ordinance, changes to either the policies or land use map of the Land Use Element can be made only through a public review process conducted by the Planning Commission and City Council. The Planning Commission must conduct a public hearing and make a recommendation to the City Council. The City Council has the final authority to approve or deny a request to amend either the policies or land use map of the Land Use Element.

3.7.1 Monitoring

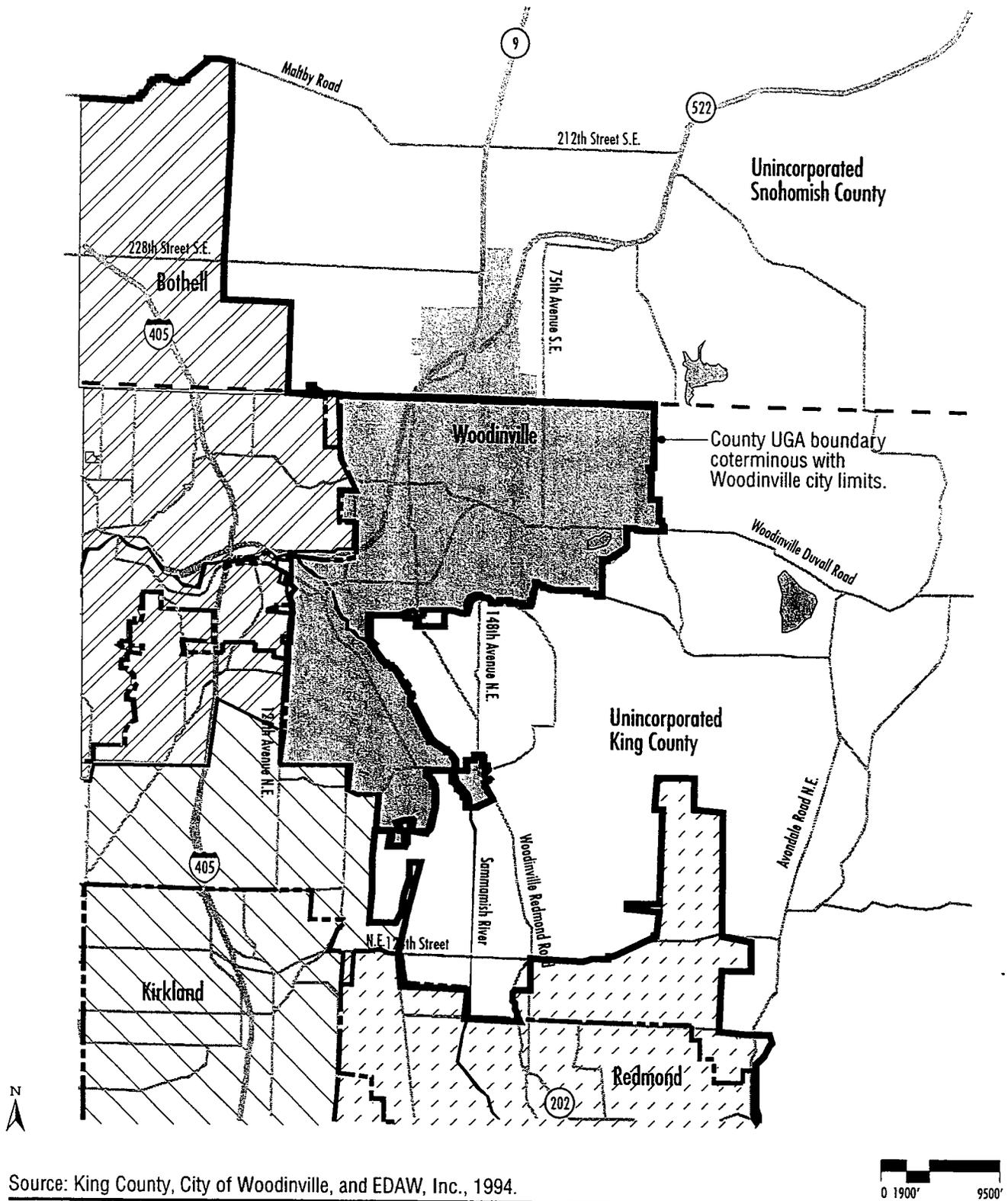
To measure the effectiveness of the implementation strategies for the Land Use Element, it is necessary to monitor the progress made toward achieving the many goals and objectives contained in the text. The City does track certain measures (dwellings, population, square feet of building space, transportation improvements, etc.) of development activity which can be used to determine if certain goals are being met. For those types of actions which can be quantified, the City should maintain an up-to-date database which can be easily revised to measure such items as land consumption, inventory of vacant land of various types (single family residential, multiple family, commercial, industrial, etc.), employment levels, building permits, housing costs, vacancy rates, and population. The City's land use monitoring program will be useful in coordinating local and regional efforts to implement the countywide planning policies for King and Snohomish Counties.

The more subjective qualities, such as overall community appearance, quality of life, and neighborhood character, are more difficult to measure yet very important in rating the overall effectiveness of the Land Use Element. Periodic public opinion surveys can be used to gauge these less tangible items. Typically, subjective aspects of community life have had more effect on the land use decisions made by appointed and elected decision makers than measurable trends, data, and growth projections. Land use plan decisions are often based on intuition, or "how things feel" rather than on measurable statistical factors. Although often immeasurable, perceptions about the quality or character of growth must be understood if they are to be used as a basis for amending policies of the Land Use Element.

3.7.2 Amending Policies

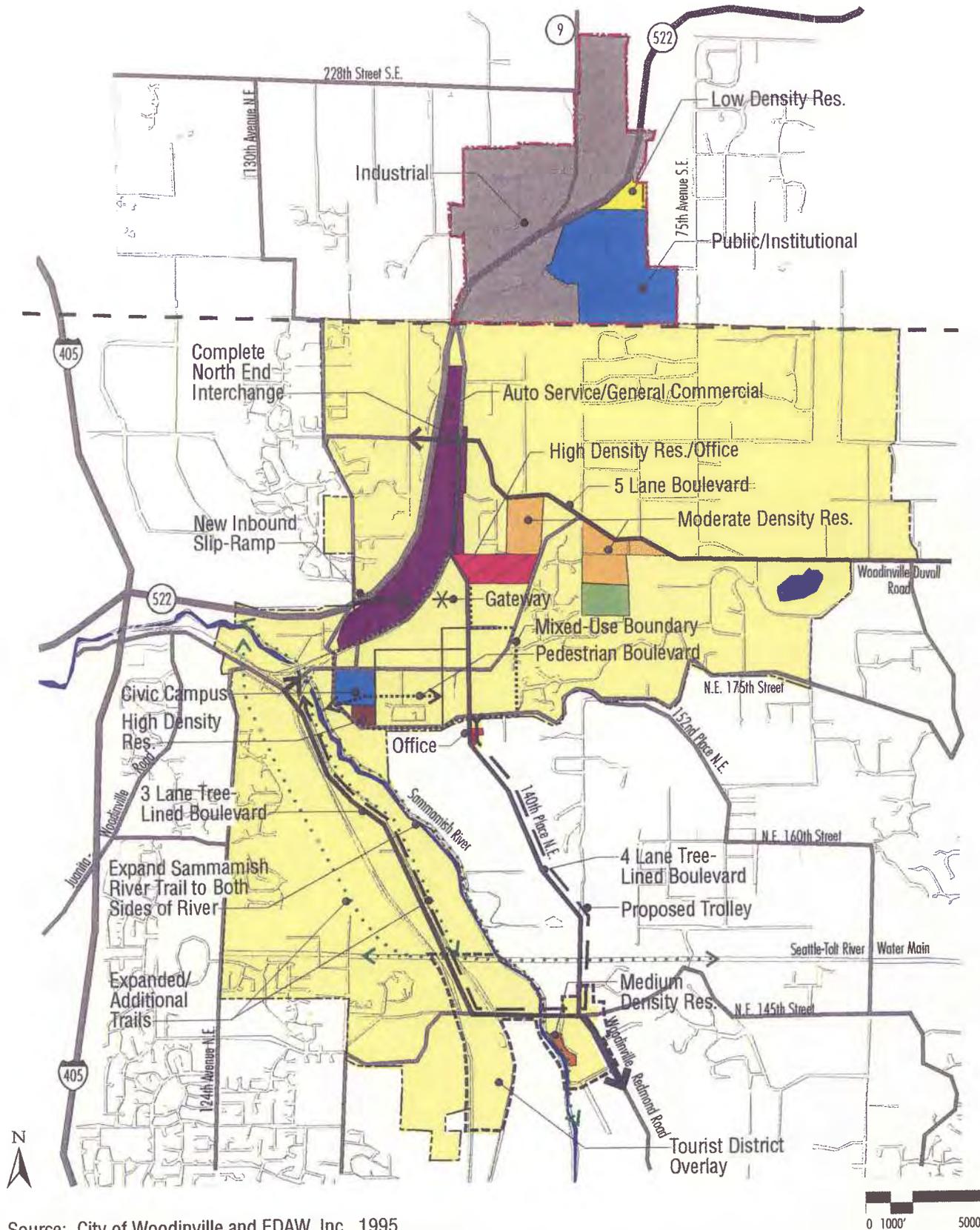
The policies of the Land Use Element are the basis for many actions taken by the City and private sector. The foundation for the policies should be grounded in legal requirements, such as the Growth Management Act, sound planning and land use principles, the community's vision and values, and the community's anticipated future growth needs. From time to time laws are changed, economic conditions or social values change, growth trends cause a shift in land use needs, or the community's idea of what it wishes to be may be altered. When such changes occur, it is appropriate to review the Goals and Policies.

The policies of the Land Use Element are intended to provide a stable framework to guide the long-term physical growth within the Woodinville Planning Area. Therefore, consideration of changes to the land use policies should be based on the long-term benefit to the community. Changes to the foundations upon which the policies are based may cause a need to change the policies and subsequent programs or regulations which implement the policies. Major policy changes should be viewed in the context of changes to the law, changed socioeconomic conditions, shifts of community opinion and priorities, and significant changes to the amount and characteristics of anticipated future growth. Changes will be considered every five years.



LEGEND		-----	Current city limits
- - -	County line	—————	Interim County UGA Boundary
	Woodinville UGA		Kirkland UGA
	Bothell UGA		Redmond UGA

Figure 3-1
Current City Limits and
Urban Growth Areas in the
Woodinville Planning Area



Source: City of Woodinville and EDAW, Inc., 1995.

0 1000' 5000'

LEGEND

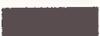
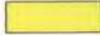
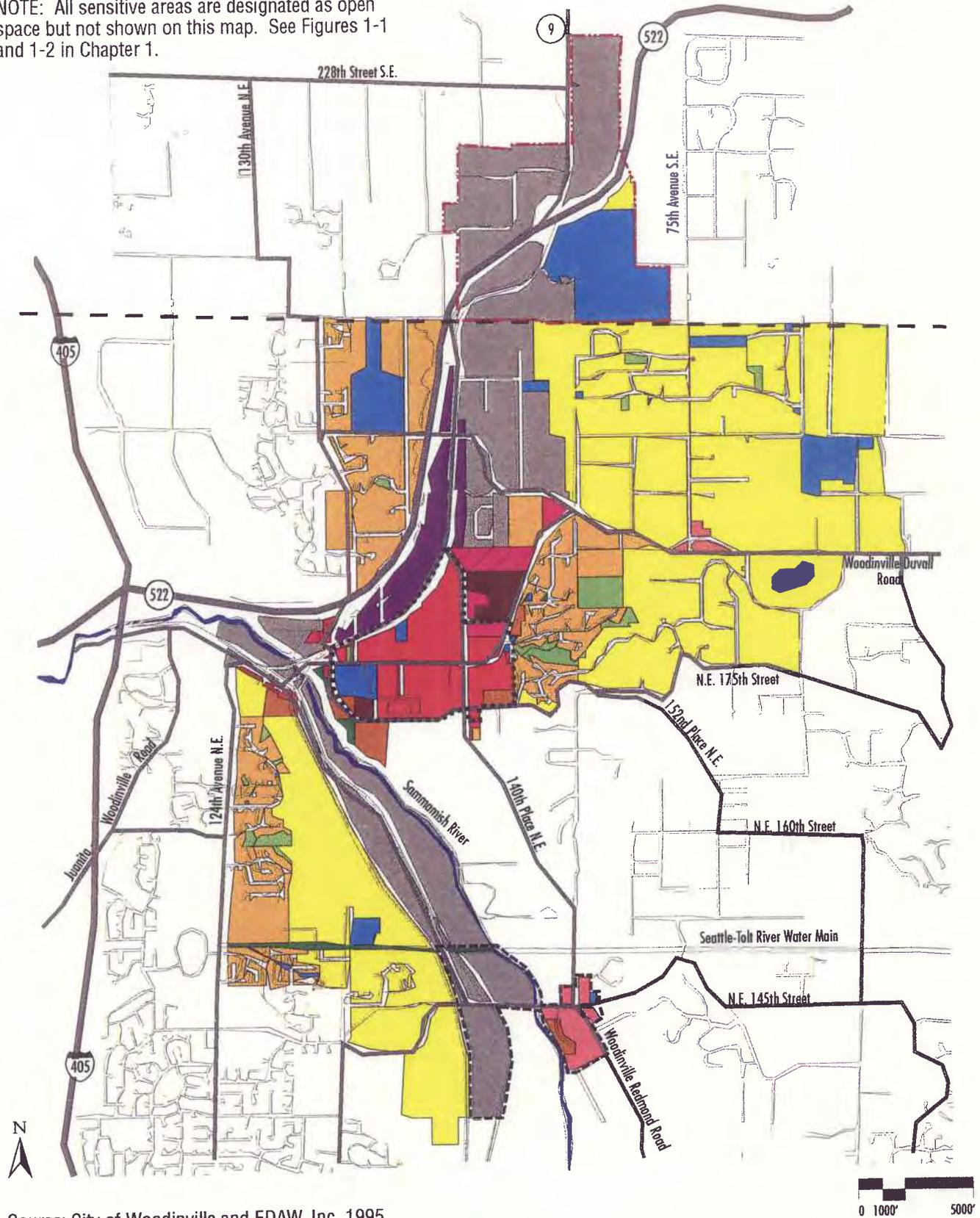
- | | | |
|---|---|---|
|  City Limits |  Public/Institutional |  Open Space |
|  High Density Res. |  Office |  Proposed Trolley |
|  Mod. Density Res. |  High Density Res./Office |  Expanded/Additional Trail |
|  Med. Density Res. |  Auto Service/General Commercial |  Joint Planning Area |
|  Low Density Res. |  Industrial | |

Figure 3-2

Proposed Land Use Changes

NOTE: All sensitive areas are designated as open space but not shown on this map. See Figures 1-1 and 1-2 in Chapter 1.



Source: City of Woodinville and EDAW, Inc. 1995.

LEGEND

Low Density Res.	Auto/General Commercial	High-Density Res./Office
Mod. Density Res.	Openspace	Industrial
Med. Density Res.	Public/Institutional	Tourist District Overlay
High Density Res.	Public Parks	Mixed-Use Overlay
Central Business	Office	Joint Planning Area
Neighborhood Bus		

Figure 3-3
Future Land Use Map for the City of Woodinville

Appendix 3 Land Use

APPENDIX 3: LAND USE

A-3.1 Carrying Capacity Analysis

A-3.1.1 Introduction

The Growth Management Act requires that Urban Growth Area boundaries be established to accommodate urban growth projected to occur in King and Snohomish Counties for a 20-year period. Each county and its respective cities must demonstrate that a sufficient supply of land exists within the Urban Growth Area to accommodate the forecasted growth. Both residential and non-residential (e.g., commercial) land requirements must be considered in this assessment of Urban Growth Area land capacity.

This appendix describes the results of the City of Woodinville Planning Department's residential and non-residential land capacity analysis for land within the city limits, as well as the Grace Neighborhood. The analysis is consistent with the methodology for land capacity as identified in the Washington State Department of Community, Trade, and Economic Development report entitled *Issues in Designating Urban Growth Areas (Part 1): Providing Adequate Urban Area Land Supply* (March 1992).

The Office of Financial Management and King County have established a target allocation for new households and employment within the current city limits of the City of Woodinville. These allocations are based on countywide and city growth forecast as estimated by the Puget Sound Regional Council. Both the allocation requirements and Puget Sound Regional Council forecast for population, households, and employment are shown in Table A3-1.

Table A3-1: Existing and Targeted Net New Households, Population, and Employment for the City of Woodinville

	1990 Census	King County New Growth Target for Woodinville	2010 Projection Existing Plus King County Target	Puget Sound Regional Council Forecast
Population	8,590	4,323 - 4,550 ¹	12,913 - 13,140	13,490
Households	3,297	1,750 - 1,842	5,047 - 5,139	5,823
Employment	N/A	1,900 - 2,000	N/A	N/A

¹ Assumes a year 2000 estimated average household size of 2.47 per Puget Sound Regional Council and Economic Consulting Services, 1994

² Based on 1990 Census data: Targets will be updated as new projections are provided.

Source: King County, Puget Sound Regional Council, and Economic Consulting Services, 1994.

It is important to note that this carrying capacity analysis does not necessarily mean that land will be built-out in the next 20 years. Rather, it is meant to determine the extent or limit to which development could theoretically occur.

A-3.1.2 Approach

This carrying capacity analysis made extensive use of land use survey data collected in the Spring of 1994 as part of the comprehensive planning process. This information was then compiled into a database and displayed and analyzed using a Geographic Information System. Aerial photographs were also used to determine the level of development on non-residential land.

For both the residential and non-residential land, all existing road and rail rights-of-way as well as sensitive areas and their buffers were factored out. Table A3-2 shows the buffer distances for each sensitive area feature as required by the Interim Zoning Code.²

Table A3-2: Buffer Distances for Sensitive Areas

Sensitive Area	Construction Permitted	Buffer Distance (in feet)
<u>Hydrologic</u>		
Streams		
Class 1	no	100
Class 2 w/ salmonids	no	100
Class 2 w/out salmonids	no	50
Class 3	no	25
Unclassified	no	50 ¹
Wetlands		
Class 1	no	100
Class 2	no	50
Class 3	no	25
Class 4	no	50 ¹
Flood Hazard Areas	no	15
<u>Geologic</u>		
Landslide Hazard Areas	no	50
Erosion Hazard Areas	yes ²	N/A
Seismic Hazard Areas	yes	N/A
Steep Slope Hazard Areas	N/A	N/A

¹ No buffer distance is defined in the Interim Zoning Code. Therefore, 50 feet was selected as a conservative approximation for planning purposes.

² See 21A.24.210.

Source: City of Woodinville Interim Zoning Code (1994)

² Although the Interim Zoning Code establishes buffer distances from sensitive areas, the Code also allows some of these buffers to be developed under certain conditions (i.e. through clustering). As a result, based on estimates by city planning staff, only 70% of these buffers areas were factored out, leaving the remaining 30% available for development.

The analysis also assumed that no new non-conforming uses would occur. Therefore, only residentially zoned land is analyzed for residential carrying capacity while only commercially zoned land is considered for the employment carrying capacity.

A-3.1.3 Carrying Capacity Analysis for Existing Interim Comprehensive Plan and Interim Zoning Code

The estimates of residential and non-residential carrying capacity described below is based upon **existing land use plans and policies** as defined in the City of Woodinville's Interim Comprehensive Plan (1993) and Interim Zoning Code (1994). Two assumptions were made prior to conducting this carrying capacity:

1. No residential development potential was assumed for parcels which currently have a non-residential use within a residential plan designation, and
2. No residential development potential was assumed for parcels within commercial plan designation and zones even though the Interim Zoning Code allows multiple residential development in commercial zones.

Residential Carrying Capacity Analysis

The calculation of residential carrying capacity involves the analysis of vacant and underdeveloped lands which can accommodate future residential growth. Vacant land was defined as those parcels which have no structure on them. Underdeveloped land was defined as those parcels occupied by a use which is consistent with the Interim Comprehensive Plan, but contains enough land to be further subdivided—for instance, a single family house on a ten acre parcel, where greater density is allowed.

A summary of the steps involved in calculating the net additional residential holding capacity of vacant and underdeveloped land follows:

1. Inventory the total acreage of vacant and underdeveloped residentially designated parcels
2. Reduce this total acreage by the following factors: a) sensitive areas and buffers, b) market availability factor, and c) future public lands.
3. Multiply the total land available for development (acres) by the minimum density factor as defined by the Interim Zoning Code.
4. Subtract the number of existing dwelling units.
5. Add an estimated number of future accessory units.

Because the Interim Zoning Code minimum density factor is determined using gross acres, there were no provisions for the reduction of developable land for right-of-way requirements.

The results of the carrying capacity analysis are shown in Table A3-3. The analysis indicate that at total build-out, the City of Woodinville would be able to accommodate a total of 1,321 new residential units on residentially zoned land. This is 479 units less than the 1,800 housing units required under Growth Management Act.

Employment Carrying Capacity Analysis

The employment capacity analysis is a demand/supply analysis. That is, demand for land to meet the requirements to accommodate the job forecasts is compared to supply of land. By making this comparison, the capacity for growth can be calculated. An excess supply beyond projected demand is surplus capacity, whereas inadequate supply would be a deficit of adequate land.

Employment capacity was projected for all non-residentially zoned land. Employment sectors were defined using Standard Industrial Code categories that are commonly used by the Puget Sound Regional Council. These categories are:

- Agriculture/Mining/Construction
- Manufacturing
- Wholesale, Transportation, Communication, & Utilities (WTCU)
- Retail Trade
- Finance, Insurance, and Real Estate (FIRE)
- Services
- Government/Education

Washington State Office of Financial Management and King County have allocated 1,950 new jobs for the City of Woodinville over the next 20 years. Snohomish County calculated employment outside the Urban Growth Area over a broad area which included Grace. In discussions between EDAW and Snohomish County Planning Staff (2/95) an allocation estimate of 332 new jobs was established.

To determine how these will be allocated, 1990 employment conditions were used as a baseline. The percentage of existing jobs by sector was applied to the Growth Management Act allocation total to determine the allocation of new employees by sector. Using space requirements per employee developed from the *Business and Industrial Land Survey* completed by Snohomish County (1985), an estimate of the total number of acres by employment sector was determined. This analysis concluded that a total of 57.6 acres of land are required within the City of Woodinville and 11.9 acres of land in the Grace Neighborhood are required to accommodate the new employment allocations (see Table A3-4).

Table A3-3 Residential Carrying Capacity Under Existing Interim Comprehensive Plan/ Zoning Code

	R-1	R-4	R-6	R-8	R-12	R-18	R-24	Total
Existing Conditions								
Total Acres	1,278	441	627	9	45	49	24	2,473
Less Vacant Land	-151	-250	-54	-5	-32	-5	0	-497
Less ROW	-99	-20	-107	-4	-5	-8	-3	-245
Total Developed Land	1,028	171	466	0	8	36	21	1,730
Vacant Land Analysis								
Vacant Land	151	250	54	5	32	5	0	497
Less 70% of Sensitive Areas and Buffers ¹	-5	-131	-13	0	0	-2	0	-150
Less 15% (Market Avail. Factor) ²	-23	-38	-8	-1	-5	-1	0	-75
Less 15% for Public Lands ²	-23	-38	-8	-1	-5	-1	0	-75
Vacant Land for Development	100	44	25	4	22	2	0	197
Underdeveloped Land Analysis (for Single Family Only)								
Total Underdeveloped Land (Acres) ³	500	338	237	5	5	n/a	n/a	1,085
Less 70% of Sensitive Areas and Buffers ¹	-6	-158	-32	0	-1			-198
Less 30% (Market Availability) ²	-150	-101	-71	-2	-2			-326
Less 15% for Public Lands ²	-75	-51	-36	-1	-1			-163
Underdeveloped Land for Development	269	28	98	3	1			399
Total Land Available for Development (Acres)	369	72	123	6	24	2	0	596
Minimum Density Factor (Dwelling Units)	1.0	3.0	5.1	6.8	9.6	13.5	16.8	
Total Dwelling Units	369	216	628	44	229	26	0	
Less Existing Dwelling Units	-116	-54	-60	-2	-5	0	0	
New Dwelling Units by Zone ⁴	253	162	568	42	224	26	0	1,275
Accessory Units ⁵								46
TOTAL NEW DWELLING UNITS								1,321
GMA Allocation								1,800
NET DEFICIT								-479

Notes:

- (1) 70% of vacant land that contains sensitive areas and their buffers; as per the City of Woodinville Planning Department.
- (2) Snohomish County Planning, "Residential Land Capacity Analysis for Urban Unincorporated Areas," June 1993.
- (3) Underdeveloped defined as >2 acres for R-1 and >1 acre for R-4 through R-12. Underdeveloped does not include land zoned for multi-family use.
- (4) Based on required minimum density requirements and current development trends.
- (5) Source: Judith Stoloff & Associates. Estimated at 2% of existing single-family dwelling units over a 20 year period. Acreages were calculated from Geographical Information System coverages.

Table A3-4 Acreage Requirements for Projected Employment Allocation (1990-2012)

Employment Sector	1990 Employment ¹	Percent of Total	Allocation of New Employees	Square Feet/ Employee ²	Square Foot Requirement	Acreage Requirement ³	% Lot Coverage ⁴
City of Woodinville							
Agriculture/Mining/Construction ¹	2,300	10.4%	202	n/a	n/a	n/a	n/a
Manufacturing	4,081	18.4%	359	500	179,459	4.1	32%
Wholesale Transp., Comm., & Utilities	2,683	12.1%	236	833	196,560	4.5	31%
Retail Trade	3,425	15.4%	301	600	180,735	4.1	26%
Finance, Insurance & Real Estate (FIRE)	1,951	8.8%	172	395	67,777	0.8	25%
Services ⁵	5,442	24.5%	479	395	189,054	2.2	26%
Government/Education	2,290	10.3%	201	300	60,421	0.7	25%
City of Woodinville Total	22,172		1,950	n/a	874,006	16.4	
Grace							
Manufacturing and WTCU ⁶	n/a	100%	332	500	166,000	3.8	32%

Less 15.4% for public lands ¹

These employment acreage requirements were then combined into two categories; industrial and commercial, so that they could be applied to the broader zoning classifications in the Interim Zoning Code and for the Grace Neighborhood. A market factor of 25% additional land was then applied to avoid artificial constraints on real estate values (see Table A3-5).

The total acres required (demand) was then compared to the total acres available (supply). The supply of non-residential land was calculated using a methodology similar to that of residential land (see Table A3-6) with one exception. A non-residential parcel was defined as underdeveloped if more than 50% of the parcel was undisturbed (i.e. contained natural vegetation) based on aerial photography analysis.

The build-out analysis for non-residential land for the existing Interim Comprehensive Plan indicate a surplus of 17.7 acres of industrial zoned land and a deficit of 9.7 acres of commercially zoned land.

A-3.1.4 Carrying Capacity Analysis for Proposed Comprehensive Plan

Using the existing carrying capacity analysis for the Interim Comprehensive Plan and Interim Zoning Code as a baseline, a second carrying capacity analysis was conducted using proposed changes in land use and zoning so that the city can adequately meet the new household and employment allocation forecast under Growth Management Act. The methodology and calculations for residential and non-residential land are described below.

Residential Carrying Capacity for Draft Comprehensive Plan

Land use changes for the Draft Comprehensive Plan include the designation of a mixed-used boundary in downtown Woodinville, and increasing existing multi-family residential densities on the periphery of the downtown. The projected number of new dwelling units for the Draft Comprehensive Plan is shown in Table A3-7.

For the mixed-use boundary, the following methodology was used to calculate the per acre density factor.

Assumptions

- Only land designated Mixed-Use will be developed with residential
- Only one story of residential will be built above ground floor retail

Methodology

- 50% lot coverage
- Less 20% ROW
- Equals 40% lot coverage
- Times 43,560 (square feet per acre)

Table A3-5 Employment Carrying Capacity Under the Existing Interim Comprehensive Plan/Zoning Code

	Acres Required per Allocation	Market Safety Factor ⁹	Total Acres Required	Acres Available ¹⁰	Surplus or (Deficit)
<i>City of Woodinville</i>					
Industrial ⁷	ss 15.4% for public lan	#VALUE!	#VALUE!	52.0	#VALUE!
Commercial ⁸	30.2	7.5	37.7	28.0	-9.7
Total	30.2	20.0	50.2	80.0	29.8

NOTES:

Less 15.4% for public lands ¹

¹ Draft Background Report for the City of Woodinville Comprehensive Plan, Table 6-6.

² Snohomish County *Business and Industrial Land Survey*, 12/85, Tables 15 & 16.

³ Assumes 1 floor development for Mnfg., Wholesale Transp., Comm., & Utilities and Retail. Assumes 2 floors of development for FIRE, Services, and Government/Education.

⁴ No acreage calculations were made due to transitory nature of employment.

⁵ Services includes Business & Repair, Personal, Entertainment. Less 15.4% for public lands ¹

⁶ Snohomish County and EDAW, Inc.

⁷ Includes Manufacturing and Wholesale Transp., Comm., & Utilities.

⁸ Includes Retail Trade, FIRE, Services, and Government/Education.

⁹ A Market Safety Factor of 25% additional land is used to avoid artificial constraint on real estate values, as defined by *Providing Adequate Urban Area Land Supply*, WA Dept. of Community Trade and Economic Development, March 1992.

¹⁰ Includes both vacant and underdeveloped land.

Acreages were calculated from GIS coverages and rounded to the nearest whole number.

Table A3-6 Supply of Developable Non-Residential Land in the City of Woodinville and Grace Neighborhood

	<i>Commercial</i>	<i>Industrial</i>	<i>Grace</i>
Existing Conditions			
Total Acres	241	681	480
Less Vacant Land	-32	-131	-89
Less ROW	-49	-140	-83
Less Sensitive Areas and Buffers	-18	-142	TBD
Total Developed Land	142	268	308
Vacant Land			
Vacant Land (excludes ROW)	32	131	89
Less Sensitive Areas and Buffers	-8	-48	TBD
Less 30% (Market Avail. Factor)	-7	-25	-27
Avail. Developable Vacant Land	17	58	62
Less 15.4% for Future ROW	-3	-9	-10
Vacant Land for Development	14	49	52
Underdeveloped Land			
Total Underdeveloped Land (Acres)	74	106	178
Less Sensitive Areas and Buffers	-14	-38	TBD
Less 60% (Market Avail. Factor)	-44	-64	-107
Available Underdeveloped Land	16	4	71
Less 15.4% for Future ROW	-2	-1	-11
Underdeveloped Land for Development	14	3	60
TOTAL VACANT AND UNDERDEVELOPED	28	52	112

Acresages were calculated from Geographic Information System coverages and rounded to the nearest whole number.
TBD - To Be Determined at a later date by Snohomish County

Table A3-7 Projected New Dwelling Units for Draft Comprehensive Plan

	Acres	Density Factor	Total Dwelling Units
Mixed Use Boundary			
Vacant	13		
Underdeveloped	37		
Total Vacant/Underdeveloped	50		
Less 30% Market Avail./Site Constraint Factor	-15		
Total Land Available	35		
Less Non-Residential (70%)	-24.5		
Subtotal	10.5	14	147
Moderate Density (assumes R-8)			
Total Area	57.1		
Less 30% Market Avail./Site Constraint Factor	-17.1		
Less 15.4% for public lands ¹	-8.8		
Subtotal	31.2	8	249
Medium Density Residential (assumes R-12)			
Total Area	5		
Less 30% Market Avail./Site Constraint Factor	-1.5		
Less 15.4% for public lands ¹	-0.8		
Subtotal	2.7	12	33
High Density (assumes R-24)			
Total Area	28.8		
Less 30% Market Avail./Site Constraint Factor	-8.6		
Less 15.4% for public lands ¹	-4.4		
Subtotal	15.7	n/a	300
High Density (assumes R-48)			
Total Area	4.7		
Less 30% Market Avail./Site Constraint Factor	-1.4		
Less 15.4% for public lands ¹	-0.7		
Subtotal	2.6	48	123
Remaining Residential Dwelling Units (R-1 to R-12)²			
R-1 (remaining)	333		210
R-4	72		162
R-6	123		568
R-8	6		42
R-12 (remaining)	2		19
R-18 (remaining)	3		41
Accessory Units	n/a		46
Subtotal			1,088
TOTAL			1,940
Growth Management Allocation			-1,800
Net Surplus			140

(1) Right-of-way estimate based on "Issues in Designating Urban Growth Areas", State Department of Community, Trade, and Economic Development, 1992.

(2) These dwelling units were derived from new dwelling units by zone from Table A3-3. Acreages calculated from Geographic Information System coverages.

- Equals 17,424 square feet
- Times 85% efficiency factor
- Equals 14,810 square feet usable square feet of building footprint per acre.
- Divide by 1,000 square feet per dwelling unit
- Equals 14 dwelling units per acre (density factor)

Multi-family residential densities were also increased in two areas surrounding the downtown. To the northwest of downtown are four vacant parcels totaling 45 acres that will be re-zoned to increase density. Just south of the proposed civic campus, a parcel that was zoned Residential-18 has been re-zoned to Residential-48.

Densities were increased on approximately 67 acres of land located just south of Woodinville- Duvall Road between 148th Avenue NE and 156th Avenue NE. Density in the area would increase from low (Residential-1) to moderate density (5-8 dwelling unit/acre).

The total number of potential dwelling units were calculated for these parcels and from this the number of dwelling units possible under the Interim Comprehensive Plan were deducted, resulting in the net number of new dwelling units under the Draft Comprehensive Plan.

In summary, this Comprehensive Plan would produce approximately 1,940 new dwelling units, a surplus of 140 dwelling units over the Growth Management Act allocation of 1,800 dwelling units.

Non-residential Carrying Capacity of Draft Comprehensive Plan

Table A3-8 provides a summary of new employment that would be produced as a result of the Draft Comprehensive Plan. Based on proposed land use, there would be a deficit of industrial zoned land (7.9 acres) and a surplus of commercial land (10.3). However, because there are more employees per acre on commercially zoned land than industrially zoned land, the City of Woodinville would meet the employment allocation as specified under the Growth Management Act by King County and the Washington State Office of Financial Management. In addition, should the City of Woodinville annex the Grace neighborhood, there would be an additional 78 acres of industrial land available for development.

A-3.2 Land Use Background Information

The current land use pattern in the City of Woodinville is largely the result of natural conditions and historic development patterns. The Sammamish River provided the earliest and most efficient transportation corridor to and through the area. Native Indians were the first to settle on the shores of the Sammamish River, followed by homesteaders. Logging in the area encouraged the

Table A3-8 Employment Carrying Capacity for Draft Comprehensive Plan

	Acres Required per Allocation	Market Safety Factor ³	Total Acres Required	Acres Available ⁴	Surplus or (Deficit)
City of Woodinville					
Industrial ¹	27.4	6.5	33.9	26.0	-7.9
Commercial ²	30.2	13.5	43.7	54.0	10.3
City of Woodinville Total	57.6	20.0	77.6	80.0	2.4
Grace					
Industrial	11.9	9.3	21.2	37.0	15.9
Public/Institutional	n/a	n/a	n/a	75.0	59.8
Grace Total	11.9	9.3	21.2	112.0	75.7
Woodinville and Grace					
Industrial	39.3	15.8	55.1	63.0	8.0
Commercial	30.2	13.5	43.7	54.0	10.3
Public/Institutional	n/a	n/a	n/a	75.0	59.8
Total	69.5	29.3	98.8	192.0	78.1

¹ Includes Manufacturing, Wholesale, Transportation, Communication, and Utilities.

² Includes Retail Trade, Finance, Insurance, Real Estate, Services, and Government/Education.

³ A Market Safety Factor of 25% additional land is used to avoid artificial constraint on real estate values, as defined by *Providing Adequate Urban Area Land Supply*, WA Dept. of Community Trade and Economic Development, March 1992.

⁴ Includes both vacant and underdeveloped land.

Acres were calculated from Geographical Information System.

n/a - not available due to the fact that this land was designated as Industrial by Snohomish County

development of rail service to the area, and rail lines within the city center and along the Sammamish River are still noticeable today.

In the 1950s and '60s, automobile transportation became the popular mode of transit, enabling people to live farther from the urban center of Seattle. This increased accessibility resulted in very rapid growth in the area, particularly in the past 40 years (see Chapter 6). A majority of this growth has been residential development, primarily single-family.

This section provides a description of land use conditions. Some information is provided at the Woodinville Planning Area level, but a majority of the analysis focuses on the Woodinville Survey Area and the city limits. It begins with a discussion of existing conditions and includes a description of: 1) the Urban Growth Area; 2) land cover and development patterns within the Woodinville Planning Area; 3) land use, including a discussion of vacant land; 4) previously existing interim zoning in the City of Woodinville; and 5) land utilization in downtown Woodinville. These are followed by a discussion of land use trends and projections which includes a discussion of the development of natural areas between 1984 and 1992 (based on satellite imagery) and projected population, housing, and employment growth for the City of Woodinville. This section concludes with a summary of countywide policies for land use for both King and Snohomish counties.

A-3.2.1 Existing Conditions

A-3.2.1.1 Urban Growth Areas

The identification of an Urban Growth Area is required under Growth Management Act, "within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature." The Growth Management Act states that urban growth areas are to "include areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding 20-year period," based on population forecasts made for the county by the state Office of Financial Management.

The interim Urban Growth Area boundary is shown in Figure A3-1. In King County, the boundary of the interim Urban Growth Area generally follows the eastern limits of the City of Woodinville. Within Snohomish County, the interim Urban Growth Area boundary is farther east, generally along the limits of the city of Bothell. The determination of a final Urban Growth Area boundary is currently being established in both counties.

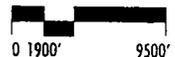
A-3.2.1.2 Land Cover and Development Patterns

Land cover information provides a way of understanding general development patterns in Woodinville in context to surrounding communities and environmental conditions.

Land cover data for the Woodinville Planning Area are also shown in Figure A3-1. This information was obtained from 1992 satellite imagery obtained from the



Source: Puget Sound Regional Council, 1994.



LEGEND

 Developed	 Forest Land	 Interim County UGA Boundary
 Agriculture	 Water	 City Limits
 Natural Open Land	 Barren Land	

**Figure A3-1
Land Cover
and
Interim UGA**

Puget Sound Regional Council. Six land cover classifications are shown that were generated from an August 1992 Lands at Thematic Mapper image. These classifications are Developed, Agricultural, Natural Open Land, Forest Land, Water and Barren Land (see Table A3-9). A description of each of these land cover classifications follows:

- Developed - modified for human use (i.e., roads, buildings, houses)
- Agriculture - Pasture and farm land (i.e., livestock grazing, turf farms, crops)
- Natural Open Land - land that has not been modified by human activity and contains low vegetation (i.e., grass lands and scrubs)
- Forest Land - trees
- Water - lakes, ponds, streams, etc.
- Barren Land - land devoid of vegetation and developed structures (i.e., gravel pit)

Table A3-9 Land Cover in the Woodinville Survey and Planning Areas¹

Land Cover	Woodinville Survey Area				Woodinville Planning Area
	City of Woodinville	East Valley	Grace	Total	
Developed	1,375	52	273	1,700	5,533
Agriculture	164	225	1	390	1,148
Natural Open Land	1,324	103	119	1,546	10,337
Forest Land	736	55	86	877	6,038
Water	6	<1	0	6	100
Barren Land	3	<1	0	3	17
Total²	3,608	435	479	4,522	23,173

Note:

¹ Acreages were calculated from a Geographic Information System coverage and rounded to the nearest whole number.

² Area totals may vary from totals in other tables due to discrepancies in Geographic Information System data sources.

Source: Puget Sound Regional Council and EDAW, Inc., 1994.

Developed land is generally concentrated near the major transportation corridors of Interstate-405 and State Route 522. Developed areas are also more concentrated in the western portion of the Woodinville Planning Area, closer to the cities of Bothell and Kirkland.

Within the City of Woodinville, developed areas are concentrated in the Town Center, North Industrial, and Valley Industrial neighborhoods, as well as the western portion of the West Ridge Neighborhood. Developed lands are also concentrated along both sides of State Route 522, which is in contrast with the rural land classification identified by Snohomish County.

Agricultural land cover is concentrated in the Sammamish River Valley where a number of large farms (particularly turf farms) exist. Much of this Agricultural land is located within the 100-year floodplain of the river.

Natural Open Land and Forest Land is generally located east of the city limits, with the exception of the eastern half of the Leota Neighborhood, and generally contain single family houses located on large lots.

Water within the Woodinville Planning Area includes the Sammamish River, and Leota, Crystal, and Cottage lakes.

A-3.2.1.3 Land Use

The predominate land use for each parcel within the Woodinville Survey Area was identified as part of the land use survey conducted in the Spring of 1994. The survey results were then compared to aerial photographs and assessor's maps. Discrepancies were field verified for accurately.

Land uses for each parcel were classified according to one of the 14 categories. Acreages for each land use category are shown in Table A3-10 and illustrated in Figure A3-2.

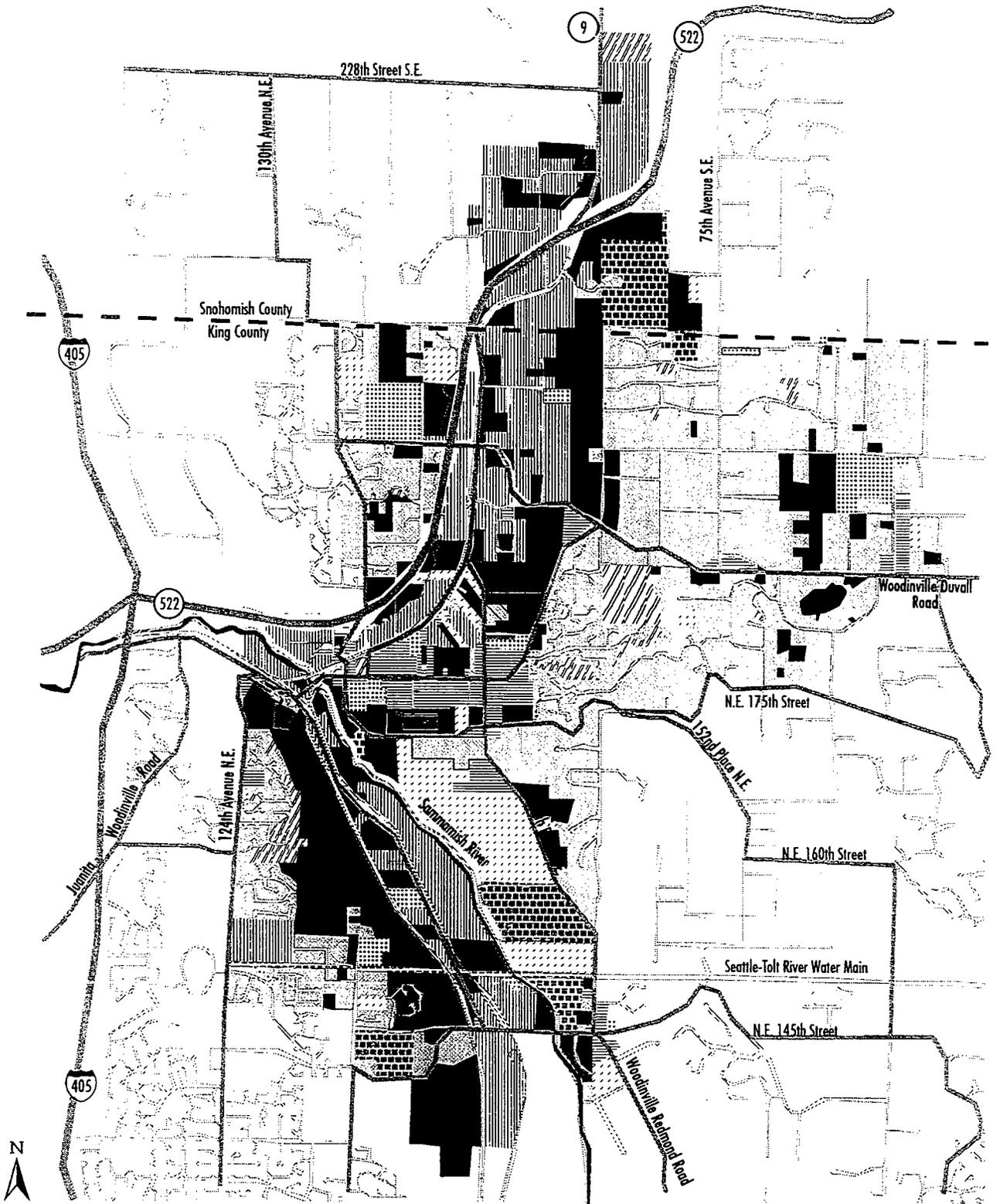
Vacant

Vacant land is defined as undeveloped parcels. These parcels generally do not contain permanent structures nor are they used for agricultural or recreation purposes. Vacant parcels may or may not be suitable for development based on environmental constraints or otherwise.

A summary of vacant parcels for land within the City of Woodinville (by zone) as well as the survey neighborhoods of Grace and East Valley, is shown in Table A3-11.

According to the survey data, approximately 684 acres of land (19 percent) within the city limits are vacant. Of these acres, 525 are in residential zoned land. A substantial portion of this includes the Residential-4 zone (249 acres) and the Residential-1 zone (151 acres).

Within the commercially zoned areas, approximately 159 acres (16 percent) are vacant. Most of this is located in Industrial zoned land (127 acres). Of the 216 acres zoned Regional Business, there are only 23 acres (11 percent) that remain vacant.



Source: City of Woodinville and EDAW, Inc., 1995.

LEGEND		Agriculture		Office
		Open Space		Industrial
		Public Parks		Public/Institutional
		Private Rec.		Vacant
		Retail/Services		

Figure A3-2
1994 Land Use in
the Woodinville
Survey Area

Table A3-10 Land Use Within the Woodinville Survey Area (in acres)¹

	City of Woodinville	Grace	East Valley	Woodinville Survey Area Total ³	Percent of Total
Vacant	677	89	37	803	18%
Agriculture	142	14	165	321	7%
Open Space ²	55	16	0	71	2%
Public Parks	38	0	2	40	1%
Private Recreation	3	65	63	131	3%
Public Schools	78	0	0	78	2%
Single-Family	1,317	13	107	1,437	32%
Multi-Family	103	0	0	103	2%
Mobile Home Park	19	0	0	19	0%
Retail/Services	143	0	19	162	4%
Office	4	0	0	4	0%
Industrial/Business Park	470	200	0	670	15%
Public/Utility	26	0	0	26	1%
Right-of-Way	512	83	42	637	14%
Total³	3,587	480	435	4,502	100%

Notes:

¹ Acreages were calculated from Geographic Information System coverages and rounded to the nearest whole number

² Includes both public and private open space

³ Area totals may vary from totals in other tables due to discrepancies in Geographic Information System data sources.

Source: EDAW, Inc., 1994.

Agriculture

Parcels identified as agriculture include pasture and/or farmland (i.e., livestock, turf farms, crops) and may include a farmhouse if associated with the agricultural activity. There are approximately 320 acres of land currently being used for agricultural purposes within the Woodinville Survey Area. While agricultural land uses are concentrated in the Sammamish River Valley, there are also a number of isolated agricultural parcels located throughout the Woodinville Survey Area.

Open Space

Open space parcels have been defined as those areas identified on the King County assessor's maps as land set aside for open space (identified as "tracts"), usually as part of a subdivision development and cannot be developed. (Note: To avoid duplication with vacant parcels, this classification does not include land that may or may not be developable due to environmentally sensitive conditions. For a more detailed description of open space, see Chapter 7).

Table A3-11 Vacant Land Within the Woodinville Survey Area¹

Zone/Neighborhood	Total Acres ²	Vacant Acres	Percent Vacant
Residential			
Residential-1	1,291	151	12%
Residential-4	442	249	56%
Residential-6	643	54	8%
Residential-8	10	5	50%
Residential-12	51	32	63%
Residential-18	87	24	28%
Residential-24	24	10	42%
<i>Residential Sub-Total</i>	<i>2,548</i>	<i>525</i>	<i>21%</i>
Commercial			
Office	15	1	7%
Neighborhood Business	48	8	17%
Regional Business	216	23	11%
Industrial	709	127	18%
<i>Commercial Sub-total</i>	<i>988</i>	<i>159</i>	<i>16%</i>
City of Woodinville Total ³	3,536	684	19%
Grace Neighborhood	479	89	19%
East Valley Neighborhood	435	37	9%
Woodinville Survey Area TOTAL³	4,450	810	18%

Notes:

¹ Acreages were calculated from Geographic Information System coverages and rounded to the nearest whole number.

² Includes road right-of-way.

³ Area totals may vary from totals in other tables due to discrepancies in Geographic Information System data sources.

Source: EDAW, Inc., 1994.

There are approximately 71 acres of open space in the Woodinville Survey Area. Many of these open space parcels (or "tracts") are small (less than 5 acres) and are scattered throughout the Woodinville Survey Area. However, two large open space areas made up of adjoining parcels exist; one east of downtown in the Woodinville Heights subdivision and another on the eastern side of West Ridge.

Public Parks

Parks include all public recreation facilities within the Woodinville Survey Area. Because the City of Woodinville has no parks at this time, and there are no public parks in the Grace neighborhood (Snohomish County), parks are limited to those operated by King County.

Within the Woodinville Survey Area there are approximately 40 acres of public parks. This includes the Sammamish River Trail, which parallels the Sammamish River; Waterford Park, which adjoins the Sammamish River Trail; and the Tolt Pipeline Trail, which extends east to west through the southern portion of the Woodinville Survey Area. There are also a number of community

parks in the surrounding area, however most of these are located outside of the Woodinville Survey Area. (For a more detailed description, see Chapter 7.)

Private Recreation

The approximately 131 acres of private recreation facilities in the Woodinville Survey Area include picnic areas, golf courses, private sports complexes, and equestrian facilities. These include; the Woodinville Indoor Soccer Center, Wellington Golf Course, Gold Creek Tennis and Sport Club, and Gold Creek Equestrian Center. (For a more detailed description, see Chapter 7 Appendix.)

Public Schools

Schools within the Woodinville Survey Area include Woodinville High School in the Wedge, Wellington Elementary and Leota Junior High in Leota, and the Sorenson School in the Town Center. They comprise a total of approximately 78 acres.

Single-Family

Single-family parcels include all detached and zero lot line housing structures.³ Single-family land use is the largest single land use within the Woodinville Survey Area (1,437 acres) and is the predominant land use in the Leota, the Wedge, and West Ridge neighborhoods, as well as the eastern side of the Town Center Neighborhood. Many of the homes in the Leota Neighborhood were built between the late 1960s and 1980s and are located on larger lots. The homes in the other neighborhoods are generally newer and are located on smaller lots.

Multi-Family

Multi-family parcels include all attached housing structures such as apartments and townhouses.

Within the Woodinville Survey Area, there are approximately 103 acres of multi-family classified parcels. Most of them are located on the eastern and western boundaries of the Town Center Neighborhood. Many of these developments are large units that have been developed in the recent past. The most notable of these is a large apartment complex located south of NE 171st Street near the Sammamish River.

Mobile Homes

Although there are a few mobile homes located throughout the residential neighborhoods of the Woodinville Survey Area, the only mobile home park within the Woodinville Survey Area is Canterbury Square located in the Town Center

³Zero lot line housing structures are clustered developments that are usually attached on one side.

Neighborhood, just south of NE 175th Street. Canterbury Square currently has 123 mobile homes.

Retail/Services

Retail/Services land uses include those parcels that provide retail goods (i.e., supermarket, hardware store, nursery, service station) and services (i.e., bank, medical care, day care, professional services). There are approximately 162 acres of retail/services currently in the Woodinville Survey Area. The largest concentration of this land use in the Town Center occurs along NE 175th Street. Smaller neighborhood retail areas are located at the intersection of Woodinville-Redmond Road and 140th Place and NE Woodinville-Duvall Road and 156th Avenue NE.

Office

Within the Woodinville Survey Area, there are only 4 acres of parcels classified as Office. Although there are some parcels that have offices associated with other land uses (primarily retail/services), the only office building is a small cluster located east of 140th Avenue NE in the northeastern portion of the Town Center Neighborhood.

Industrial/Business Parks

There are approximately 670 acres of industrial/business parks within the Woodinville Survey Area. This includes both heavy and light industrial, as well as a large number of warehousing and business park developments that are located primarily along Woodinville-Redmond Road and Woodinville-Snohomish Road.

Public/Utility

There are approximately 26 acres of public/utility parcels within the Woodinville Survey Area. This includes Woodinville City Hall, the King County library and fire station, storm water detention facilities, Puget Power substations and land owned associated with transmission lines, and communication facilities.

Right-of Way

Within the Woodinville Survey Area, there are approximately 637 acres of right-of-way. This includes all roads and rail road lines.

A-3.2.1.4 Zoning

Existing (1994) interim zoning classifications within the City of Woodinville are shown in Figure A3-3. The acreages for each of these zones are shown in Table A3-12.

Of the approximately 3,562 acres of land in the City of Woodinville, 72 percent (2,568 acres) is zoned for residential use. Of this residential zoning, 50 percent is zoned Residential-1 (one unit per acre) and is located primarily in the Leota neighborhood.

Table A3-12 Existing Zoning Within the City of Woodinville by Neighborhood (in Acres)¹

Zone	The Wedge	Town Center	Leota	North Industrial	Valley Industrial	West Ridge	Tourist District	TOTAL
Residential								
Residential-1			1,289	1				1,290
Residential-4		7				441 ²		448
Residential-6	311	139				208		658
Residential-8	10							10
Residential-12		39					12	51
Residential-18		78			<1	9		87
Residential-24		23			1			24
<i>Residential Sub-total</i>	<i>321</i>	<i>286</i>	<i>1,289</i>	<i>1</i>	<i>1</i>	<i>658</i>	<i>12</i>	<i>2,568</i>
Commercial								
Neighborhood Business			11				37	48
Regional Business		207		1	13	1		222
Office		15						15
Industrial		<1		357	246		106	709
<i>Commercial Sub-total</i>	<i>0</i>	<i>222</i>	<i>11</i>	<i>358</i>	<i>258</i>	<i>1</i>	<i>143</i>	<i>994</i>
TOTAL³	321	508	1,300	359	259	659	155	3,562

Notes:

¹ Acreages were calculated from Geographic Information System coverages and rounded to the nearest whole number. Numbers include right-of-way.

² Includes T suffix zoned land.

³ Area totals may vary from totals in other tables due to discrepancies in Geographic Information System data sources.

Source: EDAW, Inc., 1994.

Commercially zoned areas make up the remaining 28 percent of the City of Woodinville. Of this total, 22 percent (222 acres) is zoned Regional Business, and 71 percent (709 acres) is zoned Industrial. Most of the Regional Business zoned land and all of the Office zoned land is located in the Town Center neighborhood. The Industrial zoned land is located in the North Industrial, Valley Industrial, and Tourist District neighborhoods.

A-3.2.1.5 Land Utilization in Downtown Woodinville

The utilization of the downtown area of Woodinville is an important indication of the City's economic vitality and stability. An analysis of Regional Business zoned land was conducted based on information from the land use survey and

additional field verification (May 1994). Land utilization was divided into seven arbitrary categories from fully vacant to 100 percent utilized. Figure A3-4 provides an illustration of land utilization within the downtown area. Table A3-13 provides and acreage breakdown for each utilization category.

Table A3-13 Land Utilization in the Downtown Area

Utilization	North of NE 175th		South of NE 175th		Old Town		TOTAL ACRES	% of Total Developable ¹
	Acres	Percent	Acres	Percent	Acres	Percent		
Vacant	9.3	9%	3.0	4%	0.7	11%	13.0	7%
1-10% Utilized	7.8	8%	0.8	1%	0.0	0%	8.6	5%
11-25% Utilized	27.1	27%	0.0	0%	0.0	0%	27.1	15%
26-50% Utilized	1.6	2%	0.0	0%	0.0	0%	1.6	1%
51-75% Utilized	0.0	0%	0.0	0%	0.0	0%	0.0	0%
76-99% Utilized	0.0	0%	0.0	0%	0.0	0%	0.0	0%
100% Utilized	55.6	55%	66.0	95%	5.6	89%	127.2	72%
Total Developable¹	101.4	100%	69.8	100%	6.3	100%	177.5	100%
<i>Rail & Road ROW</i>							44.9	
Total Regional Business Zone							222.4	

Notes:

¹ Developable equals Regional Business Zone minus rail and road right-of-way
 All numbers are rounded to the nearest 1/10 acre.
 Vacant and 1-99 percent utilized acreages were calculated from King County Assessor's Maps.
 The remaining acreages were calculated by computer.
 Source: EDAW, Inc., 1994.

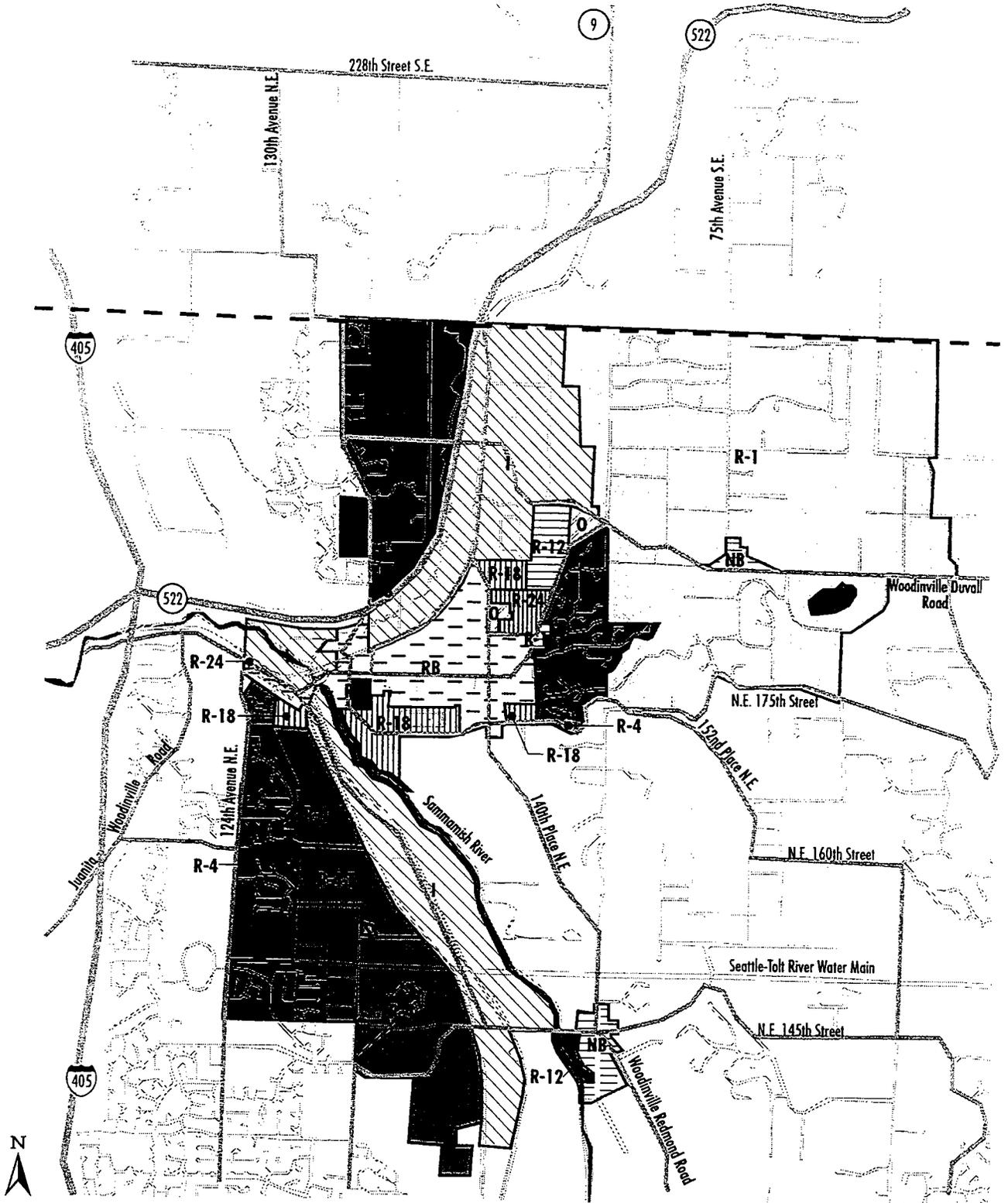
Of the 177 developable acres of Regional Business zoned land, approximately 72 percent (127 acres) is 100 percent utilized and 7 percent (13 acres) is vacant. Land that is marginally utilized includes 8.6 acres that are 1-10 percent utilized, 27 acres that are only 11 to 25 percent utilized, and 1.6 acres that are 26 to 50 percent utilized. There is no land that is between 51 and 99 percent utilized.

In addition to this utilization analysis, a vacancy analysis of existing storefronts was conducted. Of the approximately 278 leasable business spaces in the Regional Business zone, 27 vacant storefronts were identified. This accounts for a vacancy rate of nearly 10 percent.

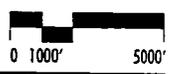
A-3.2.2 Trends and Projections

A-3.2.2.1 Historic Development Patterns

As a complement to the land classification coverage, the Puget Sound Regional Council also conducted a change detection analysis of the Puget Sound region. This analysis compared satellite images from 1984 to 1992 to determine those lands that have been converted from natural lands (i.e., Forest, Natural Open Lands, Agriculture) to Developed. The goal of this change detection analysis



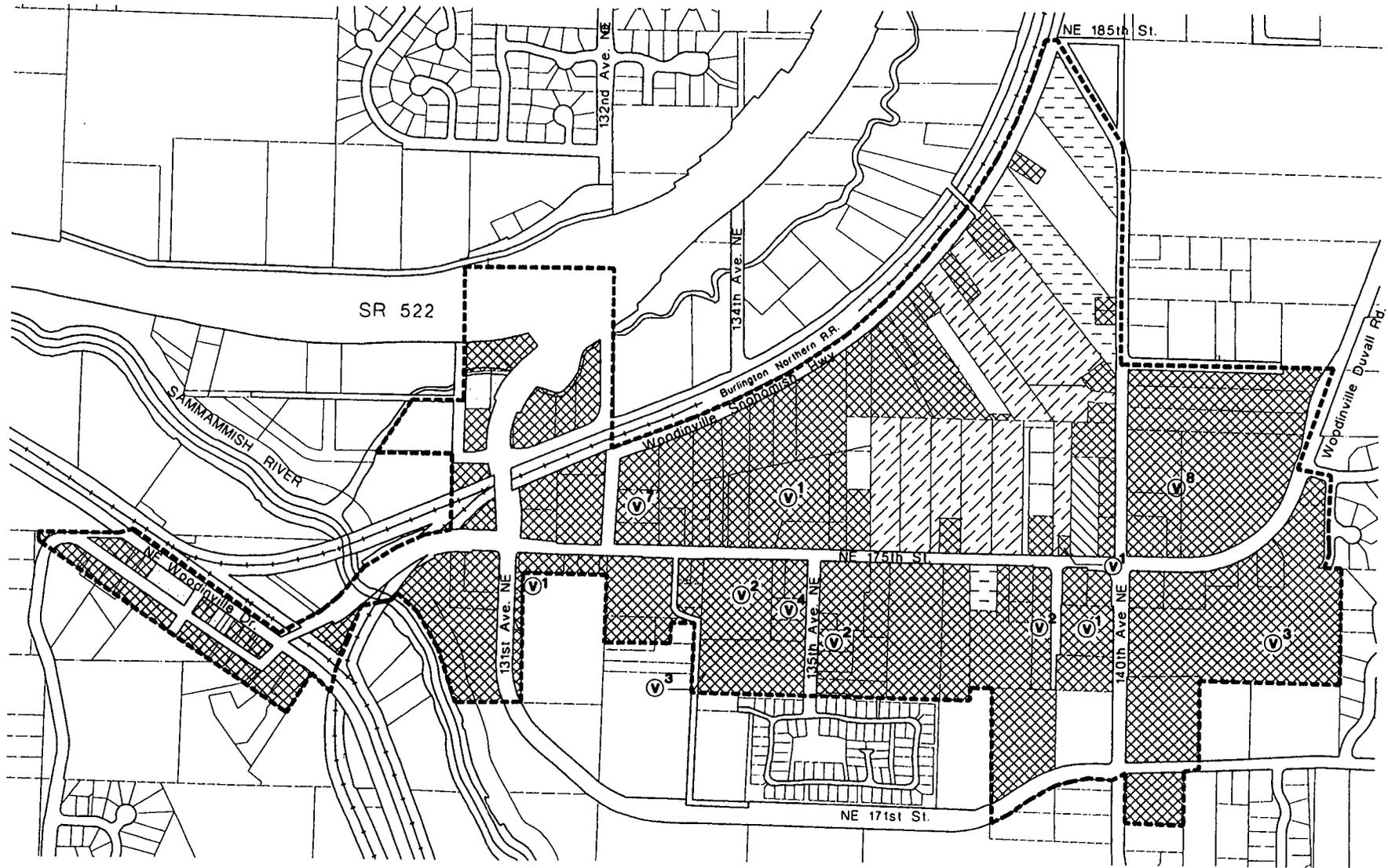
Source: City of Woodinville Interim Zoning Code and EDAW, Inc., 1995.



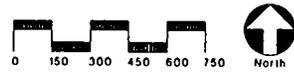
LEGEND					
	R-1		R-12		RB
	R-4 (T)		R-18		NB
	R-6		R-24		I
	R-8		O		County line

Figure A3-3
City of
Woodinville
Interim Zoning





NOTE: Based on field observations and land use survey.



EDAW, Inc.
May 1994

LEGEND

Vacant 12.4 AC	51-75% Utilized 0 AC	RB Zone 222.4 AC
1-10% Utilized 8.6 AC	76-99% Utilized 0 AC	Vacant Storefront 35 Total (Superscript denotes number of vacant storefronts per parcel)
11-25% Utilized 27.1 AC	100% Utilized 127.2 AC	
26-50% Utilized 1.6 AC	Rail & Road ROW 44.9 AC	

Figure A3-4

1994 LAND UTILIZATION
IN THE DOWNTOWN AREA

was to identify past development trends and project potential future land development.

It is important to note that the Geographic Information System-produced change detection coverage describes land now categorized as Developed that was previously natural (i.e., Natural Open Land, Forested Land, Agriculture). The change detection coverage did not identify lands that have been redeveloped. The change detection was conducted by analyzing the spectral (color) change between the two satellite images on a pixel-by-pixel basis. An assessment of the data found a classification accuracy of 84.5 percent, based on a limited field verification analysis and is considered to be adequate for regional planning purposes (Puget Sound Regional Council, April 1994).

An illustration of the development of natural areas between 1984 and 1992 is shown in Figure A3-5. A summary of acres developed in the Survey Area and Woodinville Planning Area as a whole is shown in Table A3-14.

Within the Woodinville Planning Area, approximately 700 acres (3 percent of the total in the Woodinville Planning Area) were developed between 1984 and 1992. Most of this development was scattered, with the exception of some large concentrations of land development in the Interstate-405 "Technology Corridor." This includes the business parks of Canyon Park, Koll, and Quadrant.

Within the City of Woodinville, approximately 279 acres of natural land were developed during the change detection period. This represents approximately 8 percent of the total land within the city limits and is considered a very rapid pace of development in just 8 years.

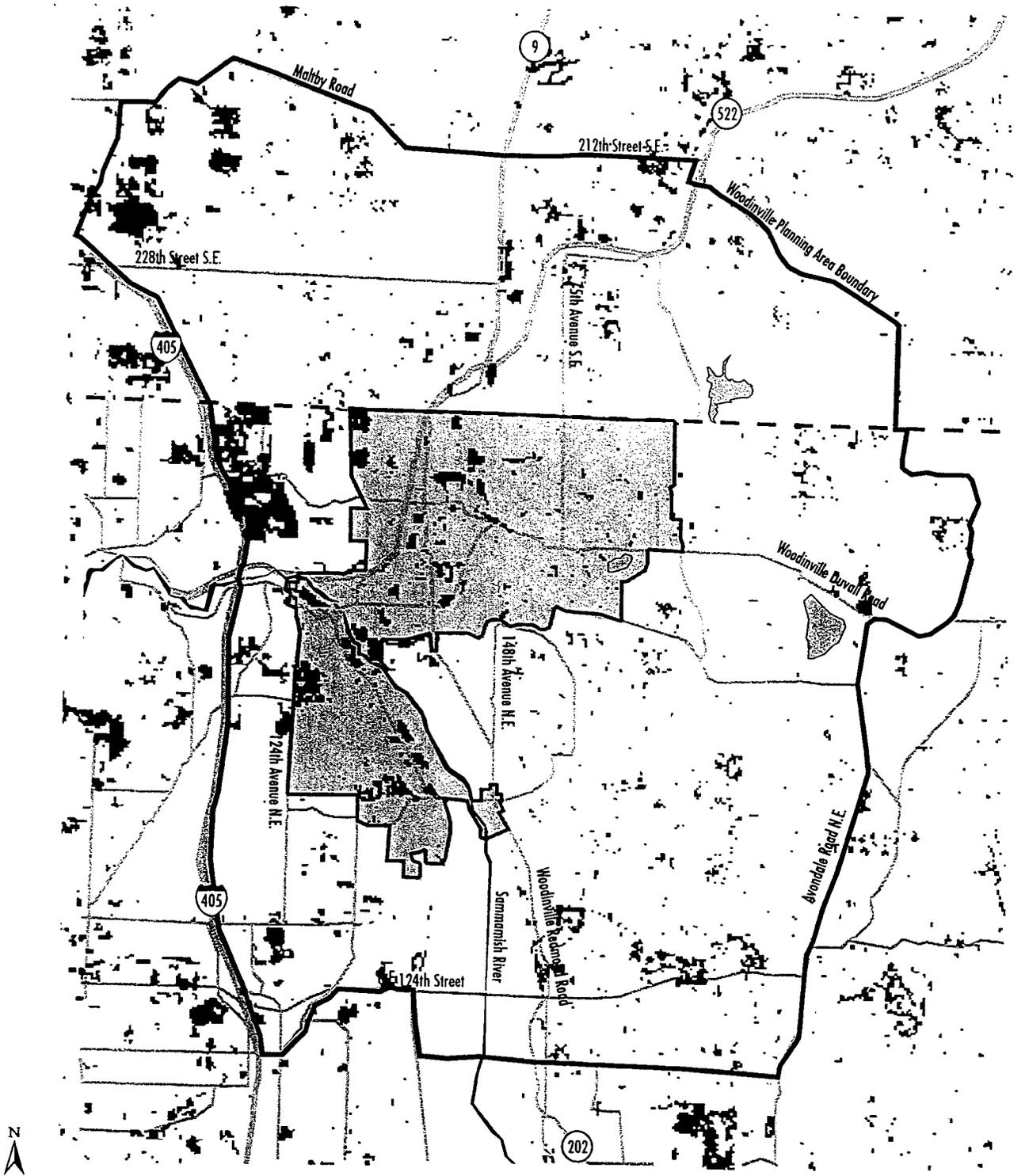
Of this 279 acres, 150 acres (6 percent) of residentially zoned land were developed, primarily in lower density zoned areas. In commercial areas, 126 acres (13 percent) of the natural land developed were most of the development of natural land occurred in Industrial zoned land (102 acres, or 14 percent).

A-3.2.2.2 Growth Forecast

According to the Growth Management Act, all cities and counties required to prepare a comprehensive plan must accommodate additional population and employment according to projections provided by the Washington State Office of Financial Management to each county. Counties are required to allocate growth to cities within their jurisdiction.

The King County Growth Management Planning Council is responsible for establishing net new population (counted as new households) and employment in cities within King County. In order to provide for some flexibility, they have established target ranges for cities as a planning guide (see Table A3-1).





Source: EDAW, Inc. and PSRC, 1984.



LEGEND

- County line
-  City of Woodinville
-  Development of Natural Areas Between 1984 and 1992

Figure A3-5
Development of Natural Areas in the
Woodinville Planning Area (1984-1992)



Table A3-14 Development of Natural Areas Within the Woodinville Planning Area in Acres (1984-1992)¹

Zone/Neighborhood	Total Acres ²	Acres Developed	Percent Developed
City of Woodinville			
Residential-1	1,291	29	2.2%
Residential-4	448	31	7%
Residential-6	659	58	9%
Residential-8	10	0	0%
Residential-12	51	2	4%
Residential-18	87	21	24%
Residential-24	24	9	38%
<i>Residential Total</i>	<i>2,570</i>	<i>150</i>	<i>6%</i>
Office	15	3	20%
Neighborhood Business	48	0	0%
Regional Business	215	24	11%
Industrial	709	102	14%
<i>Commercial Total</i>	<i>972</i>	<i>126</i>	<i>13%</i>
City of Woodinville Total³	3,557	279	8%
Grace Neighborhood	479	37	8%
East Valley Neighborhood	436	9	2%
Woodinville Survey Area Total³	4,472	325	7%
Woodinville Planning Area Total³	23,172	699	3%

Notes:

¹ Acreages were calculated from Geographic Information System coverages and rounded to the nearest whole number.

² Includes road right-of-way.

³ Area totals may vary from totals in other tables due to discrepancies in Geographic Information System data sources.

Source: Puget Sound Regional Council and EDAW, Inc., 1994.

For the City of Woodinville, the Planning Council has projected between 1,750 to 1,842 new households, and between 1,900 and 2,000 new jobs by the year 2010. (M. Quinn, 6/94). Using an average household size (for the year 2000) in the City of Woodinville of 2.47 persons per household, the population increase would be between 4,323 and 4,550 people. This would result in a population increase from 1990 levels (8,590) of between 50 and 53 percent (see Chapter 6, Economic Development for more detail). King County's targets for population and household growth are slightly less than the Puget Sound Regional Council forecast.

For employment, King County has established a target of between 1,900 and 2,000 new jobs within the city limits. Due to the fact that Woodinville was not incorporated at the time of the 1990 census, no data for existing and forecasted employment exist.

A-3.2.3 Planning Implications

An essential element of the Comprehensive Plan is the development of a future land use map. This map establishes both the type and location of growth that can be expected to occur within and around Woodinville for the next 20 to 25 years.

Land use goals and policies should be established which reflect the needs of the community. This includes a proper mix of residential and commercial land uses, sufficient land and densities to accommodate projected growth, and careful consideration of the fiscal impacts related to land use development.

In addition to the more tangible elements of land use allocation and capital financing, consideration should be given to the ways in which these changes will affect the general character of the community. Land use objectives and policies should be directed from an over-riding goal that clearly expresses the future vision developed through the community visioning and the planning process.

More specifically, the land use plan must demonstrate how the City of Woodinville plans to accommodate the additional growth in population and employment that has been targeted for the City by King County. While vacant lands provide a possible source of accommodating some of this growth, these lands may not be sufficient based on environmental constraints, economic conditions, land ownership issues, etc. If growth cannot be accommodated within the current city limits, there may be opportunities to annex lands outside of the city limits.

A-3.2.4 Summary of Countywide Policies for Land Use

A-3.2.4.1 King County

Chapter II—Land Use Pattern of the County's Countywide Planning Policies—describes policies relating to land use and development. It is divided into five sub-sections. A summary of each is provided below.

Resource Lands: Agricultural, Forestry, and Mineral

Countywide policies regarding resource lands require the county and jurisdictions to protect the natural environment by reducing the consumption of land and concentrating development – a major focus of the Growth Management Act. Agricultural and forest lands shall be protected for the long-term productive value, however, secondary benefits such as open space, scenic views and wildlife habitat are permitted.

All jurisdictions are required to protect existing resource lands within their boundaries that have long-term commercial significance (i.e., agricultural lands). Additionally, all jurisdictions are required to encourage compatible land uses adjacent to the natural resource areas which support utilization of the resource and minimize conflicts among uses.

Rural Areas

Rural areas have been designated through King County's Countywide Planning Policy process. For Woodinville, this generally includes those areas east of the city limits. Designated rural areas are considered to be permanent and shall not be re-designated to an Urban Growth Area. These rural areas will have low densities and be sustained by minimal infrastructure improvements. The County requires clustering of new development on all existing parcels of contiguous ownership of ten or more acres.

Urban Areas

Urban Areas, which includes all of the City of Woodinville are designated to accommodate a majority of future growth, and at least the 20-year project of population and employment growth. Within these urban areas shall be urban separators, defined as permanent low density lands which protect resource lands and environmentally sensitive areas and create open space corridors within and between urban areas.

Phased growth is required to promote efficient use of the land, add certainty to infrastructure planning, and to ensure that urban services can be provided to urban development. Phasing includes those areas in jurisdictions which do not have urban services and are not scheduled to receive them within the next 10 years.

Within Urban Growth Areas, growth should be directed as follows: a) first, to centers and urbanized areas with existing infrastructure capacity; b) second, to areas which are already urbanized such that infrastructure improvements can be easily extended, and c) last, to areas requiring major infrastructure improvements.

All jurisdictions are required to develop growth phasing plans within urban areas by identifying areas for growth for the next ten to twenty years. These growth phasing plans shall be based on locally adopted definitions, service levels, and financing commitments, consistent with State Growth Management Act requirements.

In collaboration with adjacent counties and cities, and the public, each city shall designate a potential annexation area. Growth phasing plans shall not extend beyond these potential annexation areas. Within the potential annexation areas, each city shall adopt criteria for annexation, including conformance with countywide planning policies, and a schedule for providing urban services and facilities. A city may annex territory only within its designated potential annexation area. All cities shall phase annexation to coincide with the ability for the City to coordinate the provisions of a full range of urban services to areas to be annexed and developed according to the City's and King County's growth phasing plan.

Urban and Manufacturing/Industrial Centers

Urban and Manufacturing/Industrial Centers are envisioned as areas of concentrated employment and housing, with direct services by high capacity transit, and a wide range of other land uses such as retail, recreation, public facilities, parks, and open space. There are no Urban and Manufacturing/Industrial Centers located within the Woodinville Planning Area. The closest urban centers are the Totem Lake Area and the City of Redmond, both located to the south. To date, no Manufacturing/Industrial Centers have been designated in King County (Personal communication with Mike Quinn, King County, 6/20/94).

Urban Growth Outside Centers

Local land use plans will be responsible for the designation, character, and utilization of urban areas outside of the urban centers. King County's Countywide Policies provide guidance for these areas to ensure they support the urban centers.

The Countywide Policies require that in order to provide for housing and employment opportunities, each jurisdiction shall:

- establish a target minimum number and mix of net new dwelling units in their comprehensive plan for the next 20 years and adopt regulations to achieve the target number and mix;
- establish a minimum density (not including critical areas) for new construction in each residential zone; and
- establish targets for employment growth for the next twenty years and show how they will meet these target employment numbers.

To encourage infill development and enhance the existing community character and mix of uses, Countywide Policies require jurisdictions to develop neighborhood planning and design processes.

And finally, the Countywide Policies require jurisdictions to develop Activity Areas that contain a moderate concentration of commercial land uses and some adjacent higher density residential areas. Each jurisdiction is required to designate boundaries, maximum densities, and uses within all activity areas to provide for local employment, commercial activities, and public facilities and should be serviced by frequent peak hour transit service. Each jurisdiction should also encourage transit use by establishing minimum and maximum parking requirements that reduce dependence on the single-occupant vehicle.

A-3.2.4.2 Snohomish County

The Survey Area within Snohomish County (Grace) has been designated "rural" by Snohomish County, and is outside of the Snohomish County urban growth boundary. Countywide policies for rural areas within Snohomish County are described in six policies. These policies (in summary) are to: 1) Establish level of service standards for rural development, 2) Establish development densities less

than urban densities, 3) Establish rural infrastructure standards that are consistent with appropriate rural development patterns and densities, 4) Permit rural clusters as a tool for the preservation of rural open space, 5) Establish strict guidelines to limit commercial development outside of urban growth areas, and 6) Establish guidelines to limit industrial development outside of urban growth areas.

Chapter 4 Housing



CHAPTER 4 HOUSING

4.1 Introduction

The Housing Element has a pivotal role in growth management plans. The element encourages the development of housing in a way which conserves open space, reduces unnecessary costs, and provides housing choices. With this approach, the City of Woodinville has a way to control the effects of growth without losing its sense of community or sprawling out into the countryside. Woodinville currently provides a wide range of housing opportunities for its residents, from single family houses on large lots to townhomes near services. The neighborhoods are strong and people care about the community. They desire to maintain the quality of their residential neighborhoods while planning for the future.

The Growth Management Act requires jurisdictions to set targets for affordable housing and to establish plans for meeting those targets while recognizing the vitality and character of existing residential neighborhoods. As a rule of thumb, the jurisdiction has allocated enough land for low and moderate income housing when there is enough land zoned at higher densities (> 12 dwelling units per acre) to accommodate all the expected low income households and at least half the moderate income households. Woodinville has provided enough land zoned at higher densities (> 12 dwelling units/acre) for all low and moderate income households anticipated for the City of Woodinville by King County in the countywide policies. (See Table A3-7: Projected New Dwelling Units for Draft Comprehensive Plan in the Land Use Element Appendix.) A description of countywide housing policies in King and Snohomish counties appears in the Appendix to the Housing Element along with the required inventory and analysis of existing and projected housing needs.

Section 4.2 contains the goals and policies; Section 4.3 includes implementation strategies and a monitoring plan. A carrying capacity analysis which identifies the City's ability to meet housing growth allocation as established by the Washington State Office of Financial Management and King and Snohomish counties is described in the Land Use Element Appendix.

4.2 Goals and Policies

Goal H -1: To preserve existing housing and neighborhoods and provide diversity of housing types to promote housing opportunities for all economic segments of the City's population.

Policies

H-1.1

Allow for variety of housing types and lot sizes through small and large lot single family development, townhomes, duplexes, multiplexes, apartments, manufactured housing, and mobile home parks.

- H-1.2** Promote housing ownership opportunities to people at all economic levels in the city.
- H-1.3** Adopt, and update every 3 years, a housing "Strategy Plan and Work Program" which outlines specific housing strategies that will be considered in order to address the City's housing needs and goals. It will also explore refinements to land use regulations to achieve housing goals and policies. It will include a work program, timeline, targets, and identified funding sources.
- H-1.4** Define residential land use regulations to allow for development that will accommodate a range of incomes by providing for a range of housing types and cost. Regulations shall include provisions such as:
1. Requiring minimum densities for subdivisions to ensure full land use where urban services are provided.
 2. Allowing for bonus densities in developments that meet certain community goals such as senior housing, housing affordability, proximity to transit, dedication of parks/open space, reservation of historic landmarks, energy conservation, etc.
 3. Permitting high density for low income elderly housing projects when consistent with the Housing Strategy Plan and other applicable land use policies.
 4. Providing flexible subdivision standards subject to adopted criteria.
- H-1.5** Promote the creation of affordable housing with the goal of meeting the targets established and defined in the Growth Management Planning Council Countywide Planning Policies for low and moderate income housing. These Growth Management Planning Council targets are:
1. 17% of growth in new households affordable to moderate-income households, and
 2. 24% of growth in new households affordable to low-income households.
- (Note: Units may be either new or converted.)
- H-1.6** Provide incentives for moderately priced housing ownership through minimum lot size requirements, and permitting townhome and condominium housing.
- H-1.7** Encourage preservation and maintenance of existing affordable housing.
- H-1.8** Work in partnership with public and private groups to seek resources for equitable affordable housing development.
- H-1.9** Promote regulatory efficiency to minimize the cost of housing development.

- H-1.10** Encourage the building of affordable housing in the Town Center Neighborhood compatible with existing residential development.

Goal H-2: To promote safe, physically accessible, and clean residential environments with associated open spaces.

Policies

- H-2.1** Require common, convenient, and usable open space in residential development, such as on-site pocket parks or trails.
- H-2.2** Encourage preservation, maintenance, and improvements to existing residential structures by:
1. Conducting a periodic survey of housing conditions and neighborhood environments to identify maintenance and restoration needs of older neighborhoods.
 2. Seeking and promoting resources that provide financial and other assistance to citizens for maintaining or repairing health and safety features of their homes.
- H-2.3** Maintain traditional single family subdivisions and promote creative site planning and regulatory measures to increase variety in living opportunities in residential neighborhoods, downtown, and other commercial areas by:
1. Allowing accessory dwelling units in single-family houses or on single-family lots subject to specific development, design, and occupancy standards.
 2. Providing incentives to encourage creative neighborhood design and layout concepts.
 3. Encouraging mixed use (commercial/residential) developments in the downtown where such developments are financially viable and market driven.

Goal H-3: To provide housing opportunities in Woodinville for people with special needs.

Policies

- H-3.1** Encourage social and health service organizations that offer new housing programs and facilities for people with special needs.
- H-3.2** Support the development of emergency, transitional, and permanent supportive housing with appropriate on-site services for persons with special needs throughout the City and region.

- H-3.3 Support development of housing that serves local residents and is located elsewhere on the Eastside.
- H.3.4 Promote the development of housing for seniors of all incomes.

Goal H-4: To work with other jurisdictions to develop a coordinated, regional approach to meeting the housing needs of King County, Eastside, and South Snohomish County communities.

Policies

- H-4.1 Work cooperatively and in partnership with King County and Snohomish County, interjurisdictional agencies, other jurisdictions, and private groups to determine an equitable regional need for future distribution of affordable housing for low and moderate income families and housing for special needs.
- H-4.2 Coordinate City housing goals, policies, and strategies with regional growth, transit, and employment policies.
- H-4.3 Work to increase the availability of both public and private dollars on a regional level for affordable housing.
- H-4.4 Support and encourage housing legislation at the county, state, and federal levels which would promote the City's housing goals and policies.
- H-4.5 Participate in regional discussions to learn of programs and policies that could address the needs of the City's residents.
- H-4.6 Continue membership in interjurisdictional agencies to assist in the provision of affordable housing on the Eastside.

4.3 Plan Implementation and Monitoring

4.3.1 Implementation Strategies

The following strategies implement the housing policies with specific actions. They also serve to meet requirements in King County's Countywide Planning Policy AH-2 which requires local jurisdictions to develop strategies that work within the local housing market.

As part of the strategy plan, every three years, beginning in 1999, the City of Woodinville will evaluate the effectiveness of these strategies toward meeting affordable housing goals established in the Housing Element and additional actions may be recommended if it is determined that the housing needs of any segment of the City are not adequately met.

1. Allow manufactured houses meeting Housing and Urban Development standards on individual lots. *(Implements H-1.1)*
2. Waive or reduce impact fees for housing developments providing affordable housing that meets targets established by City policy. *(Implements H-1.3)*
3. Identify funding sources to subsidize and/or create affordable housing for low income residents and special needs populations and participate equitably in regional efforts to fund affordable housing. *(Implements Policy H-2.2)*
4. Coordinate enforcement of housing standards with a City or regional housing rehabilitation program. *(Implements Policy H-2.2)*
5. Support the formation and maintenance of community groups, neighborhood associations, homeowners, and apartment and condominium associations to promote home maintenance and encourage preservation of existing neighborhoods. *(Implements Policy H-2.2)*
6. Consider the following as well as other techniques to facilitate infill development:
 - a. Pre-approval for sites
 - b. Review of existing site design and development standards
 - c. Technical assistance with short platting *(Implements Policy H-2.2)*
7. Encourage the establishment of a home-sharing program. The program would match owners who need help maintaining their houses and have extra space with people who need to rent housing at low or modest cost.
8. Ensure input from a cross-section of housing-related interest groups on housing regulations, standards and procedures affecting the development of affordable housing in Woodinville through means such as participation in interjurisdictional agencies and/or community advisory groups.
9. Update and maintain the City's inventory of surplus, publicly owned land. Evaluate areas identified as surplus land to determine their suitability for affordable housing.
10. Encourage mixed land use development (commercial/residential) in areas such as the mixed-use boundary to include housing by providing incentives such as reduced parking requirements, flexible developments standards, etc. *(Implements Policy 2.3)*
11. Explore opportunities to participate in affordable housing demonstration projects in which the City will negotiate development standards and code requirements with developers interested in developing a variety of affordable housing units. *(Implements Policy H-2.3)*
12. Periodically review all relevant City regulations and procedures, and revise where they are found to create barriers to or inflate costs of housing development. *(Implements Policy H-2.3)*
13. Review and revise policies and regulations to ensure they meet the requirements of the Federal Fair Housing Act and Washington State law to provide equal access for people with special needs.
14. Allow group homes that meet the Zoning Code's definition of "family" to locate in all residential neighborhoods. For this purpose, "family" is defined

as eight or fewer unrelated adults, not including related minors.
(Implements Goal H-1)

15. Contact service agencies and housing fund sources to track use of public programs, such as weatherization, self-help housing, etc.

4.3.2 Monitoring Program

A program to monitor housing supply and affordability is essential to the successful implementation of the Housing Element. Woodinville should tie its efforts closely to monitoring efforts in King County and Snohomish County. King County has data on housing supply and costs, which it issues periodically as the Housing Monitoring Bulletin. In 1995 or 1996, the County will be developing its own monitoring program. The City should conform to that program when developed, since it provides the means for consistent tracking of activities throughout the county. In the interim the City should review the following monitoring strategies and adopt a program. The elements of a monitoring program are as follows:

1. Inventory vacant land available for housing including the number of units parcels are capable of holding in compliance with applicable zoning regulations.
2. Specify the number of low and moderate income households expected to reside in Woodinville at the end of the forecast period.
3. Track building and occupancy permits against the vacant land inventory.
4. Track the time taken by various approval processes.
5. Keep permit records organized to report housing additions, remodels, accessory units, new construction by unit type, cost, and demolitions. Annually record results.
6. Keep an annual record of housing sales prices (through real estate records) and rental rates (through survey or newspaper listings).
7. Review King County's Monitoring Bulletins for housing prices and rental affordability.
8. City staff will prepare an annual report to the Planning Commission and City Council on progress toward affordable housing goals. This report shall include information that is being collected on a local and regional level through the countywide monitoring process. This will include items such as the number of new units constructed by housing type and the number of low and moderate cost housing created or preserved.
9. Every three years, beginning in 1998, evaluate effectiveness of strategies toward meeting affordable housing goals. The effectiveness would be evaluated from annual report data. The Planning Commission shall recommend any needed additional actions to City Council if it is determined that the housing needs of any economic segment are not being met adequately.
10. Coordinate with countywide efforts to do an ongoing analysis of the regional housing market.
11. City staff will also monitor and report to Council on progress in improving the City's permitting process.

Appendix 4 Housing



APPENDIX 4: HOUSING

This section provides a discussion of housing conditions in the City of Woodinville, the Woodinville Census Designated Place and the Woodinville Planning Area. The Woodinville Census Designated Place was defined by the U.S. Census Bureau to describe the unincorporated Woodinville area in 1990. Because there is no 1990 census data for the City of Woodinville, much of the analysis focuses on the Woodinville Census Designated Place and the Woodinville Planning Area. These boundaries are designated in Figure A4-1.

A-4.1 Existing Conditions

A-4.1.1 Household Composition

The nature of housing conditions and needs in the Woodinville Census Designated Place are determined largely by the characteristics of area households. Woodinville is predominantly a family community; 81 percent of the households are families compared with 61.5 percent for King County as a whole. As shown in Table A4-1, the planning area also has many more households with children and far fewer one person households.

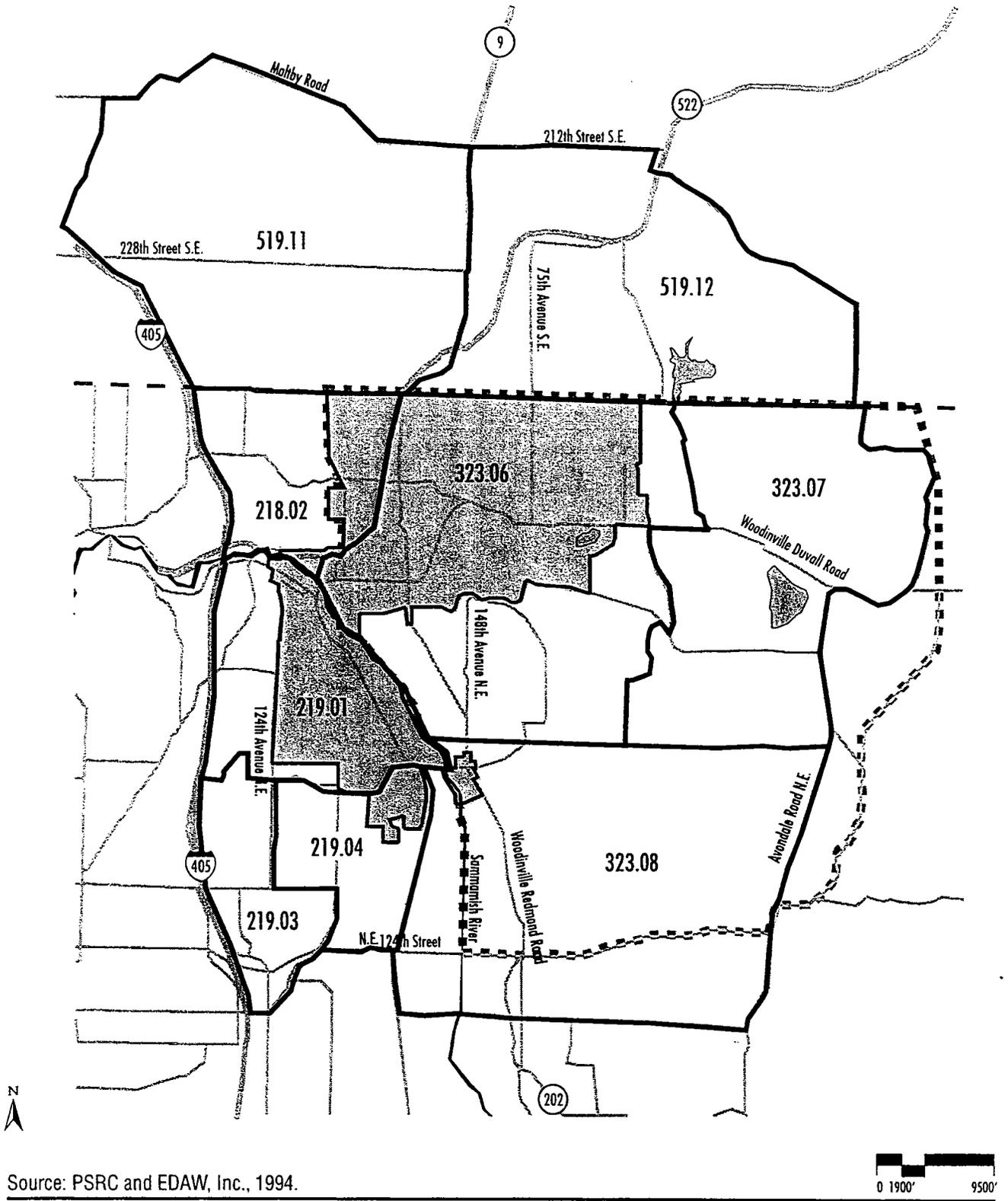
Table A4-1 Households by Type (1990)

Household Type	Woodinville Census Designated Place		King Co.
	Total Units	%	%
living alone	774	10.3	29.2
married with children	3,693	49.4	22.6
married, no children	2,047	27.4	26.7
single parent with children	409	5.5	7.5
other family	184	2.5	4.6
non-family	372	5.0	9.4
Total Households	7,479	100.1	100.0%

Source: 1990 Census and Judith Stoloff Associates, 1996.

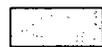
One indicator that relates to needs is the number of single-headed households with children; the proportion of these households in the Woodinville Census Designated Place (5.5 percent) is comparable to that of King County. (See Table A5-1 in Chapter 5 Human Services.) The needs of these households will be discussed later under housing needs.

The average number of persons per household for the City of Woodinville in 1990 was 2.61, which is greater than the 2.4 for King County. By the year 2020, this average is anticipated to decrease by 16% to 2.19 for the City of Woodinville, and by 13% to 2.1 for King County.



Source: PSRC and EDAW, Inc., 1994.

LEGEND

- County line
-  City of Woodinville
-  Woodinville Census Designated Place

**Figure A4-1
Census Tracts in the
Woodinville Planning Area**

A-4.1.2 Housing Units

According to the 1990 U.S. Census, there were 16,284 housing units in the Woodinville Planning Area. At the same date there were 3,297 housing units within the city limits. [Note: data on housing in the city limits comes from Puget Sound Regional Council which uses households as equivalent of housing units.]

Just under 45 percent of the units in the planning area were built between 1980 and 1990, and more than 80 percent were built since 1970, making Woodinville's housing stock very new. In comparison, King County has about 24 percent of the units built during the 1980s, and nearly 40 percent were built since 1970. Less than 6 percent of the Woodinville Planning Area stock was built before 1960, compared to nearly 40 percent of King County's housing. Table A4-2 compares the age of housing in Woodinville to King County.

Table A4-2 Age of Housing (1990)

Housing Construction Date	Woodinville Planning Area		King Co.
	Total Units	%	%
1989 to March 1990	1,076	6.6%	3.5%
1985 to 1988	3,116	19.1%	10.1%
1980 to 1984	3,089	19.0%	10.1%
1970 to 1979	5,957	36.6%	18.8%
1960 to 1969	2,138	13.1%	18.3%
1950 to 1959	428	2.6%	13.0%
1940 to 1949	234	1.4%	9.2%
1939 or earlier	246	1.5%	17.0%
Total¹	16,284	100.0%	100.0%

Notes:

¹ Totals are weighted averages of census tract values.

Source: 1990 Census and Economic Consulting Services, 1994.

Since 1990, the pace of new housing construction has been moderate in the City of Woodinville. According to the Washington State Office of Financial Management, there were 3,662 housing units within the city limits as of April 1993 – 2,131 single family and 1,474 multifamily units (Washington State Office of Financial Management, 1993). This compares with the 3,297 total housing units in 1990. This number represents an increase of 3.69 percent annually compared with the Puget Sound Regional Council forecast rate of 3.92 percent. The land use and housing survey conducted for the Comprehensive Plan counted a total of 3,866 dwelling units in the Survey Area: 2,201 single family; 1,458 multi-family; 81 townhouses; and 126 mobile homes (123 of these in Canterbury Square mobile home park). All the multi-family housing is found in the Town Center as well as half the townhouses. Other townhouses are in the Valley Industrial area (see Table A4-3).

Table A4-3 1994 Housing Units by Type in the City of Woodinville

Neighborhood	Single Family	Multi-Family	Townhouse	Mobile Home
Leota	853	0	0	0
The Wedge	269	0	0	0
Tourist District	4	0	40	0
Town Center	351	1,458	24	123
Valley Industrial	9	0	6	3
West Ridge	715	0	29	0
Total	2,201	1,458	81	126

Source: Judith Stoloff Associates and EDAW, Inc., 1994.

A-4.1.3 Single Family Housing and Ownership

Single family detached housing predominates in the Woodinville Planning Area in 1990, as shown in Table A4-1. It accounts for more than 70 percent of the Planning Area's occupied housing stock, compared with the county average of under 59 percent. However, within the city limits, the proportion of single family housing is 58.3 percent, slightly lower than the King County average. Only 2.6 percent of the planning area stock is single family attached (townhouses), but even this is more than King County's average of 2.2 percent.

Census tracts 323.07 and 323.08 are almost entirely single-family dwelling units – 98.2 percent and 96.1 percent respectively. In contrast, only 40.4 percent of the housing in tract 218.02 and 56.9 percent in tract 219.01 are single family (see Figure A4-1).

Manufactured housing within the City of Woodinville and Woodinville Planning Area is 3.2 percent and 8.1 percent, respectively. This compares with 3.1 percent in King County.

A surprisingly high 80 percent of Woodinville Planning Area households own their housing, indicating that some of the multi-family stock is also owner-occupied. In King County the ownership rate is 58.9 percent.

A-4.1.4 Multi-Family Housing, Tenure, and Availability

The Woodinville Planning Area has a smaller proportion of multi-family housing in every size category compared to King County. Within the City, approximately 40% of housing is either multi-family or townhouses (Table A4-3), which is comparable to the countywide average. Local realtors report that there is a demand for townhouse or condominium developments in Woodinville. Buyers interested in this style of housing usually have to live in other communities because of very low vacancies (telephone interview, S. Lafferty, 5/18/94).

Vacancies for multi-family rental units rose to slightly over 5 percent in King County during 1995, despite a significant decline in construction activity. This is

considered a healthy vacancy rate for rental property. In the Woodinville/Totem area, vacancy rates averaged 4.8% in 1995, which is slightly less than the countywide average. (Seattle-Everett Real Estate Research Report, Fall 1995). An informal survey of over half the apartments in Woodinville indicated a slightly lower vacancy rate in the City of 3.2% (A Regional Coalition for Housing, November 1995).

A-4.1.5 Housing Costs

Single Family Prices and Housing Affordability

Prices moved up 2.5 percent in the Woodinville/Totem Lake area, from a mean price of \$229,731 in 1992 to \$235,549 in 1993 (King County Planning and Development Division, 1994). Since this time, prices have risen perhaps another 2.5 percent according to a local broker (J. Wight, May 13, 1994). He also reports that the market has changed from a seller's to buyer's market.

Housing prices in the Woodinville/Totem Lake area, are among the highest in King County, where the mean price was \$178,861. Among Northshore communities, Woodinville prices are considerably higher than Bothell and Juanita, and among Eastside communities, higher than Kirkland and Redmond.

Median income for owners is \$40,275; moderate income (80% of Median Income) is \$32,220 and low income (50% of Median Income) is \$20,137. Even with current low interest rates, low income households earning half the county's median income could afford a house costing only \$64,249 – a gap of \$171,300 from the average price in the Woodinville/Totem Lake area. For the median income family this affordability gap is still a hefty \$78,100 (King County Planning and Development Division, 1994). For a discussion of Woodinville income and economy, see Section 1.4, as well as the appendices to the Economic Development Element (Chapter 6).

Relationship of Incomes to Actual Jobs

The following examples show annual incomes for people in various job classifications in Issaquah. The salary ranges are likely to be comparable to Woodinville.

It is clear that many households with mid level jobs, unless they have two wage earners, face an obstacle of over \$100,000 to the purchase of housing. These include police sergeants and teachers. And that assumes that they have savings of over \$30,000 to put into a downpayment. Rising interest rates have also eroded the affordability of some units at the margin.

The Seattle-Everett Real Estate Research Report includes housing sales price range information on condominiums for an area which includes Bothell, North Kirkland, Juanita, Kingsgate and Woodinville. In this area, between October 1993 and October 1994, out of a total of 516 sales, approximately 120 condominiums sold for under \$70,000 (Seattle-Everett Real Estate Research Report, 1995). New condominiums typically have higher prices than existing

units. In the fall of 1995, there were two new condominium complexes in Woodinville selling units. The lowest priced unit was a one-bedroom unit for \$88,900. The vast majority of units were two-bedroom units priced between \$115,000 and \$150,000. There were also some three-bedroom units priced at \$160,000+ (A Regional Coalition for Housing, November 1995). Condominium prices tend to be below single family house prices.

Income Level	Classification
\$10,000	Fast food worker
\$13,000	Hotel maid
\$15,000-midrange	Bank teller
\$16,800-average	Data Entry Operator
\$21,600-mid range	Administrative Assistant I
\$25,000-\$30,000	Administrative Assistant II Full-time Supermarket Cashier Communications Specialist Accountant I Corrections Officer
\$30,000-\$38,500	Firefighter Police Officer Teacher
\$40,000-\$50,000	Plumber Engineer (small firm) Manufacturing Plant Manager
\$55,000-\$80,000	Lawyer (small firm) Project Manager (small firm)

Rents

Overall, rents rose 4.0 percent in the Woodinville/Totem Lake Area between 1994 and 1995, from an average \$615 to \$640. Two-bedroom, one-bath units had average rents of \$632 in 1994 and \$650 in 1995 (Seattle-Everett Real Estate Research Report, Fall 1994, 1995). Based on an informal survey of over half of apartments in Woodinville, average rents in Woodinville appear to be \$20-\$30 higher than for the overall Woodinville/Totem Lake area (A Regional Coalition for Housing survey, November 1995). Renters with a moderate income of \$27,500 can afford these rents; however, renters earning \$13,510 can only afford to pay \$339 and therefore face a rent affordability gap of \$300 per month.

A-4.1.6 Housing Conditions

An exterior housing condition survey was undertaken of the Woodinville Survey Area in May 1994. Six surveyors, trained by the housing consultant, rated housing according to a five-point quality scale. Rating "1" was used for houses not needing any repair or deferred maintenance. Houses rated "2" needed minor repair or deferred maintenance, such as painting. A rating of "3" can be

characterized as needing weatherization; minor repairs are needed, but the structure is sound. A "4" rating indicates a structure in need of substantial repair, but probably worth saving, and a "5" needs replacement. As shown in Table A4-4, no houses in the Survey Area received a "5" rating, and the number of "4"s was minimal.

The mobile home parks in the survey area were rated according to a different scheme with a three-point scale, which considered maintenance, street and site layout and landscaping. The condition of individual units is not considered in detail. The Canterbury Square mobile home park, located in downtown received a rating of 1.

Housing conditions are generally very good in the Woodinville Survey Area. Thirty-one percent of the structures in the Survey Area are in excellent condition. This means these houses need no improvement. Another 50 percent need only cosmetic repair. Only 15 percent need moderate repair and 1 percent need substantial repair. Only one house in the Survey Area was deemed a candidate for demolition.

Conditions vary between neighborhoods, as shown on Table A4-4. The West Ridge Neighborhood has just over 50 percent of its housing in excellent condition, and only 18 percent below good condition. In contrast, the survey of the Leota neighborhood showed 24 percent of the housing is in excellent condition.

Table A4-4 Housing Conditions by Neighborhood in the Woodinville Survey Area (1990)

Neighborhood	1: No Repair		2: Minor repair		3: Needs weatherization		4: Substantial repair		5: Needs replacement		Total
	#	%	#	%	#	%	#	%	#	%	
East Valley	4	4%	81	84%	12	12%					97
Leota	188	23%	421	53%	169	21%	23	3%			801
The Wedge	114	44%	138	53%	9	3%					261
Tourist District	2	50%	2	50%							4
Town Center	15	4%	366	93%	12	3%			1	0%	394
Valley Ind.	3	25%	3	25%	4	33%	2	17%			12
West Ridge	368	50%	237	32%	129	18%					734
Grace			9	100%							9
Total	694	30%	1,248	54%	335	14%	25	1%	1	0%	2,312

Source: Judith Stoloff Associates and EDAW, Inc., 1994.

A-4.2 Trends and Projections

A-4.2.1 Households in Need

Households in need refers to lower income households which are paying such a high proportion of their incomes for housing that they are likely to sacrifice other vital expenses. Housing and Urban Development's definition of households in need is households earning below 80 percent of the median income and paying more than 30 percent of their income for housing. Housing and Urban Development analyzes census data by county. In King County, there are more than 150,000 households meeting those criteria.

King County's definition of households in need is those paying more than 35 percent of income for rent and earning below 80 percent of median income. Under King County's definition, as shown below in Table A4-5, the City has 570 households in need, 420 renters and 150 owners.

Table A4-5 Households in Need in Woodinville (1990)¹

	Households in Need	Total Households	Percent of Total Households
Renters	420	1460	10%
Owners	150	2640	4%
Total	570	4100	14%

¹ This is an estimate developed before incorporation and represents an area larger than the current city limits.
Source: Chandler Felt, King County Demographer, 1994

As noted above, one household type which typically can be categorized as a household in need is the single female headed household with children. In Woodinville, there are 210 of these households living in poverty, representing more than all other types of households living in poverty combined. While we cannot relate poverty directly to housing need, it is clear that many of the households in need are single female headed households. These are discussed further in the Human Services Element, Chapter 5. (Table 5-2, showing the poverty status of households, appears in Chapter 5.)

A-4.2.2 Needs of Homeless and at Risk Populations

There is no reliable way to estimate the numbers of homeless people in the Planning Area. The King County Comprehensive Housing Affordability Strategy estimates that there are 500 to 700 unsheltered homeless people in the county outside Seattle (King County Comprehensive Housing Availability Strategy, p. 43).

A-4.2.3 Housing Needs of Special Populations

Special needs groups include those with supportive service needs, such as the mentally ill, people with developmental disabilities, physical disabilities, runaway

and homeless youth, people with AIDS, alcohol and substance abusers, frail elderly, veterans, and victims of domestic violence. Information on some of these populations is given in the Human Services background report, and services provided in Woodinville listed below in the section of this report on Trends and Services often apply to special populations.

Very little quantification of the needs of these groups is available. An estimate of need of beds for King County (including Seattle) is shown in Table A4-6 and was derived from text in King County's Comprehensive Housing Affordability Strategy (King County Planning and Development Division, 1994).

Table A4-6 Estimates of Need by Beds, King County including Seattle (1990)

	Estimated Number	Beds Currently Provided	Additional Need
Persons with Mental Illness	7,500 chronically mentally ill	1,089	1,000 to 2,000
Persons with Developmental Disabilities	4,000	No estimate	No estimate
Persons with Physical Disabilities	No quantified information		
Runaway and Homeless Youth	5,000/yr, 500-800 in Seattle at any time; no estimate for rest of King County	650 youth served in 6 shelters in 1992; no long term	Several thousand
Persons with Alcohol and Drug Problems	Several thousand	33 in King County outside Seattle	Several thousand of various types
Veterans	40% of homeless; 3,300/yr	800	1,000-1,500 shelter beds; 200 transitional beds
Persons with AIDS	700 needing housing assistance	n/a	163 outside Seattle
Single Female Household Heads and Victims of Domestic Violence	5,200 living in poverty; 2,866 domestic violence	n/a	500 for victims of domestic violence
Frail Elderly	26,000	various day services; no quantification	n/a

n/a not available

Source: King County Planning and Development Division, 1994.

A-4.3 Trends and Services

A-4.3.1 Subsidized Housing

Woodinville has one subsidized housing development, Wells Wood, operated by the King County Housing Authority (Telephone interview, K. Von Henkle, 5/94). It is a 30-unit development for families. There are also 7 households receiving Section 8 certificates and vouchers in Woodinville's zip code (King County Housing Authority, October 1995).⁴

⁴ Section 8 is a federal rent subsidy program operated by the Housing Authority of King County, (HACK).

A-4.3.2 Emergency and Transitional Housing Services

Numerous emergency shelters operate in Seattle and King County. They house individuals or families in dormitories or smaller rooms. The number of people who can be accommodated is counted by the number of beds available. The King County Comprehensive Housing Affordability Strategy reports that there are about 460 shelter beds in the county outside of Seattle.

Woodinville is within the service catchment area for the Multi-Service Centers of North and East King County. The only shelter in the service area is a 9-unit apartment in Kenmore. Out of 479 people served there in 1993, only a few came from the Woodinville area. More than twice the number served (over 900) were turned away or referred to other services because of lack of space.

Other emergency housing services offered by the Multi-Service Center are rental assistance, motel vouchers, and energy assistance. The program manager estimates that 10 percent of the clientele for these programs live in the Woodinville area. The numbers served for the whole service area of the Multi-Service Centers of North and East King County are shown in Table A4-7.

Table A4-7 Utilization of Housing Services, North and East King County

Housing Service	Individuals/Households Served
Rental Assistance	1,706 individuals
Motel Vouchers	651 individuals
First Month's Rent	522 individuals
Energy Assistance	3,645 households

Source: Multi-Service Centers of North and East King County, 1994.

The Multi-Service Centers also operate a four-unit transitional housing program and are expanding it by another four units. Clients can remain up to one year. Currently, there are 12 people turned away for every one served according to the program's manager (meeting, J. Dickerman, 5/ /94).

The YWCA's Family Village in Redmond is a 20-unit transitional housing facility with child care and employment services for the general community. In their first year they have served 32 households, including one family of four from the Woodinville Planning Area. They turn away 10 families for every one they house. Generally cities fund the program by purchasing bed nights for people from their jurisdiction (telephone interview, L. Mills, 5/19/94).

Other transitional and homeless facilities on the Eastside include Congregations for the Homeless, a facility operated by the Catholic Community Services, and several other smaller programs.

Eastside Domestic Violence Program operates one confidential shelter serving the Eastside. While they do not reveal records except to cities which fund the program, the director reports they have served people from Woodinville (telephone interview, A. Sweeney, 5/19/94).

A-4.4 Projections

Table A4-8 provides a summary of the existing housing supply and projections of future supply based on build-out of vacant and underdeveloped residential zoned land within the City of Woodinville.

Table A4-8 Existing and Future Potential Housing Supply

	A	B	C	A + B	A + C
	Existing Housing Supply ¹	Additional Units Based on Build-out Under Existing Interim Comprehensive Plan	Additional Units Based on Build-out Under Future Land Use Map of the Woodinville Comprehensive Plan ²	Total Housing at Build-out Based on Existing Interim Comprehensive Plan	Total Housing at Build-out Based on Future Land Use Map of the Woodinville Comprehensive Plan
Single-Family	2,327 ³	1,071 ⁵	1,277 ⁵	3,398	3,604
Multi-Family	1,539 ⁴	250	663	1,789	2,202
Total	3,866	1,321	1,940	5,187	5,806
Single-Family (% of Total)	60%	81%	66%	66%	62%

¹ Based on WSA housing survey

² See Figure 3-3 in Land Use Element

³ Includes mobile homes

⁴ Includes townhouses

⁵ Includes accessory units

Source: Puget Sound Regional Council and Economic Consulting Services, 1994.

Under existing conditions, there are 3,866 housing units, 60 percent of which are single-family. Build-out of residentially designated land under the Woodinville Interim Comprehensive Plan (1993) would provide approximately 1,321 additional housing units, 81 percent (1,071) of which would be single-family. This would produce a shortfall of approximately 479 units than the 1,800 units required as per the Growth Management Act allocation by King County.

Based on the Future Land Use for this Comprehensive Plan, approximately 1,940 new units would be built-out within the City of Woodinville. Approximately 66 percent (1,277) of these would be single-family units. For this scenario, the City would exceed the 1,800 units allocated by King County by 140 units.

A-4.5 Planning Implications

The housing projections relate to land capacity analysis conducted as part of the land use element. Existing zoning left a deficit of 479 units below expected growth allocation for households (see Appendix A of the Land Use Element). The Future Land Use Map for Woodinville has accommodated this housing deficit.

Several important issues emerge from an analysis of current conditions and needs. First, Woodinville's housing stock is priced largely beyond the reach of

the average family in King County. Woodinville could promote a wider price and rent range of housing choices without sacrificing the quality of existing housing and neighborhoods by encouraging design of development that maintains neighborhood character while allowing higher densities.

Second, the dominance of the single family house tends to exclude a variety of household types as well as income ranges. Small families, singles and couples without children may prefer to live in townhouses or other multi-family housing where maintenance is easier. Woodinville needs to assess whether the amount of land zoned for multifamily housing (i.e. apartments and townhouses) is sufficient to facilitate the development of a broader range of housing types.

Third, many of the housing needs found in Woodinville are regional in nature. While Woodinville has residents with physical and mental disabilities, victims of domestic violence, and other residents with special housing needs, they are currently served elsewhere in the region. Woodinville should consider whether to serve some of these special needs groups within the City or to support regional housing and service providers. The city has begun to support regional efforts through joining A Regional Coalition for Housing.

A-4.6 Summary of Countywide Policies for Housing

A-4.6.1 King County

King County adopted five affordable housing policies under a framework policy which calls on jurisdictions to work cooperatively to distribute low income and affordable housing throughout the county. These policies were approved in June 1992. Subsequently the policies were amended and expanded during the summer of 1994. This later set of Refined Policies calls for diverse housing opportunities for all segments of the population.

The refined policies call for jurisdictions to accept fair share targets of housing units affordable to proportions of future population growth expected to be in low and moderate income categories. For Woodinville, the share is 17 percent for households between 50 and 80 percent of median income, defined as "*moderate income*" and 24 percent for households below 50 percent of median income, defined as "*low income*." These targets are based on the affordability of existing housing and the jurisdiction's proportion of low wage jobs. The intent is to move toward dispersal of affordable housing around the county. .

Using the 20-year growth in housing units allocated by King County of 1,800 units, there would be a need for 306 units for moderate income households and 432 units for low income households.

The other policies suggest that jurisdictions consider a variety of strategies including changes to zoning, development standards and permitting procedures to encourage affordable housing. Jurisdictions should remove barriers to affordable housing and either fund or facilitate the preservation and development of low and moderate income housing. The county's Growth Management

Planning Council will attempt to provide technical assistance to small communities.

All jurisdictions are also expected to participate in an effort to assist current low income residents who do not have adequate affordable housing.

A required monitoring program will be coordinated among King County jurisdictions (Affordable Housing Task Force, 1993).

A-4.6.2 Snohomish County

Snohomish County approved Countywide policies in February 1993. These include 21 policies for housing under the goal of providing decent, safe and affordable housing opportunities to all segments of the county's population. The policies are aimed at fair and equal access to all social and economic segments, strengthening interjurisdictional cooperation and adoption and implementation of a fair share distribution of low income and special needs housing.

The policies also refer to future strategies as developed in earlier reports: the Partnership for Tomorrow's Low Cost Housing Opportunities Subcommittee; and the Residential Development Handbook.

The remaining 16 policies are more specific, dealing with financing, incentive programs, coordinated monitoring, consistent definitions, reconciling design and need for housing, providing access to jobs, encouraging environmental sensitivity, assessing economic implications of regulations and expediting processing, developing infrastructure funding methods, monitoring impact fees, and specific programs relating to self-contained and resort communities (Snohomish County, 1993).

Within its General Policy Plan, which applies to unincorporated Snohomish County, there is an extensive list of housing policies under four general goals which deal with: 1) providing an opportunity for all to obtain safe, sanitary, and affordable housing; 2) respecting the vitality and character of residential neighborhoods; 3) minimizing the cost impact of policies and regulations; and 4) monitoring to assure that strategies lead to the attainment of the goals, objectives and policies.

Chapter 5 Human Services



CHAPTER 5 HUMAN SERVICES

5.1 Introduction

Human services are efforts aimed directly to individuals and families to meet basic human needs for survival, social support and interaction, help in maintaining or gaining health and safety, and gaining access to available services. The purpose of the Human Services Element is to provide policy direction for public actions relating to the needs of residents of the City of Woodinville.

The Growth Management Act does not require a Human Services Element, nor does it include goals relating to human services. King County policies require that cities identify essential community and human services and include them in land use, capital improvement, and transportation plans. King County identifies human and community services as social and health services, emergency shelters, meeting places, performing arts and cultural activities, schools, libraries, parks and recreation, and fire and police protection (Countywide Planning Policies, CC-4 and CC-5). Snohomish County Countywide Policies do not include human service policies.

In August 1993, the City adopted a Human Services Funding Policy Program. This, plus the choice to include a Human Services element in this document, demonstrates the City's acknowledgment that a healthy city depends on the health and well-being of its residents. In reviewing current conditions, Woodinville analyzed regional data to assess indicators of public health and welfare. The review did not include detailed assessments of each area identified in King County's policies, but rather a holistic view of health and well-being based on indicators.

Woodinville is a small city in the region, and for this reason City policies provide for funding coordination and information referral for human services. At a later time, an expanded human services needs assessment based on primary research may lead to a changed role for the City.

5.2 Goals and Policies

Goal HS-1: To ensure a safe, friendly, family-oriented, functional community in which each individual has access to community resources and services and is empowered to take advantage of these opportunities.

Policies

HS-1.1

In cooperation with appropriate State and local agencies, promote the development of an action-oriented program to provide youth-related services.

- HS-1.2 Coordinate Land Use, Housing, Transportation, and Capital Facilities elements so as to support human service policies.
- HS-1.3 Emphasize programs such as job training and parenting classes to prevent social problems that negatively affect the health, safety, and well-being of the community.
- HS-1.4 Support programs that address childhood depression and drug/alcohol abuse.
- HS-1.5 Support programs that provide day care and other needed services for families, especially single-parent households.

Goal HS-2: To promote a variety of affordable and physically accessible human services that reflect and respond to human needs of the community.

Policies

- HS-2.1 Provide resources for coordinating and disseminating resource information of available regional human services by:
1. Identifying human service needs and resources available in the area. Work cooperatively with other jurisdictions to refer those in need to appropriate human service
 2. Periodically analyzing and documenting local human services needs, identify trends, and develop a plan to address future needs in human services.
- HS-2.2 Encourage appropriate human service programs for residents of special needs housing programs.

Goal HS-3: To maintain the City of Woodinville's Emergency Operations Plan and program to promote the education of citizens in areas of disaster preparedness and response.

5.3 Plan Implementation and Monitoring

5.3.1 Implementation Strategies

The following items are potential Human Services Element implementation and monitoring strategies which could be selected by City Council. These strategies implement the human services policies through specific actions. They should be considered as more information is gained about human needs in Woodinville. The strategies may become increasingly significant as Woodinville grows in population and economic activity.

The following items are potential Human Services Element implementation and monitoring strategies which could be selected by City Council.

1. Consider the feasibility of incorporating land and building(s) for a human services center in any planning for a future City Hall/Civic Complex.
2. Cooperate with community organizations in their planning and provision of human services.
3. Support social services that provide preventative programs.
4. Make available a City Hall information center where interested citizens might obtain copies of hearing notices, informational brochures, or other materials.
5. Lend support to social service organization activities by providing parking, traffic control, and other services as appropriate.
6. Evaluate effectiveness of programs so that City resources produce a clear and definable benefit to the community. Revise policies and programs in response to evaluation.

5.3.2 Monitoring Program

1. Communicate regularly with the School District and local social service agencies to identify problems and resources for households in need.
2. Regularly review codes and regulations to eliminate barriers to location and development of human service facilities that are compatible with surrounding land uses.



Appendix 5 Human Services

APPENDIX 5: HUMAN SERVICES

Existing conditions on critical issues available through published sources and from interviews with service providers are dealt with in this appendix. The goals and policies to be prepared as part of the Comprehensive Plan include the objective of preparing an expanded human services needs assessment.

Human services are defined by program type, such as:

1. Crisis and survival services: such as emergency food and shelter, domestic violence, sexual assault, health care.
2. Preparation for and help in sustaining gainful employment (employment and training programs, child care).
3. Access and coordination: information and referral and transportation-related services.
4. Prevention and support services to children, youth, families, seniors and special needs populations. The availability of affordable housing is an important priority support service need.

Information in this appendix focuses on the first and second categories of services.

There are two basic ways to assess human service needs in the community. The first is by reviewing data from the U.S. Census and state and local published sources to determine the community's human needs in terms of income, family structure and health. This approach gives an overview of existing conditions and the regional context, and a sense of the environment we are working in. The other source is interviews with local service providers; these provide trends of current and future service needs. Both sources are used in this section.

Note: Some data from the 1990 census may be outdated. Also, data apply to the Woodinville Planning Area or agency service areas, as these are the only data available. These data, in some instances, may not represent actual conditions within the City of Woodinville.

A-5.1 Existing Conditions

A-5.1.1 Population Characteristics Related to Human Service Needs

The Woodinville Planning Area population more closely resembles the ideal of the nuclear family than most other communities in King County. As shown in Table A5-1, nearly twice the proportion of married couples with children and fewer than half the proportion of single person households live in Woodinville as in King County overall. The population tends to be younger in Woodinville, with just over half as many persons 65 years and older as might be expected from the county average.

Table A5-1 Housing Characteristics (1990)

	Woodinville Planning Area		King County
	Total	%	%
Households by Type			
<i>1 person household</i>			
male household head	882	6.2%	13.2%
female household head	1,029	7.2%	16.0%
<i>Married Couple</i>			
w/related children	6,048	42.6%	22.7%
w/o related children	4,004	28.2%	26.8%
<i>Male household head</i>			
w/ related child	220	1.5%	1.6%
w/o related child	174	1.2%	1.5%
<i>Female household head</i>			
w/ related children	782	5.5%	5.9%
w/o related child	308	2.2%	3.1%
<i>Nonfamily Households¹</i>			
male household head	510	3.6%	5.5%
female household head	242	1.7%	3.9%
Total	14,199	100.0%	100.0%
Housing Units			
<i>Occupied housing units</i>	14,199	96.5%	95.1%
Owner occupied	11,412	80.4%	58.9%
Renter occupied	2,787	19.6%	41.1%
Total Housing Units	14,708		
Median value	\$195,593		\$141,482
Median contract rent	\$563		\$469

¹ Unrelated individuals living in the same housing unit.

Source: 1990 Census and Economic Consulting Services, 1994.

A-5.1.2 Economic Characteristics

The income and employment characteristics of Woodinville are considered more thoroughly in Chapter 6. Two factors are useful indicators of the need for human services: low incomes and female-headed households.

The Woodinville Planning Area has about two-thirds the percentage of female headed households with children as King County. Statistically, these households are more often living in poverty than other types of households. In the Woodinville Planning Area, there are 212 such households living in poverty – 1.8 percent of all households compared with 2.6 percent of county households in this category. Table A5-2 shows the poverty status of households by type in Woodinville and King County.

Table A5-2 Poverty Status of Households (1990)

Status	Woodinville Planning Area		King County
	Total	Percent	Percent
Above Poverty Level			
<i>Married Couple Family</i>			
With children	6,048	52.5%	36.4%
No related children under 18 years	3,998	34.7%	43.1%
<i>Single Male Headed Household</i>			
With children	211	1.8%	2.1%
No related children under 18 years	175	1.5%	2.2%
<i>Single Female Headed Household</i>			
With children	499	4.3%	6.6%
No related children under 18 years	235	2.0%	4.6%
Below Poverty Level			
<i>Married Couple Family</i>			
With children	84	0.7%	1.2%
No related children under 18 years	33	0.3%	0.6%
<i>Single Male Headed Household</i>			
With children	7	0.1%	0.3%
No related children under 18 years	0	0.0%	0.1%
<i>Single Female Headed Household</i>			
Children	212	1.8%	2.6%
No related children under 18 years	15	0.1%	0.3%
Total Households	11,517	100%	100%

¹ Census data for the Woodinville Planning Area does not include all possible household types. Therefore, this total represents less than the total households in the Woodinville Planning Area.

Source: 1990 Census and Economic Consulting Services, 1994.

The number of women in the labor force with children under seventeen is an indicator of the need for child care. Table A5-3 shows that the Woodinville Planning Area closely resembles King County with nearly 45 percent of children under six living with both parents who are in the labor force.

Table A5-3 Employment Status by Presence of Children (1990)

Employment Status	Woodinville Planning Area		King Co.
	Persons	%	%
Female w/children <6, Employed*	942	55.2%	59.1%
Total Families with Children	1,706		
Child < 6, both parents in labor force	1,989	44.7%	44.8%
Child < 6, single father in labor force	91	2.0%	3.5%
Child < 6, single mother in labor force	213	4.8%	9.1%
Total Children under 6	4,445		
Child 6-17, single father in labor force	216	2.4%	4.1%
Child 6-17, single mother in labor force	686	7.7%	14.9%
Total Children 6-17	8,888		

Note:

* Includes those in Armed Forces

Source: 1990 Census Data and Economic Consulting Services, 1994.

The State of Washington Department of Social and Health Services maintains records on persons receiving income assistance by zip code. For the Woodinville Zip Code area, there are a total of 692 people receiving some form of assistance. The types of assistance are detailed below in Table A5-4.

Table A5-4 Washington Department of Social and Health Services Assistance Recipients, Zip Code 98072 (1990)¹

Assistance Program	Number of Recipients
AFDC ²	452
Disabled	105
Food	540
GA-U: General Assistance-Unemployed	26
Housing	16
Unduplicated Total	692

Note:

¹ Area is larger than the Woodinville Planning Area

² Aid to Families with Dependent Children

Source: A Regional Coalition for Housing and State of Washington Department of Social and Health Services, 1994.

A-5.1.3 Indicators of Health and Well-Being

Bothell/Woodinville comprises one of the 21 health planning areas designated by King County in 1990. Table A5-5 provides an indication of the area's relative health on a variety of indicators. A higher rank indicates a greater incidence of the problem or disease indicated as compared to other health planning districts.

As shown in Table A5-5, the Bothell/Woodinville area scores in the lower or middle range in King County relative to most indicators of health problems, except for hospitalizations for depression and alcohol-related conditions for children. Overall, the health of Woodinville Planning Area residents is relatively good. The disturbing statistics on childhood depression and alcohol use suggest a need for a focus on youth-related services.

Table A5-5 Social Indicators for the Bothell/Woodinville Area (1990)

Social Indicator	Rank Within King County 21 Health Planning Districts
Infant Mortality	21st
Teen Pregnancy	15th
Alcohol related hospitalizations	8th for children; 5th for all ages
Hospitalizations for Depression	3rd for children; 16th for all ages
Pneumonia & Influenza Hospitalizations	15th
% uninsured, ages 5-17	20th
% Medicaid	20th
Mental Health hospitalization	15th
Suicide	11th

Sources: King County Department of Public Health, August 1992 and December 1992.

The Health Department has also assembled information on crime and violence. Woodinville scores in the lower quartile for homicides and reported domestic violence but near the middle for rate of firearm homicide (S-KCDPH, 1994).

The planning area is in the highest quartile for fertility rate and the lowest for infant mortality, premature and low birthweight babies. Woodinville is in the lowest quartile for age-adjusted death rates and has among the longest life expectancies, at around 79 years.

A-5.1.4 Other Indicators

Public schools provide up-to-date information unavailable elsewhere. The schools keep records on use of free and reduced-income lunch programs by school. These programs are available to low income families. Woodinville's use of the programs is somewhat lower than the Northshore School District as a whole—6.3 percent of students use the programs compared to 7.6 percent overall (telephone interview, L. Hoel, 5/10/94).

A-5.2 Trends and Projections

This Human Services Element is an initial look at service needs, providing sufficient information for the City to determine priorities and active roles. It lays the groundwork for ongoing analysis of space and service needs and forecasts for a wide range of human services.

There is an existing network of social agencies serving Woodinville with a variety of human service programs. These are described below.

A-5.2.1 Health

The Seattle-King County Health Department provides a number of public health services to Woodinville residents. The Northshore Center provides food handler permits, Women, Infants and Children, family planning, immunizations, child health, and dental services. For 1993, people from the City of Woodinville made 1,160 visits for personal health services and 1,243 uses of the environmental health services (telephone interview, P. Murakami, 5/24/94).

The Bothell Community Health Center is a community nonprofit health center offering a range of services including well-child care, physical examinations, treatment for chronic problems and other health services. In 1993, 26 people from Woodinville and 218 from the Woodinville Planning Area used the Bothell clinic. Total usage was 1,922. Some people from Woodinville use the Eastside Community Health Center in Redmond-59 altogether in 1993. There are no plans to open a clinic closer to Woodinville.

The Bothell Community Health Center operates on a sliding fee scale based on income and family size, accepts Medicaid coupons and accepts patients whether insured or uninsured. Funding comes from the state and cities (telephone interviews, Greg Trosset, Manager, Bothell Community Health Center, 5/20/94; Jackie Marchbanks, finance manager Community Health Centers of King County, 5/23/94).

A-5.2.2 Mental Health

Eastside Mental Health serves an ongoing client base of approximately 200 chronically mentally ill individuals from the north and northeast portions of King County (telephone interview, M. Freedman, 5/12/94).

A-5.2.3 Food

On average 121 people a week from Woodinville area use the food bank managed by the Multi-Service Centers of North and East King County. A total of 245,490 people from the whole service area used the food banks in 1993 (telephone interview, W. Hogben, 5/13/94).

A-5.2.4 Child Care

There are 43 child care providers licensed by the State of Washington in the City of Woodinville. Four of these are daycare centers and the others are home daycare providers of up to five children each. Only one of the larger centers accepts children under one year old. Dee Ann Puffert of Child Care Resources reports that there is a problem placing children under 2-1/2 years old (telephone interview, D. Puffert, 5/19/94).

A-5.2.5 Domestic violence

In addition to the confidential shelter discussed in the Housing Element, Eastside Domestic Violence conducts eight support groups for women at four locations. Services include child care for young children and support groups for children old enough to participate. There is currently no north King County location. The director stated that some women from the Woodinville Planning Area participate, and some are on the waiting list (telephone interview, A. Sweeney, 5/19/94).

A-5.3 Planning Implications

The indicators of health and welfare described in the existing conditions section show that Woodinville has residents who experience poverty and a need for a variety of social services. Of particular note is the significant number of poverty level female headed households and the indicators of childhood depression and alcohol abuse. The data and analysis above indicate that low income female headed households with children are likely targets for child care and other programs.

While the numbers of residents needing services may be smaller than in other parts of King County, some services directed toward improved child care and youth services are needed. The City has begun to address this need. In 1994, approximately \$15,000 was provided by the City Council to Northshore Youth and Family Services for parenting classes, youth suicide prevention and substance abuse assessments (*Woodinville Weekly*, 5/16/94). In 1995, this effort was increased with the City allocating \$55,800 to seven social service agencies. In addition, private citizens make substantial financial and in-kind donations to a wide variety of local and regional organizations.

The description of service providers and networks suggest that most human services are provided on a regional basis by well-established public and non-profit agencies. These agencies are struggling to meet complex and large scale needs, often with budgets and facilities inadequate to serve the existing needs.

The State Department of Health is assisting the Family Planning Council in organizing local networks to develop long-term comprehensive family services plans. The City is located within the Northshore/Shoreline Community Network. This is part of a statewide program to improve coordination and service delivery throughout the state. The City's optional roles in this program could include:

- **Planner:** work to foresee changes in human needs and act to meet those needs;
- **Facilitator:** seek to improve existing systems and attract new providers to address needs not being addressed;
- **Funder:** disburse Block Grant or General fund dollars to qualified service providers in the community; and
- **Provider:** as a last resort for an identified need or where the City has an established, ongoing role.

A-5.3.1 Criteria and Priorities

The City's adopted Human Services Funding Policy Program has established criteria in order to respond to the many demands for funding.

Funding requests from human service providers are reviewed by the City to (1) ensure conformance with the City's Human Service Policy for basic eligibility requirements; and (2) determine compliance with City general funding criteria. If the basic eligibility criteria are satisfied, the request is reviewed, utilizing a subjective rating system that measures eligibility requirements against one or more of the following factors:

1. Priority will be given to those agencies that provide basic emergency services to City of Woodinville residents and services that are preventative in nature.
2. Priority will be given to those agencies that provide an appropriate solution to a documented need or identified problem in the community.
3. Priority will be given to those agencies providing services that promote self-sufficiency and independent living.
4. Priority will be given to those agencies that provide direct services.
5. Requests for proposed increases in funding must be based upon compelling and demonstrated need.
6. Priority will be given to those agencies that demonstrate a reasonable cost per unit of service or a high cost/benefit ratio.
7. Priority will be given to those agencies that will provide a good identification of client population served, particularly with regard to City of Woodinville residents.
8. City funding should avoid duplication of services.
9. Priority will be given to those agencies that demonstrate support to community events, projects, or activities.
10. Priority will be given to those agencies that can meet the City of Woodinville's management and performance standards to ensure appropriate use of City funds.
11. Priority will be given to those agencies that provide services benefiting impoverished low- and moderate-income residents.
12. Agency services should be accessible to elderly, physically and developmentally disabled, and low-income residents.
13. Priority will be given to those agencies that will charge fees based on the ability to pay.
14. Priority will be given to those agencies that have an established process for generating alternative sources of funding or services.
15. The City may use its funds to supplement funds from other public and private sector sources; however, if other funds are withdrawn, the City will not be committed to increased support of a program.

A-5.3.2 Relationship of Human Services to Other Planning Elements

An additional planning issue is the relationship of human services to other comprehensive plan elements, particularly land use, transportation and capital facilities. These elements should be informed by knowledge of the physical space needs of various human services. The land use element should take into consideration the location of various human services with respect to the residential locations of people likely to use the services. Capital facilities proposals should be screened for possible multi-use. Transportation considerations should include ease of access to social services.

A-5.4 Countywide Planning Policies for Human Services

A-5.4.1 King County

Human services are addressed in King County's Countywide Policies under Section IV, Community Character and Open Space, (c) Human and Community Services. They are defined as: social and health services; emergency shelters; meeting places; performing arts and cultural activities; schools; libraries; parks and recreation; and fire and police protection. Following are the policies which address human services:

Human and community service planning activities shall support Countywide Planning Policies and the countywide land development pattern (CC-4).

All jurisdictions shall identify essential community and human services and include them in land use, capital improvement and transportation plans (CC-5).

A-5.4.2 Snohomish County

Snohomish County Countywide Policies do not address human services issues.



Chapter 6 Economic Development

CHAPTER 6 ECONOMIC DEVELOPMENT

6.1 Introduction

The City of Woodinville has evolved from a rural crossroads into a modern suburban area with a high quality of life and quasi-rural amenities. The vision of future economic development rests on the continuing health and diversity of commercial, industrial, and residential activity and extending the amenities associated with Woodinville's residential areas to the commercial-industrial areas.

The Woodinville area's current economic base is more diverse than that in typical suburban areas. The retail base for Woodinville primarily serves area residents and some regional, specialized retail, and regional tourist attractions. The industrial areas of Woodinville serve a wide variety of firms. In the past, these areas were not required or encouraged to add amenities comparable to those in residential areas or industrial parks. Office uses, other than for medical, dental, and professional services for local residents, have not been a significant real estate niche for Woodinville.

The opportunities and challenges for the future can be expressed in a single question: Can Woodinville grow enough and maintain the balance of the commercial and industrial tax base to provide high-quality services and facilities that are consistent with the high quality of amenities and environment residents are accustomed to? This balance will be especially challenging; long-term availability of areas for expansion are limited and Woodinville must rely on currently identified infill land for new development and redevelopment. Also, since the community is destined to be a small part of a larger (Eastside) market, it must offer attractive public processes and services for businesses to remain competitive.

The following economic development goals and policies were developed by the Economic Development Citizen Advisory Panel. This group of business and property owners:

- Reviewed the economic, demographic, and real estate portions of the background report;
- Reviewed materials on appropriate and successful economic development strategies and activities for small communities in Washington State;
- Considered a range of philosophies and activities before drafting a set of goals and policies for economic development actions in the City of Woodinville; and
- Reviewed these draft goals and policies, in cooperation with the Planning Commission and Council.

The following goals, policies, and implementation strategies represent a conscious compromise between an aggressive economic growth strategy and a policy of non-intervention by the City. The City's economic development philosophy is to continue the balance and diversity that currently exists between industrial, commercial and residential activities, but to extend and expand the high level of amenities and quality of life associated with the residential areas of Woodinville into non-residential areas. This strategy also recognizes the specialized needs of the downtown, tourist areas, and industrial areas to develop their highest potential, consistent with Woodinville's quality of life.

The Economic Development Element also recognizes the importance of several factors to the economic future of the City: (1) a range of quality residential options, (2) providing adequate transportation facilities, and (3) extending infrastructure to serve growth. In addition, the City of Woodinville recognizes that a real private-public partnership will be necessary to achieve its economic vision for the future.

6.2 Goals and Policies

GOAL ED-1: To take a positive, partnership role in retaining and maintaining the existing diverse and vital economic base in the City by assisting existing firms and welcoming new firms that will enhance the quality of the economic base.

Policies

- | | |
|---------------|--|
| ED-1.1 | Maintain and enhance the existing level of industrial development. |
| ED-1.2 | Provide assistance to commercial and industrial developments through an efficient and economical permitting process to attract new firms. |
| ED-1.3 | Use the permitting process as a means of enhancing the City's goal for quality customer service in assisting the public, applicants, and developers. |
| ED-1.4 | Offer incentives for businesses to develop or expand in a manner consistent with the goals and policies of the Comprehensive Plan. |
| ED-1.5 | Provide infrastructure to: <ol style="list-style-type: none"> 1. Accommodate redevelopment, infill development, and new development; 2. Mitigate the adverse impacts of such development; and 3. Meet or maintain level of service standards in both residential and non-residential areas. |
| ED-1.6 | Take full advantage of local, County, State, Federal, and private organizations with marketing resources, programs, grants, and other information aimed at enhancing economic development planning and other activities. |

- ED-1.7 Encourage effective combinations of public and private transportation to facilitate work and shopping trips to and from Woodinville's businesses.
- ED-1.8 Stimulate effective input into the City's plans, programs, policies, and regulations by the business community.
- ED-1.9 Cooperate with the private sector on public/private projects that implement economic development goals and policies.
- ED-1.10 Provide flexible standards to allow businesses to expand, grow, and diversify, and to promote infill.

GOAL ED-2: To maintain a quality environment, recognizing that this is one of Woodinville's most important assets in attracting economic activity.

Policies

- ED-2.1 Protect the natural environment to maintain a community where residents want to live and work.
- ED-2.2 Maintain and encourage high-quality housing for a mix of income levels, recognizing that availability of such housing is closely related to the quality and quantity of businesses and the job base.
- ED-2.3 Cooperate with educational institutions to enhance and maintain quality educational opportunities.
- ED-2.4 Encourage a balance of quality residential areas and employment opportunities within the City to minimize commute distances and maintain a high level of well-paying jobs.
- ED-2.5 Improve the aesthetics and site designs of existing non-residential developments through landscaping and urban design principles.
- ED-2.6 Cooperate with the private sector to improve the aesthetics of existing non-residential sites.

GOAL ED-3: To address the potential for a future shortage of commercial and industrial land within the City's current boundaries.

Policies

- ED-3.1 Maintain a current inventory of vacant land available for non-residential development, and carefully assess its most appropriate zoning category based on future employment needs and consistency with the community vision and character.

- ED-3.2 Increase the density of commercial and industrial areas by encouraging redevelopment and infill development.
- ED-3.3 Maintain a sufficient amount of land in the Comprehensive Plan designated for commercial and industrial development.
- ED-3.4 Protect industrially zoned land from inappropriate encroachment of other land uses.

GOAL ED-4: To recognize and support the districts within the City that are commercially important to the local economy.

Policies

- ED-4.1 Build on Woodinville's strengths in regional tourism and recreation by linking areas devoted to these strengths to other parts of the community, including downtown.
- ED-4.2 Transform the image of the non-residential areas abutting the freeways, highways, arterials, and railways. These areas constitute a good portion of the tax base, and therefore should be encouraged to present a more aesthetically appealing image of the community.
- ED-4.3 Develop programs and projects, such as a downtown master plan, design principles and guidelines, and priorities for capital facilities, to encourage a healthy, vibrant downtown business community.

GOAL ED-5: To support activities that ensure fair employment opportunities.

Policies

- ED-5.1 Identify current employment levels and future targets for employment.
- ED-5.2 Take advantage of opportunities to improve inequalities in the job base.

GOAL ED-6: To coordinate with other jurisdictions to ensure regionally sound economic development.

Policies

- ED-6.1 Identify firms that support a regional job base and offer economic stability.
- ED-6.2 Participate in regional planning efforts to develop goals that promote economic diversification.
- ED-6.3 Study and identify Woodinville's contribution to the regional economy.

ED-6.4

Cooperate with other jurisdictions to develop and pay for infrastructure needed for economic development.

6.3 Implementation Strategies and Monitoring

1. Work with a broad-based group including local business associations and regional industrial/commercial realtors and developers to formulate design and development regulations to improve and maintain the appearance of commercial (office and retail), mixed-use, and industrial areas and buffer them from residential areas. *(Implements ED-1.1)*
2. Maintain adequate staffing to provide a clear and certain process exercised in a timely manner to expedite all land use, environmental, and building permits and approval processes. *(Implements ED-1.2)*
3. Streamline the building permit and approval process. *(Implements ED-1.3)*
4. Develop a list of ways in which community infrastructure is funded in Washington State. *(Implements ED-1.4)*
5. Work regularly with the local Chamber of Commerce, Downtown Association, and other business groups; Seattle-King County and Snohomish Economic Development Councils, Ports of Seattle and Everett, private and public utilities as well as Community, Trade and Economic Development (Washington State) and other cities to identify sites and areas within Woodinville that may be used to locate firms and/or industries consistent with viable economy and quality of life in Woodinville. *(Implements ED-1.7)*
6. Review City's parking requirements with industrial/commercial realtors and developers to ensure they meet current and reasonable industry standards. *(Implements ED-1.8)*
7. Work with industry representatives to develop design principles for industrial areas. *(Implements ED-1.8)*
8. Create an Economic Development Commission that meets at least quarterly and reviews the goals, policies, plans and implementation actions of the City to ensure input from local business and real estate communities. *(Implements ED-1.8)*
9. Work with local and regional real estate professionals to monitor the amount of land available and potentially available for development. *(Implements ED-3.1)*
10. Monitor the work of King County's Land Capacity Task Force and/or the work of other groups such as the Duwamish Coalition and State agencies to develop specific policies to increase the development, redevelopment, and rehabilitation potential of industrially zoned sites. *(Implements ED-3.2)*
11. Consider industries that are suitable for shared parking and other amenities for workers and residents. *(Implements ED-3.2)*
12. Review regulations with input from the private local and regional development communities to identify and ameliorate any obstacles to redevelopment of commercial and industrial properties. *(Implements ED-3.2)*

13. Identify known or potentially contaminated sites and work with owners and regulatory agencies to recommend remediation and/or mitigation. *(Implements ED-3.2)*
14. Adopt mechanisms to allow development on smaller parcels that have environmental constraints without endangering environmentally sensitive areas (i.e., TDRs land banking, off-site mitigation). *(Implements ED-3.2)*
15. Review land use design and zoning regulations to allow flexibility in development that encourages higher densities, mixed uses, innovative approaches to land assembly, utilization, redevelopment, in-fill development, and rehabilitation of significant or economically viable buildings. *(Implements ED-3.2)*
16. Develop area specific plans, infrastructure plans, and financing mechanisms to encourage commercial and industrial development without time-consuming, expansive, and piecemeal development. *(Implements ED-4)*
17. Cooperate with local business organizations and owners and operators of tourist attractions to develop signage coordinated with maps that can be available and distributed locally and within the region to visitor industry information outlets. *(Implements ED-4.1)*
18. Cooperate with local business organizations and tourist attraction owners and operators to organize, promote, coordinate, and publicize celebrations, festivals, etc. to stimulate local visitor industries. *(Implements ED-4.1)*
19. Consider transportation and other techniques to minimize or mitigate impacts on local businesses and residents during times of and in areas of intense visitor impact. *(Implements ED-4.1)*
20. Cooperate with local business organizations and tourist attraction owners and operators to examine the feasibility of a transit system to tie together tourist and other areas with appropriate business concentrations. *(Implements ED-4.1)*
21. Meet periodically with owners of large visible properties, especially those with potential for large master site/area plan redevelopment, to discuss future plans and develop design guidelines. *(Implements ED-4.2)*
22. Encourage appropriate development in Woodinville's downtown by developing a Downtown Plan that contains the following economic aspects:
 - a. A market analysis that depicts current conditions, opportunities, and constraints;
 - b. A strategy for retaining and augmenting downtown Woodinville's economic vitality;
 - c. A land use and urban design study that identifies current land ownership and possible future parcel assembly and develops a cohesive design strategy for downtown;
 - d. Traffic analysis to monitor grid street and other improvements and identify other possible improvements;

- e. Environmental review to identify impacts and mitigation requirements that will reduce permit processing times for developments that fall within the scope of the plan; and
 - f. Analysis of opportunities for public investment in public amenities and infrastructure to ensure continued economic vitality. 23. Cooperate with other jurisdictions on regional committees, meetings, and projects.
23. Cooperate with other jurisdictions on regional committees, meetings, and projects.

Economic performance within a community is more easily monitored than other goals and policies. Various relationships between descriptors of the local community such as households (housing units), etc. can be related to those economic and real estate dimensions analyzed in the background report. Monitoring can occur annually or periodically. However, there are other aspects of the community that are difficult to monitor quantitatively that are also important to the economic development vision of the community, such as level of amenities and quality of life. Many communities are establishing benchmark and monitoring systems.



Appendix 6 Economic Development

APPENDIX 6: ECONOMIC DEVELOPMENT

A-6.1 Existing Conditions

A-6.1.1 Overview

The City of Woodinville is located in the northeast portion of King County at the northern end of an intensely urbanizing area, locally referred to as the Eastside. During the past quarter of a century this area has experienced very rapid growth in the form of suburbanization. The Woodinville Planning Area has also experienced this pressure for urbanization, but it began later than other areas and is still continuing.

A characteristic of such areas is the co-existence of remnants of the past and indicators of the future. The historical industries that remain include industries and firms that produce agricultural products (flour mills, bakeries, wineries and nurseries) as well as heavy industrial manufacturing firms that have been operating in the area for several decades. More recent development occurred during the mid-1980s, when the prospect of cheap land near freeways and high quality residential areas attracted significant new light industrial development to the Woodinville Planning Area. Both in and near Woodinville, this development today provides employment opportunities for regional labor markets.

The City of Woodinville likewise provides a combination of commercial space that affects both historic and current economic patterns. There are some uses in the City of Woodinville that have remained agricultural. Many of these were developed as a result of relatively inexpensive land. The nurseries and auto recycling lots relied on large amounts of less expensive land close to, but not in, suburban areas. As growth pressure increases, these older land uses will be encouraged to redevelop to uses more typical of suburban areas, consistent with freeway access and population growth. These newer uses include modern shopping centers and commercial real estate primarily that serve local residents. The area also attracts shoppers from the Puget Sound Region to specialty retailers such as the nurseries and wineries.

At the same time new businesses were attracted to the area, the relatively undeveloped rural areas around and within the Woodinville Planning Area attracted a wide range of residential development. Currently, the major thrust of economic activity in Woodinville is serving its growing residential population base. Recent development has resulted in housing types ranging from diverse multifamily housing that responded to rapid growth in this region to large-lot housing that is driven by higher income households that represent an ex-urban lifestyle that is part suburban and part rural.

In the following sections, the demographic and economic dimensions of the Woodinville community are described. The development pattern in the City of Woodinville and Woodinville Planning Area is consistent with other Eastside cities, but there are also significant differences. These differences are due in part to the large number of relatively affluent households and the remnants of a more rural Woodinville.

A-6.1.2 Demographic Analysis

A summary of the demographic characteristics of Woodinville can be found in Section 1.4; the detailed demographic information below serves as an introduction to the assumptions used in the economic development analysis.

Population

The population estimated for the City of Woodinville in 1995 is 9,615 (Office of Financial Management, April 1995).

Since Woodinville was not incorporated in 1990 at the time of the U.S. Census, population estimates by different sources may vary. In an attempt to lessen these discrepancies, the available U.S. census data were recompiled for two geographic areas:

1. The "City of Woodinville" (City) which includes the population within the City limits; and
2. The "Woodinville Planning Area" which is a larger geographic area that includes the City and some of its surroundings (36.2 square miles).

The population for the City was calculated by adding data from census blocks that approximate the area within the City limits. Totals for the Woodinville Planning Area were tallied from eight census tracts: six within King County and two within Snohomish County. U.S. census data from 1980 were also obtained for the Woodinville Planning Area data for comparison purposes (see Figure A6-1). Using the method described above, the 1990 population estimates are as follows:

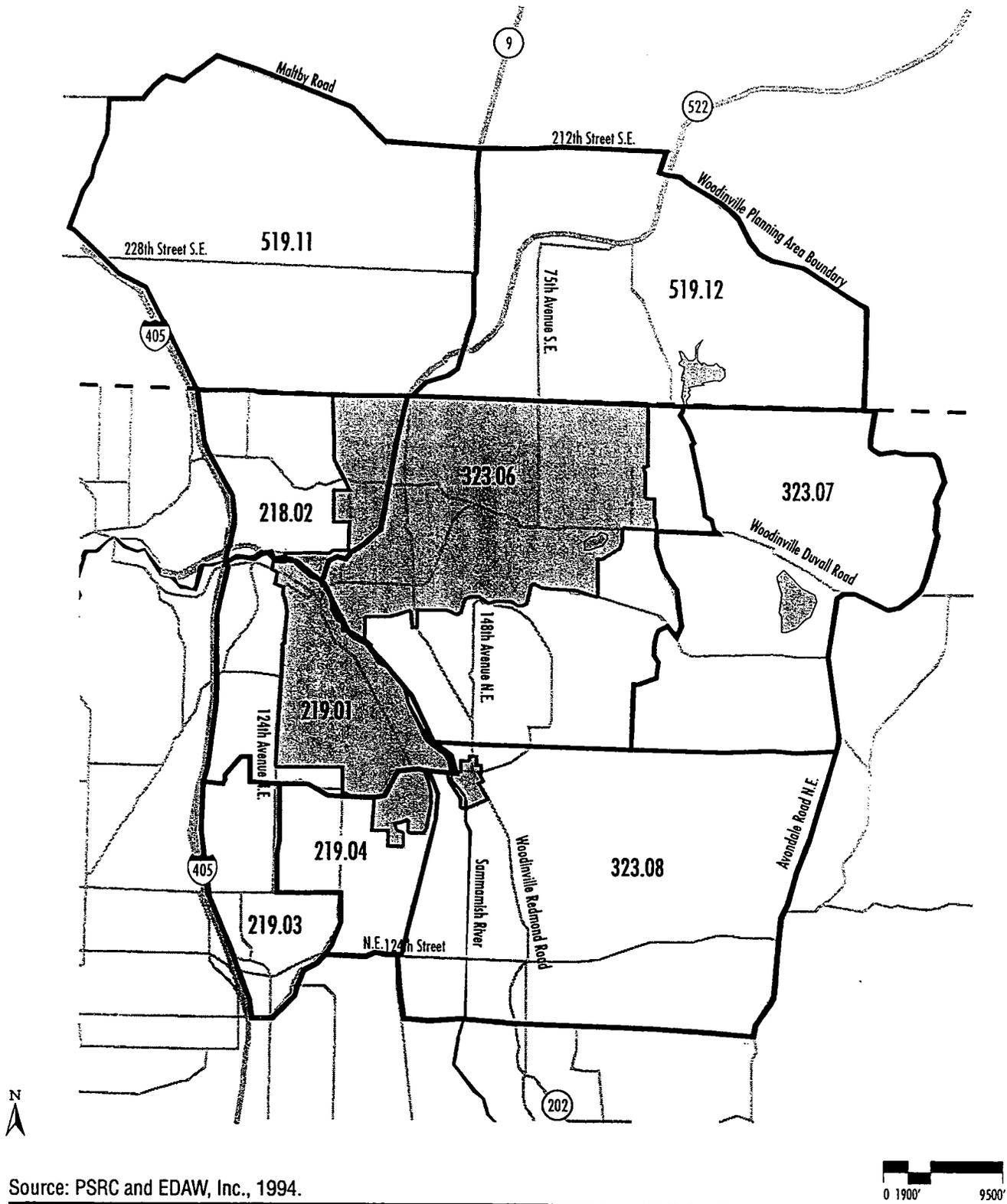
City of Woodinville	8,587
Woodinville Planning Area	42,675

Figure A6-2 shows these populations compared with surrounding communities, Seattle and King County. The 1990 Census City of Woodinville population (8,587) was comparable to the populations of the City of Mill Creek (7,172) and the City of Issaquah (7,786). The current Woodinville Planning Area's population (42,675) is slightly higher than the population of the City of Kirkland (40,052).

Racial Composition

The racial composition of the City of Woodinville closely resembles that of the Woodinville Planning Area (see Figure A6-3). Between 6 percent and 7 percent of the population is not Caucasian. Asian and Pacific Islanders are the predominant minority group: about 4 percent in both the City and the Woodinville Planning Area.

The City of Woodinville and the Woodinville Planning Area have similar racial characteristics compared with Bothell, Redmond and Kirkland. As illustrated in



Source: PSRC and EDAW, Inc., 1994.

LEGEND

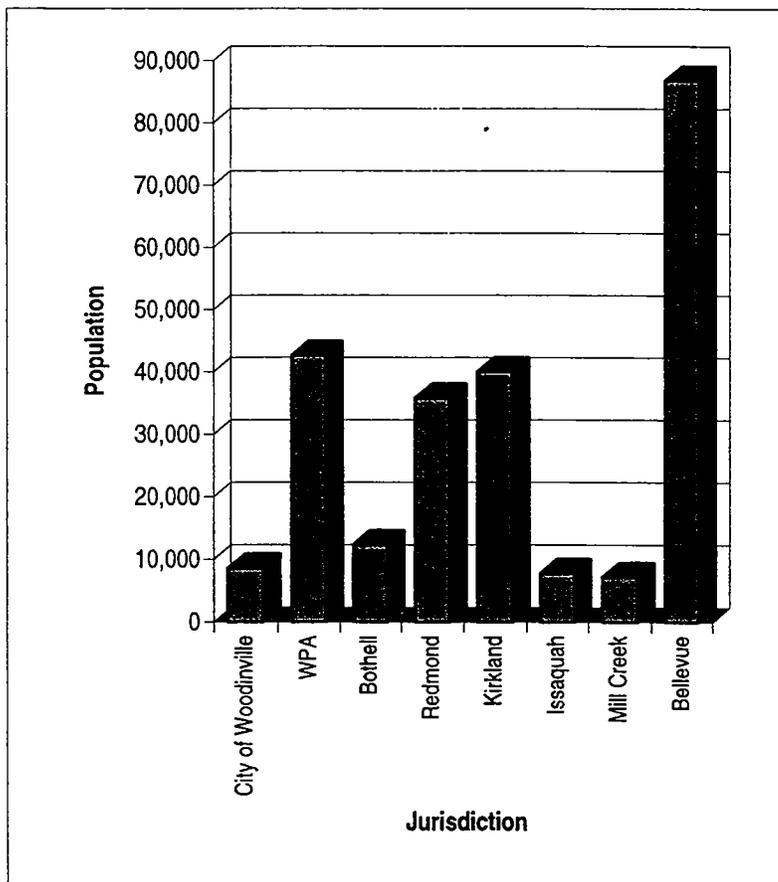
-  County line
-  City of Woodinville

Figure A6-1
Census Tracts in the
Woodinville Planning Area



Figure A6-2 1990 Population

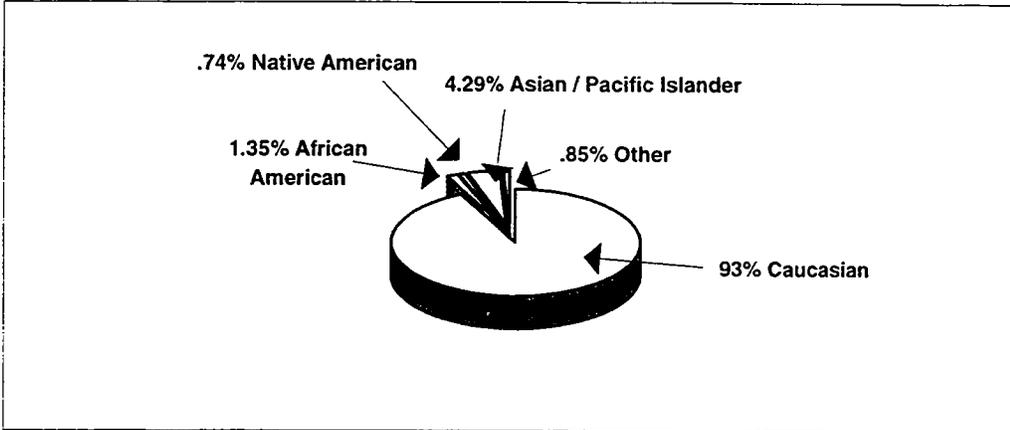
Jurisdiction	Population
City of Woodinville	8,587
WPA	42,675
Bothell	12,345
Redmond	35,800
Kirkland	40,052
Issaquah	7,786
Mill Creek	7,172
Bellevue	86,874
Seattle	516,259
King County	1,502,428



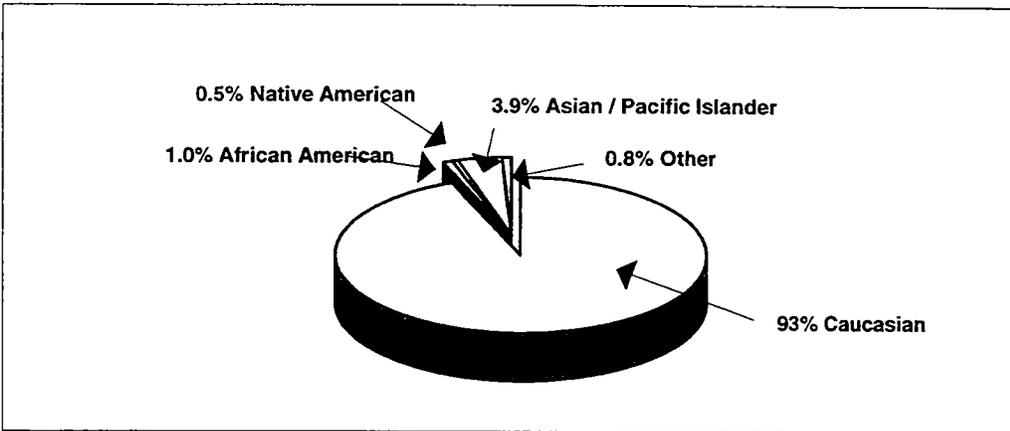
Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

Figure A6-3 1990 Population by Race

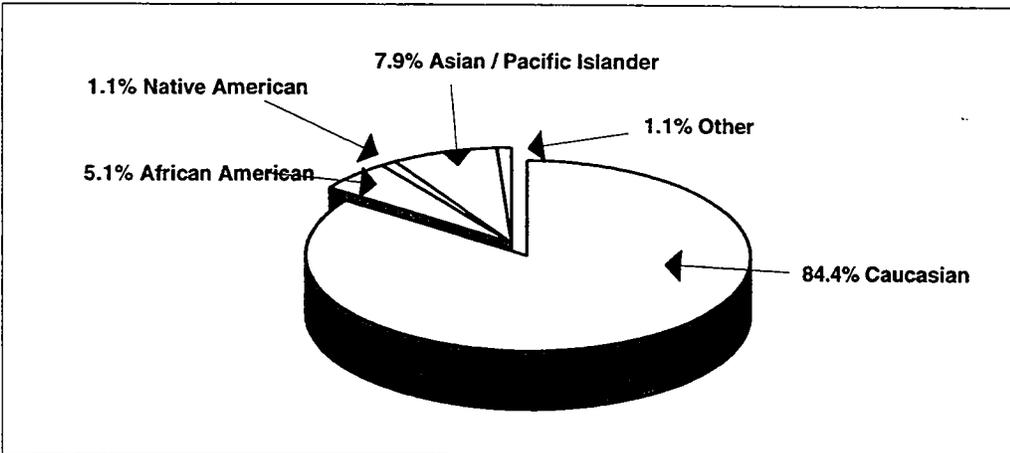
City of Woodinville Population



WPA Population



King County Population



Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

Table A6-1, the percentage of the population of Eastside communities that is not Caucasian ranges from 4 to 14 percent, with the greatest percentage being of the Asian and Pacific Islander group. Bellevue has the highest proportion of Asian and Pacific Islanders: 9.9 percent of its population, followed by Mill Creek with 7.5 percent.

Compared with Seattle and King County as a whole, Woodinville and surrounding Eastside communities have a relatively lower proportion of African Americans.

Table A6-1 1990 Racial Characteristics

	Caucasian	African America	Native American	Asian	Other
City of Woodinville	93.0%	1.4%	0.7%	4.3%	0.9%
Woodinville Planning Area	93.8%	1.0%	0.5%	3.9%	0.8%
Bothell	94.6%	0.9%	0.7%	3.4%	0.5%
Redmond	91.1%	1.3%	0.5%	6.3%	0.8%
Kirkland	92.8%	1.5%	0.6%	4.3%	0.8%
Issaquah	96.1%	0.4%	0.7%	2.4%	0.3%
Mill Creek	90.6%	0.9%	0.3%	7.5%	0.6%
Bellevue	86.5%	2.2%	0.4%	9.9%	0.9%
Seattle	75.3%	10.1%	1.4%	11.8%	1.4%
King County	84.4%	5.1%	1.1%	7.9%	1.1%

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

The Hispanic population of the City of Woodinville is 4.4 percent of the population over 18 years of age. The designation *Hispanic* refers to an ethnic distinction, rather than a racial distinction, therefore a person of any racial group may claim Hispanic origin. Those persons counted as Hispanic are also counted as members of their respective racial groups.

Age Composition

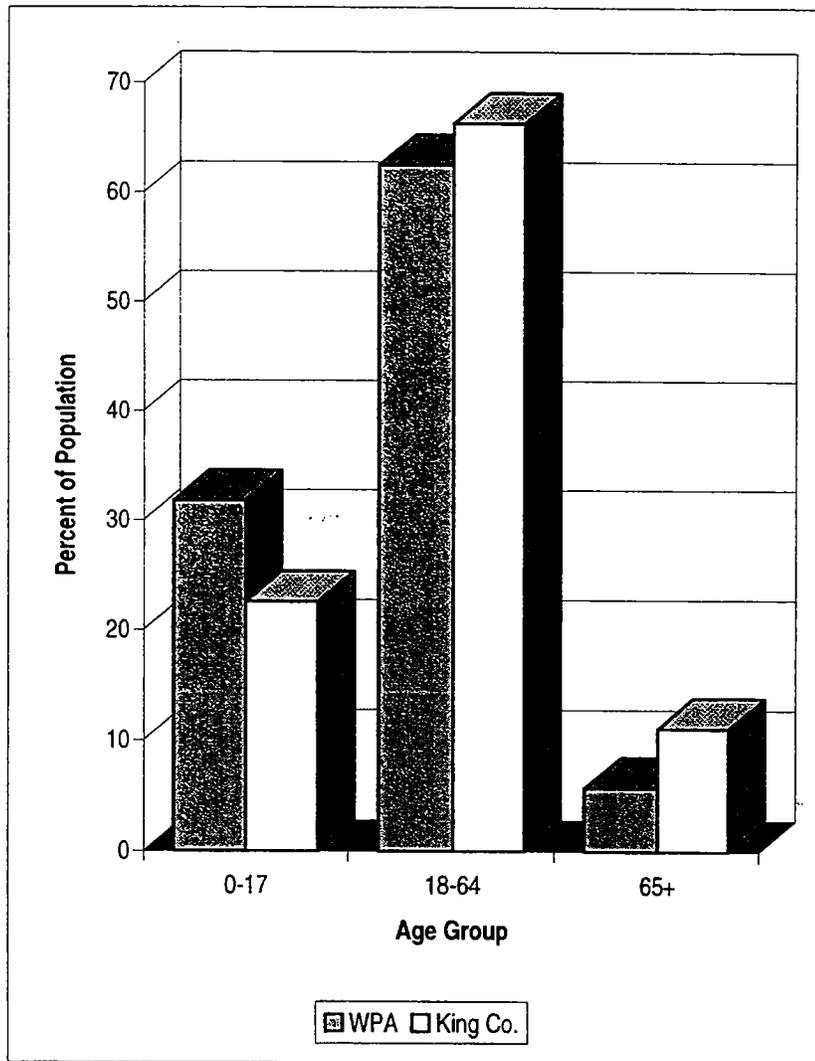
The median age of the population of the Woodinville Planning Area is 32.4 years (see Figure A6-4). In the three major age categories, 31.8 percent of the population is under 18 years old, 66.2 percent of the population is between 18 and 65 years old, and 5.7 percent of the population is over 65 years old.

The data were not available in the same categories for the City of Woodinville; however, the available information showed that 29.1 percent of the City's population was under 18 years of age, and the remaining 70.9 percent of the population was 18 years of age or older. Compared with King County, the Woodinville Planning Area has more residents in the 0-18 year category and fewer residents in the other two age groups.



Figure A6-4 1990 Population by Age

Age Group	King Co.	WPA	
	%	%	Total
0-17	22.6	31.8	13,585
18-64	66.3	62.5	26,655
65+	11.1	5.7	2,435



Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.



The median age of residents in the Woodinville Planning Area (32.4 years) is less than the median age in King County (33.7 years), and less than the median ages in all the comparison cities except Redmond (32.1 years).

The age distribution of the Woodinville Planning Area is strikingly different from that of surrounding communities (see Table A6-2). Only 5.7 percent of the population of the Woodinville Planning Area is over 65 years old—lower than the same category for all surrounding communities. Furthermore, 31.8 percent of the Woodinville Planning Area is under 18 years old—significantly higher than the same category for all surrounding communities but consistent with newer suburban communities.

Table A6-2 1990 Age Characteristics

Age Group	Total	Woodinville Planning Area		King County	
			%		%
Persons < 1 year	572		1.3%		1.3%
1-4 years	2,937		6.9%		5.7%
5-17 years	10,076		23.6%		15.7%
18-44 years	19,345		45.3%		47.9%
45-64 years	7,310		17.1%		18.4%
65-69 years	967		2.3%		3.6%
70-79 years	1,147		2.7%		5%
80+ years	321		0.8%		2.5%
Total	42,675		100%		100%
					(1,507,319)
Median Age	32.4				34

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

Household Size

In 1990, the average household size was 2.61 in the City of Woodinville and 3.01 in the Woodinville Planning Area (see Figure A6-5). This household size is larger than other surrounding Eastside communities and King County. Areas with a higher percentage of children and young adults tend to have a larger average household size, and those areas with a smaller percentage under 18 years of age tend to have smaller household sizes, on the average. Given the high proportion of the population in the 0-17 age group it is not surprising to observe the larger household size in the Woodinville Planning Area.

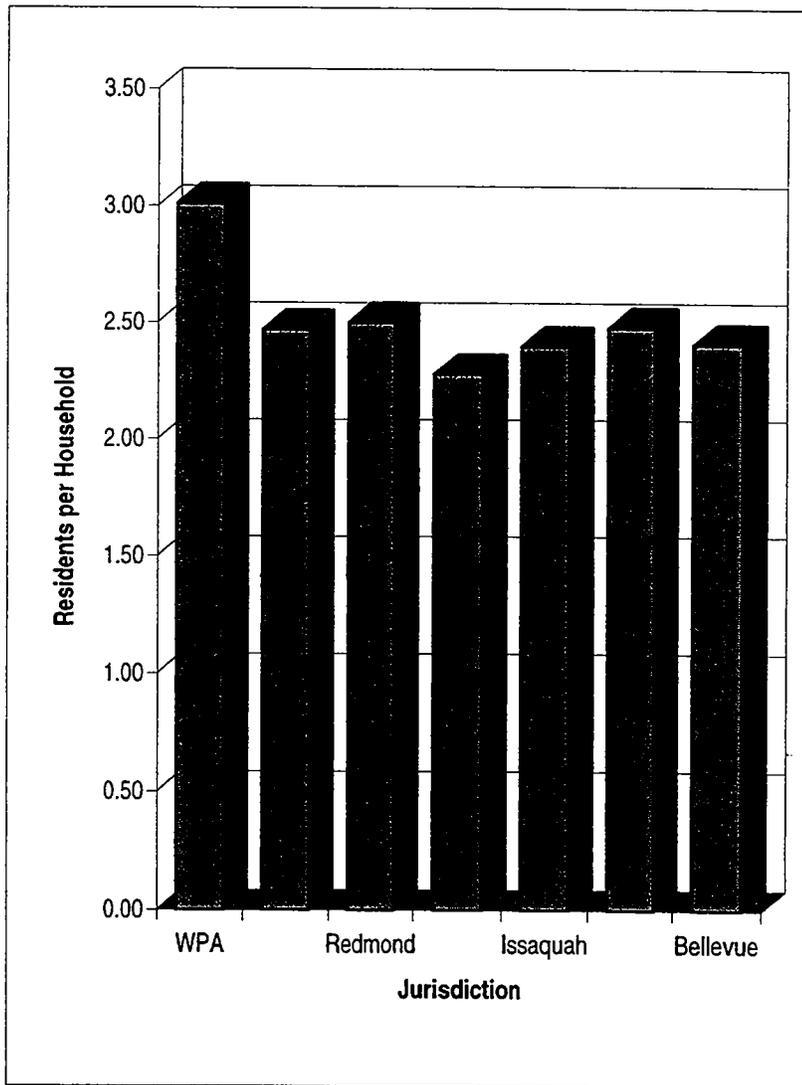
Economic Well-Being

One method to measure the economic well-being of a community is to consider the median income of its households. The median household income is the midpoint level of income which has half of the household incomes above and half of the household incomes below.



Figure A6-5 1990 Household Size

Jurisdiction	Household Size
City of Woodinville	2.61
WPA	3.01
Bothell	2.47
Redmond	2.50
Kirkland	2.28
Issaquah	2.40
Mill Creek	2.48
Bellevue	2.41
Seattle	2.09
King County	2.40



Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.



The median household income of the Woodinville Planning Area (\$50,130) is nearly equal to that of the City of Mill Creek (\$50,250). Both the Woodinville Planning Area and the City of Mill Creek have higher median household incomes than Bothell, Redmond, Kirkland, Issaquah, Bellevue, Seattle and King County (see Figure A6-6). In fact, the WPA's median household income is over one-third higher than King County's, and about 15 percent higher than Bellevue's.

Another method utilized to measure economic well-being is the distribution of income among households in a community. Compared with King County, the Woodinville Planning Area has relatively fewer households earning less than \$40,000 per year and a greater number of households in every category earning more than \$40,000 per year (see Figure A6-7).

A third measure of economic well-being is per capita income or income per resident. The Woodinville Planning Area per capita income in 1990 was \$19,190. Per capita income in King County was approximately \$23,671 and was about \$18,648 for Snohomish County. The State of Washington's per capita income in 1990 was \$18,738.

In the Woodinville Planning Area, 3 percent of households in 1990 were considered to be below the poverty level, compared with 8 percent of households in King County. For a family of four, an income below \$12,764 per year is considered to be "below the poverty level". (The poverty level defined in Census data is based on U.S. Government definitions. Poverty thresholds are typically applied on a national basis by the Census Bureau and are not adjusted for regional, state, or local variations in the cost of living.)

Educational Attainment

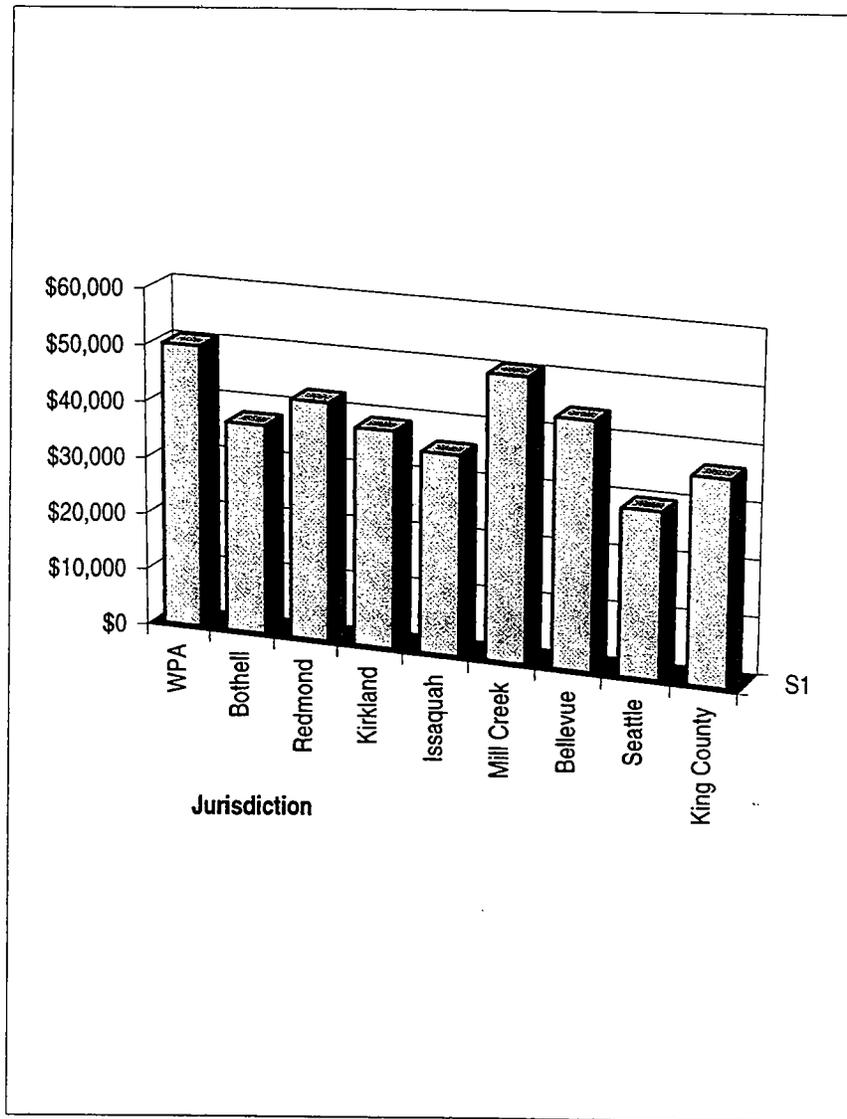
The level of educational attainment within a community can indicate the local residents' mobility, types of employment and general expectations. Educational attainment is also closely related to income levels of households. In the Woodinville Planning Area, 23.7 percent of residents over age 18 have completed a Bachelors degree and 9.2 percent a graduate degree. This is similar to other Eastside cities and slightly higher than King County (see Table A6-3 and Figure A6-8).

The relatively high level of educational attainment indicates that the residents of Woodinville are more likely to be employed in service or managerial positions. This also helps to explain the higher household incomes of Woodinville compared to surrounding communities.



FigureA 6-6 1990 Median Income

Jurisdiction	Income
City of Woodinville	N/A
WPA	\$50,130
Bothell	\$37,159
Redmond	\$42,299
Kirkland	\$38,437
Issaquah	\$35,422
Mill Creek	\$50,250
Bellevue	\$43,800
Seattle	\$29,353
King County	\$36,179

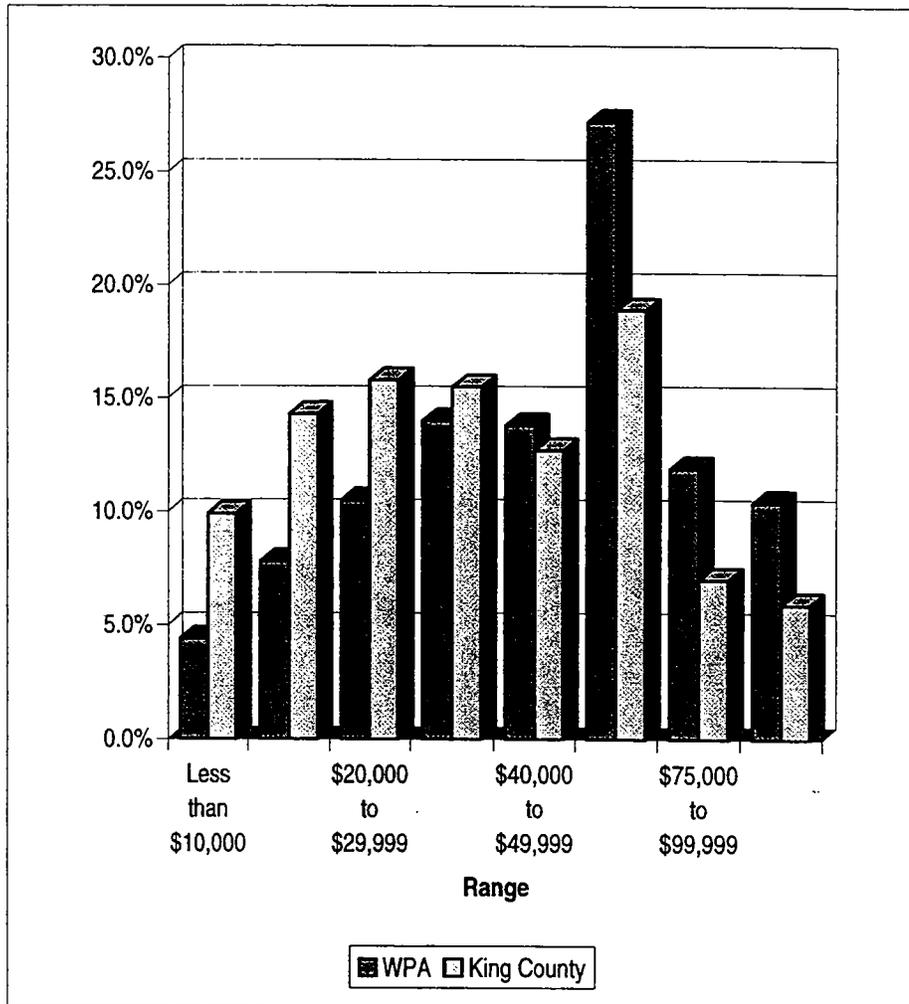


Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.



Figure A6-7 1990 Household Income

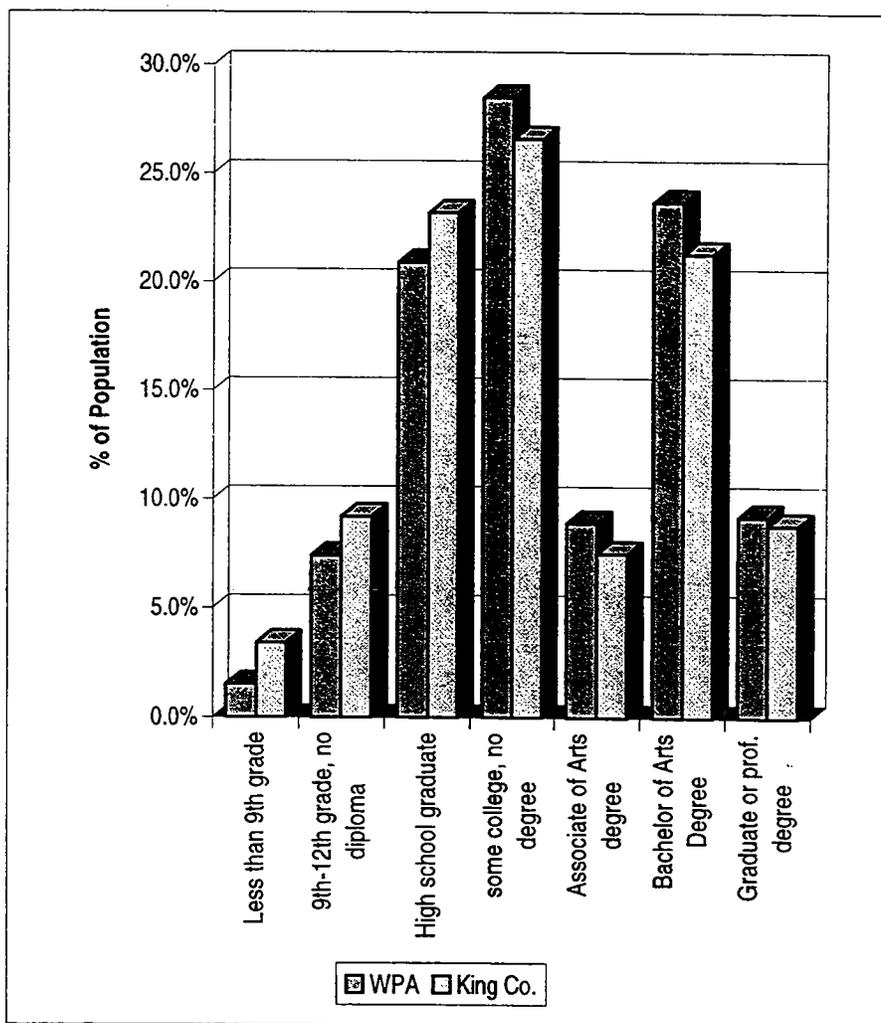
	WPA	King County
Less than \$10,000	4.4%	9.9%
\$10,000 to \$19,999	7.8%	14.3%
\$20,000 to \$29,999	10.5%	15.8%
\$30,000 to \$39,999	14.0%	15.5%
\$40,000 to \$49,999	13.8%	12.7%
\$50,000 to \$74,999	27.2%	18.9%
\$75,000 to \$99,999	11.9%	7.0%
\$100,000 and more	10.4%	5.9%



Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services

Figure A6-8 1990 Educational Attainment

Education	King Co.	WPA	Total
	%	%	
Less than 9th grade	3.4%	1.5%	444
9th-12th grade, no diploma	9.2%	7.4%	2,145
High school graduate	23.2%	20.9%	6,082
some college, no degree	26.6%	28.5%	8,299
Associate of Arts degree	7.5%	8.9%	2,590
Bachelor of Arts Degree	21.3%	23.7%	6,902
Graduate or prof. degree	8.8%	9.2%	2,666



Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

Table A6-3 1990 Educational Attainment

Percent of population over
Age 18 who have completed:

Jurisdiction	Associates degree	Bachelors degree	Graduate Professional degree
Woodinville Planning Area	8.9%	23.7%	9.2%
Bothell	8.9%	19.1%	5.9%
Redmond	8.7%	27.0%	10.3%
Kirkland	8.9%	25.0%	7.7%
Issaquah	7.4%	20.6%	9.1%
Bellevue	7.7%	29.1%	12.5%
Mill Creek	9.0%	29.5%	9.0%
King County	7.5%	21.3%	8.8%

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

A-6.1.3 Economic Base

Income

As discussed above, the median household income in the Woodinville Planning Area was \$50,130 in 1990. Median income in the Woodinville Planning Area is nearly 40 percent higher than in King County (\$36,179). Compared to the other six surrounding communities on the Eastside, the median income is over 20 percent higher.

The relatively high household income in the Woodinville Planning Area can partially be explained by examining the number of workers per family. As shown in Figure A6-9, a slightly greater percentage of families in the Woodinville Planning Area have two or more workers per family compared with families in King County. Furthermore, there are relatively fewer families in the Woodinville Planning Area characterized by having no workers in the family compared with King County. Per capita income is relatively lower compared to that of the county as a whole because of the relatively larger size of households in Woodinville than the county.

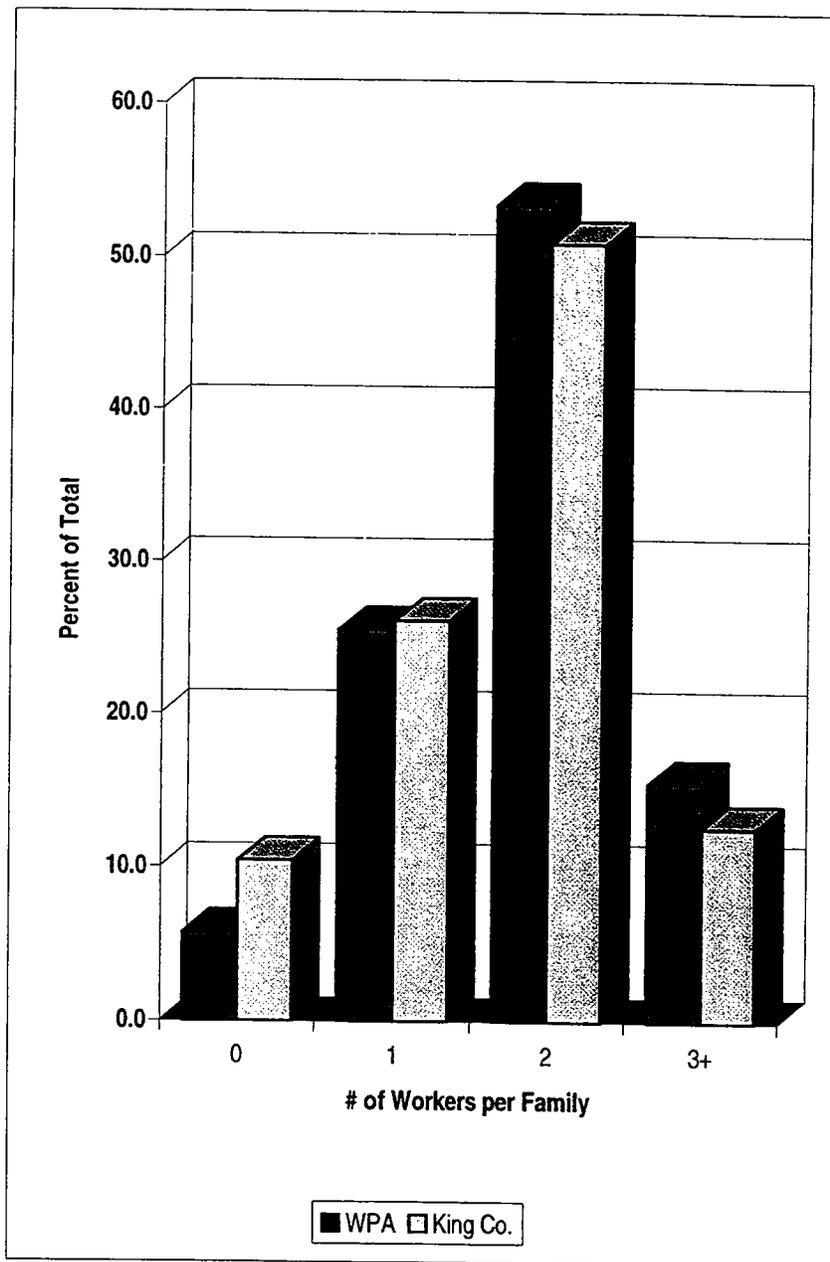
Even after accounting for differences in the number of workers per family, it can be seen that Woodinville is an affluent community compared with other Eastside communities and King County.

Employment Activity

Table A6-4 lists occupations by industry for thirteen occupational classifications for both the Woodinville Planning Area and King County.

Figure A6-9 1990 Number of Workers per Family

# of Workers	WPA	King Co.
0	5.7	10.4
1	25.5	26.1
2	53.4	50.9
3+	15.5	12.6



Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

Table A6-4 1990 Employment by Occupation

Occupation	Woodinville Planning Area			
	Percent of total	Total	% of King County	King County
Private household	0.2%	47	1.7%	0.3%
Protective services	1.6%	358	4.0%	1.1%
Farming, forestry, fishing	1.6%	355	3.7%	1.2%
Handlers, equip cleaners, helpers, laborers	2.5%	562	2.3%	3.0%
Transportation, material moving	2.1%	468	1.8%	3.2%
Machine operators, assemblers, inspectors	3.4%	751	2.1%	4.3%
Technicians and related support	4.4%	983	2.6%	4.6%
Precision production, craft, repair	9.9%	2,195	2.8%	9.7%
Other services	7.6%	1,680	2.1%	9.8%
Sales	14.1%	3,123	3.0%	12.7%
Exec, admin, manager	18.5%	4,108	3.3%	15.4%
Admin support, clerical	16.1%	3,566	2.6%	16.7%
Professional specialty	17.9%	3,976	2.7%	18.0%
Total	100.0%	22,172	2.7%	100.0%

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

In the Woodinville Planning Area, the five occupational classifications employing the largest proportions of the population are as follows:

1. Executive, administrator, manager 18.5%
2. Professional specialty 17.9%
3. Administrative support, clerical 16.1%
4. Sales 14.1%
5. Precision production, craft, repair 9.9%

In King County, the top five classifications are as follows:

1. Professional specialty 18%
2. Administrative support, clerical 16.7%
3. Executive, administrator, manager 15.4%
4. Sales 12.7%
5. Other services 9.8%

While the top four occupational classifications are the same for the Woodinville Planning Area and King County, the proportions differ. The Woodinville Planning Area has a greater percentage of residents employed as executives, administrators or managers than does King County. The magnitude of differences in occupations is illustrated in Figure A6-10.

The 1990 census data showing Standard Industrial Classification Codes were compiled to compare the Woodinville Planning Area with King County. The retail trade industry employed the most people for both the Woodinville Planning Area and King County. Retail trade accounted for 15.4 percent of employment in the Woodinville Planning Area and 16.0 percent in King County. The industry employing the second largest group was also the same for the Woodinville Planning Area and King County; manufacturing of durable goods employed 15.2 percent of workers in both the Woodinville Planning Area and King County.

Ranking third, fourth and fifth, respectively in terms of high-employment industries for the Woodinville Planning Area were finance, insurance and real estate (8.8 percent); construction (7.9 percent); and health services (7.6 percent). For King County, the ranking was as follows: other professional and related services (8.3 percent); finance, insurance and real estate (8.0 percent); and health services (7.7 percent) (see Table A6-5).

Employment Base

The employment base of a community refers to the local businesses which employ both residents and non-residents. A community's employment base is a vital element of its economic picture because it:

- shows the type of jobs available to local residents who do not wish to commute and those who are attracted to the community for jobs;
- represents the economic resources present in the community which are available to local businesses; and
- describes a community's economic and business characteristics compared with other communities.

In the area defined as Woodinville by the Puget Sound Regional Council, the majority of jobs (21.5 percent) are in retail trade, and comprise nearly 3 percent of all retail trade-related jobs on the Eastside (see Table A6-6).

The next largest employment category for Woodinville is manufacturing, with over 19 percent of jobs. These jobs account for over 4 percent of all manufacturing jobs on the Eastside. Agriculture, forestry, and mining in Woodinville represent 7.1 percent of employment on the Eastside, and 1.3 percent of jobs throughout King County. In the construction category, the percentages are similar: 5.8 percent for Woodinville and 1.5 percent for King County. The service industries are under-represented compared to most of the Eastside while the Woodinville area tends to have relatively more manufacturing employment.

Table A6-5 1990 Employment by Industry Sector¹

Sector	WPA ¹		King Co.
	Total	%	%
Agriculture, forestry, and fisheries (000-039) ²	500	2.3%	1.4%
Mining (040-059)	41	0.2%	0.1%
Construction (060-099)	1,759	7.9%	5.6%
Manufacturing, nondurable goods (100-229)	702	3.2%	3.9%
Manufacturing, durable goods (230-399)	3,379	15.2%	15.2%
Transportation (400-439)	839	3.8%	5.6%
Communications and other public utilities (440-499)	597	2.7%	2.4%
Wholesale trade (500-579)	1,247	5.6%	5.4%
Retail trade (580-699)	3,425	15.4%	16.0%
Finance, insurance, and real estate (700-720)	1,951	8.8%	8.0%
Business and repair services (721-760)	1,314	5.9%	5.7%
Personal services (761-799)	543	2.4%	2.9%
Entertainment and recreation services (800-811)	286	1.3%	1.6%
Professional and related services (812-899):			
Health services (812-840)	1,694	7.6%	7.7%
Educational services (842-860)	1,671	7.5%	7.0%
Other professional and related services (841, 861-899)	1,605	7.2%	8.3%
Public administration (900-939)	619	2.8%	3.3%
Total	22,172	100.0%	100.0%

¹ Includes census tracts 218.02, 219.01, 219.04, 323.06, 323.07, 323.08, 519.11, and 519.12

² S.I.C. - Standard Industrial Classification Codes

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services, 1994.

Table A6-6 1990 Employment Base

Industry	King County	Eastside	WPA1	Percent of	Woodinville as a % of:	
				Woodinville Total	King county	Eastside
Agriculture, Forestry, Fish, Mining	6,912	1,595	88	2.29%	1.27%	5.52%
Construction	38,612	9,876	568	14.79%	1.47%	5.75%
Manufacturing	151,421	18,014	731	19.03%	0.48%	4.06%
Transport, Comm., Utilities	51,327	5,327	(2)	N/A	N/A	N/A
Wholesale Trade	57,912	10,116	(2)	N/A	N/A	N/A
Retail Trade	136,465	28,402	826	21.50%	0.61%	2.91%
Finance, Insurance, Real Estate	62,991	9,634	68	1.77%	0.11%	0.71%
Services	186,655	30,867	699	18.20%	0.37%	2.26%
Government	106,544	11,650	156	4.06%	0.15%	1.34%
Total	798,839	125,481	3,841	81.65% ³		

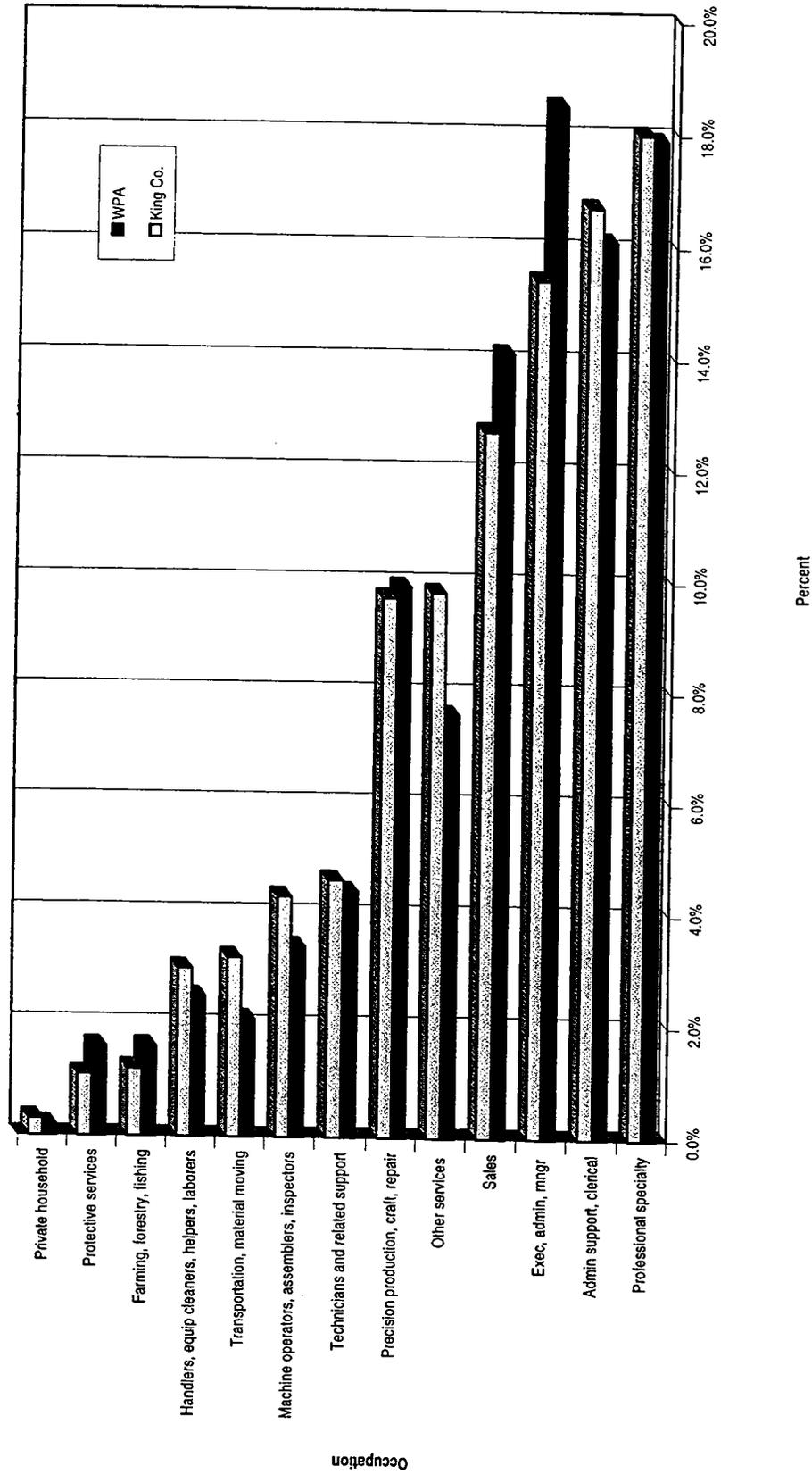
1 Woodinville Area as defined by the Puget Sound Regional Council of Governments in 1988

2 Data is suppressed to avoid disclosure of information on individual employers

3 Values will not add to 100%, see note above

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

Figure A6-10 Employment by Occupation



Because data are suppressed (withheld) when it would reveal information about individual employers, data are not available for the employment categories of transportation, communications and utilities, or wholesale trade.

Retail Sales and Property Values

Detailed data on retail spending within Woodinville are not yet available from retail sales tax collection data. The sales tax data provide a very useful source of information on business activity within local jurisdictions in Washington. Property tax data and information on assessed value also provide information about real estate values and the community's tax base. In subsequent years, these sources will help Woodinville track its economic activity relative to the rest of the County and Washington State. They also will give an indication of the City's ability to finance its growth toward its vision.

Limited information on the magnitude of these two economic indicators was provided by the fiscal analysis that preceded Woodinville's incorporation.

In 1990 the amount of retail sales estimated to be within the area proposed for incorporation was \$151,487,000. This represented .72 of 1 percent of the retail expenditures subject to taxation in King County, or less than one percent of the total. Since the City of Woodinville's population in 1990 was estimated to be .56 of 1 percent of King County, these data are a limited indication that Woodinville's business areas are responsible for 28.6 percent more activity than its population size would indicate. In essence this could mean that Woodinville attracts activity from surrounding areas, particularly unincorporated parts of King and Snohomish counties.

Furthermore, the total assessed value of property within the proposed Woodinville incorporation was estimated to be \$685,000,000 as of 1991. Compared to the assessed value of land, improvements and personal property in all of King County, the estimated assessed value constituted .64 of 1 percent. In comparison with the population size at .56 of 1 percent, this indicator implies that per person there is relatively more tax base available in Woodinville than on average in King County. The diversity of Woodinville's business activity and relatively higher home values (as well as incomes) would seem to indicate a relatively favorable position for this city. This relationship is an indicator of both economic activity and ability to fund the vision of Woodinville's future.

Non-Residential Real Estate

The commercial-industrial real estate image of Woodinville is mixed. On one hand it is associated with modern high quality real estate developments, but also very visible are acres of land devoted to low quality storage and resource processing activity.

There are limited data on non-residential real estate in Woodinville. One source is the Office and Industrial Space Leasing Guide published jointly by the *Puget Sound Business Journal*, Greater Seattle Chamber of Commerce and the Building Owners and Managers Association. The Spring 1994 edition was used to provide an indication of Woodinville's role in the non-residential real estate

markets. These data are presented in Tables A6-7 and A6-8. The *Puget Sound Business Journal* listing of office and industrial/business park defines Woodinville as zip code 98072. This zip code also includes a large area to the east and west including the "Technology Corridor." Since this zip code includes a much greater area than the City of Woodinville, the data source could only provide a general perspective for planning purposes. Windshield surveys of the non-residential areas within the planning area confirmed the conclusions related below.

Woodinville has developed a relative specialty in both retail and industrial space. Office space for the regional rental market is relatively small, less than 1 percent of the space built and available for lease, according to the 1994 Leasing Guide. The guide does not include smaller buildings and medical/dental buildings or owner occupied office buildings.

The majority of quality office space on the Eastside is, and has been, located in Bellevue (74.3 percent) and Kirkland (13.1 percent). The areas of Woodinville that would be attractive for office development are generally occupied by multi-family or retail development. Traffic congestion and distance from the business centers of the region are reasons that office space has not found the proper location and development climate to flourish.

Alternatively, industrial and business park space has been more successful in making inroads into the Woodinville Planning Area and the City of Woodinville. The range of this type of space varies from parts of the "High Technology Corridor" to producers and processors of natural resources. Modern "flex-tech" business parks coexist with manufacturing facilities that preceded Woodinville's emerging role as a suburban center. Many of the industrial uses are related to production and processing of agricultural products, nursery plants, flour, and wine. The modern business parks have tenants that range from auto body repair to high technology computer component firms.

"Flex-tech" is a hybrid form of industrial, business, office park that has become well-established in Central Puget Sound real estate markets since the mid-1980s. This type of non-retail, non-residential real estate development emerged in response to changing technologies in the local economy. It has helped satisfy the increased demand for work places that have high "curb appeal" (i.e., a high-quality image and a pleasant comfortable work environment).

"Flex-tech" is often one or two stories, has a high degree of landscaping, and has on-grade truck access and loading at the rear of buildings. It is not uncommon to find office, assembly, manufacturing, storage, distribution, repair and services businesses co-existing within one building or within the same "flex-tech" business park.

There are only limited data on the extent of "flex-tech" development in one central Puget Sound area. It is a particularly appropriate type of development in newer suburban areas that are very conscious of quality of life and aesthetic considerations. As a result, heavy industry is not usually associated with "flex-tech" development. That is because heavy industry often requires rail or marine transportation and large areas for assembly, storage or processing of raw materials and large equipment.

Table A6-7 1994 Office Space for Lease for Selected Eastside Cities (in 1,000's sq. ft.)

Year Built or Renovated	Bellevue								Total	Percent of Existing
	CBD	Remainder	Redmond	Kirkland	Issaquah	Woodinville ¹	Bothell	Mercer Is.		
>1980	457.4	798.2	0.0	184.4	0.0	0.0	0.0	0.0	1,440.0	10.2%
1980	235.9	596.4	43.0	40.0	0.0	0.0	0.0	0.0	915.3	6.5%
1981	277.5	169.2	145.9	0.0	0.0	0.0	0.0	0.0	592.6	4.2%
1982	0.0	189.3	0.0	149.7	0.0	0.0	0.0	0.0	339.0	2.4%
1983	1,059.7	200.8	0.0	290.5	0.0	0.0	0.0	0.0	1,551.0	11.0%
1984	0.0	490.8	41.4	26.0	0.0	0.0	0.0	0.0	558.2	3.9%
1985	0.0	469.7	46.8	20.0	0.0	0.0	0.0	0.0	536.5	3.8%
1986	411.0	976.8	0.0	184.8	0.0	43.5	0.0	98.0	1,714.1	12.1%
1987	408.0	679.4	150.0	107.6	36.8	0.0	0.0	0.0	1,381.8	9.8%
1988	475.7	997.0	0.0	96.4	0.0	0.0	0.0	0.0	1,569.1	11.1%
1989	0.0	279.0	0.0	167.0	71.0	0.0	0.0	0.0	517.0	3.7%
1990	66.3	230.3	215.9	265.7	168.5	60.0	44.0	0.0	1,032.7	7.3%
1991	0.0	284.6	0.0	272.3	16.6	0.0	0.0	0.0	573.5	4.1%
1992	0.0	265.0	143.9	24.0	216.7	0.0	0.0	0.0	649.6	4.6%
1993	117.7	175.9	0.0	27.8	41.6	0.0	295.3	0.0	363.0	2.6%
1994	0.0	200.0	200.0	0.0	0.0	0.0	0.0	0.0	400.0	2.8%
EXISTING	3,509.2	7,002.4	986.9	1,856.2	551.2	103.5	339.3	98.0	14,133.4	100.0%
% of Total	24.8%	49.5%	7.0%	13.1%	3.9%	0.7%	2.4%	0.7%	100%	
Planned/Proposed	848.2	760.2	0.0	196.0	96.0	0.0	0.0	30.0	1,930.4	

¹ Areas are defined by zip codes, Woodinville is 98072

Source: 1994 Puget Sound Business Journal

Table A6-8 Industrial / Mixed Use Space Available for Lease for Selected Eastside Areas (in 1,000's of sq. ft.)

Category ¹					Bothell /	North Bend/		Total
	Bellevue	Redmond	Kirkland	Issaquah	Kenmore	Woodinville	Preston	
Existing/Built Total	896.2	1,535.2	1,093.2	603.3	72.8	1,354.4	166.5	5,721.6
% of Total	12.4%	21.3%	15.2%	8.4%	21.6%	18.8%	2.3%	100.0%
Proposed/Partially Constructed	0.0	500.0	0.0	0.0	0.0	164.2	148.4	812.6
% of Total	0.0%	61.5%	0.0%	0.0%	0.0%	20.2%	0.0%	100.0%

Note:

¹ Areas are defined by zip codes, Woodinville is 98072

Source: 1994 Puget Sound Business Journal

A-6.2 Trends and Projections

A-6.2.1 Population Growth: 1980 to 1990

From 1980 to 1990, the percent of change per year in the Woodinville Planning Area outpaced that of King County and the State of Washington, as shown in Table A6-9. In fact, the population of the Woodinville Planning Area grew at a rate more than twice as fast as King County and the State of Washington over the decade. The Woodinville Planning Area grew by 45.3 percent from 1980 to 1990. This corresponds to an annual growth rate of approximately 3.80 percent per year.

In contrast, King County grew by 18.3 percent during the 1980s. This growth in King County's population accounted for about 240,000 additional people, or roughly one-third of the State's increase of 740,000 people over the decade. On an annual basis, King County averaged 1.70 percent growth in population per year, almost exactly mirroring the State of Washington's growth rate of 1.69 percent.

Table A6-9 1980 to 1990 Population Growth

Jurisdiction	1980	1990	% change	Annual Rate of change
	Population	Population		
City of Woodinville	N/A	8,587	N/A	N/A
Woodinville Planning Area	29,378	42,675	45.3%	3.8%
Bothell	7,943	12,345	55.4%	4.5%
Bellevue	73,903	86,874	17.6%	1.6%
Issaquah	5,536	7,786	40.6%	3.5%
Kirkland	18,779	40,052	113.3%	7.9%*
Mill Creek	N/A	7,172	N/A	N/A
Redmond	23,318	35,800	53.5%	4.4%
King County	1,269,749	1,502,428	18.3%	1.7%
State of Washington	4,132,156	4,866,692	18.3%	1.7%

* includes a large annexation

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

A-6.2.2 Household Growth: 1980 to 1990

Data on changes in the number of households in Woodinville follow a pattern similar to population changes. As illustrated in Table A6-10, the number of households in the Woodinville Planning Area increased by 50.22 percent from 1980 to 1990, for an annual growth rate of 4.15 percent. Household growth rates in the Woodinville Planning Area were double the corresponding rates for King County and the State of Washington.

Table A6-10 Woodinville Household Statistics Compared to King County and the State of Washington

	1980 Total Households	1990 Total Households	% change	Annual Rate of Change
City of Woodinville	N/A	3,297	N/A	N/A
Woodinville Planning Area	9,452	14,199	50.22	4.15
King County	497,292	615,792	23.80	2.16
State of Washington	1,540,516	1,872,431	21.50	1.97

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

A-6.2.3 Population and Household Projections

The following estimates of future population and number of households were derived by applying growth rates calculated by the Puget Sound Regional Council (Puget Sound Regional Council, 1992).

Using these growth rates, the City of Woodinville's population is estimated to grow at over 3 percent per year from 1990 to the year 2000. Total population in 2000 is estimated at 11,970 residents, an increase of nearly 40 percent over the decade. The annual growth rate is expected to slow to 1.2 percent per year in the decade from 2000 to 2010, and the rate is again expected to decrease to under 1 percent per year in the decade from 2010 to 2020 (see Table A6-11).

Table A6-11 City of Woodinville Forecasts

YEAR	1990	2000	2010	2020
Population	8,590	11,970	13,490	14,700
% Change/Year		3.37%	1.21%	0.86%
Population Growth				
King County	1,460,996	1,697,519	1,894,682	2,114,744
% Change/Year		1.50%	1.10%	1.10%
Households	3,297	4,843	5,823	6,705
% Change/Year		3.92%	1.86%	1.42%
Single Family	1,921	2,660	3,030	3,350
Multi-Family	1,376	2,183	2,793	3,355
% of Single Family	58.30%	55.00%	52.00%	50.00%
Persons per Household	2.61	2.47	2.32	2.19

Source: Puget Sound Council of Governments, 1990 Census Reports, and Economic Consulting Services.

Compared to the same projections for King County, the City of Woodinville is expected to grow more than twice as quickly through the year 2000. From 2000 to 2010, Woodinville and King County are estimated to grow at approximately the same rate. However, from 2010 to 2020, the City of Woodinville will be growing about 0.2 percent per year more quickly than King County. The total number of households is expected to increase from 1990 to 2020 following a trend similar to the population increases described above.

Although the number of single family and multi-family homes will continue to increase over the time period studied, the proportion of single family homes to multi-family homes is expected to change. The percentage of single family homes in the City of Woodinville is estimated to decrease from 58 percent of homes in 1990 to 50 percent of homes in 2020.

According to Puget Sound Regional Council and the State's Office of Financial Management, the number of persons per household is also expected to decrease from 2.61 persons in 1990 to 2.19 persons in 2020.

A-6.2.4 Economic Trends

The data in Table A6-12 were extrapolated from forecasts by the Puget Sound Regional Council. The Puget Sound Regional Council provides forecasts of population, households, and employment for the four county region: King, Kitsap, Pierce, and Snohomish. While these countywide forecasts have been reasonably accurate in the past, some small communities find the forecasts inaccurate at the municipal level. Since they are the only forecasts of long-term economic activity available for county and smaller areas, they are used in this report. The methodology is generally sound, the data are updated frequently, and the results are used by local governments in this region for planning purposes.

The trends in economic activity represent a pattern of relatively rapid growth in the Woodinville Planning Area until the end of this century. After that, the pace of growth in employment is forecast to slow. The Woodinville Planning Area is forecast to grow relative to King County as a whole, even though the relative size of this area will remain very small in economic terms. Based on the forecasts and the following assumptions, the Woodinville Planning Area could be expected to provide 145 acres of land for new commercial and retail development by 2020 (see Table A6-13).

Table A6-13 Estimate of New Commercial/Retail Development in the Woodinville Planning Area by 2020

Type of Space	Increase in Employment	Square feet per employee	Land Coverage ¹	Estimated Acres Needed ²
Business Parks	510	1,500	0.25	70
Retail Space	1,045	500	0.20	60
Office Space	750	300	0.35	15
Total	2,305			145

Note:

¹ Building footprint as a percent of lot size. Coverage ratios are typical percentages found in suburban areas.

² Based on Puget Sound Regional Council Employment Forecasts (1992).

Source: Economic Consulting Services, 1994.

These amounts of land required do not indicate whether vacant or redeveloped land could be used. The assumptions are based on typical patterns for suburban non-residential development. These amounts are useful for comprehensive

Table A6-12 1980-2020 Employment History and Projections¹

	1980 Actual	1990 Actual	Avg. Annual Increase 1990-2000	2000 Forecast	Avg Annual Increase 2000-2020	2020 Forecast
<u>King County</u>						
Manufacturing Employment ²	251,400	311,900	0.6%	332,000	0.2%	346,700
Services Employment ³	207,400	353,300	2.7%	462,600	1.5%	616,500
Retail Employment	126,600	167,000	2.0%	204,100	1.3%	264,300
Total Employment	697,400	969,000	1.8%	1,157,200	0.6%	1,301,800
<u>Woodinville</u>						
Manufacturing Employment ²	N/A	1,540	1.2%	1,730	0.9%	2,050
% of King County		0.5%		0.5%		0.6%
Services Employment ³	N/A	848	3.8%	1,230	1.3%	1,600
% of King County		0.2%		0.3%		0.3%
Retail Employment	N/A	10,645	3.6%	1,490	1.7%	2,090
% of King County		0.6%		0.7%		0.8%
Total Employment	N/A	4,570	3.3%	6,320	1.5%	8,510
% of King County		0.5%		0.6%		0.7%

¹ The employment magnitudes for Woodinville in 1990 were estimated from surveys taken by PSCOG in 1988, extrapolated to 1990; forecasts for 2000 and 2020 were extrapolated based on 1992 forecasts from the PSRC for the Woodinville forecast analysis zone.

² Manufacturing employment includes also wholesale trade, transportation, communication and utilities industry employment.

³ Service employment includes also finance, insurance and real estate industry employment.

Source: Puget Sound Regional Council, 1992 Population and Employment Forecasts, and Economic Consulting Services.

planning purposes. Land absorption and redevelopment should in the future be monitored closely.

A-6.3 Planning Implications

The demographic, economic and real estate patterns, trends and conditions in the City of Woodinville and the Woodinville Planning Area present a number of challenges and opportunities for the community's planning process. Among the challenges are:

- to transform the community's real estate and economic development focus from land-intensive uses to modern business/industrial parks, commercial, and industrial areas;
- to overcome the traditional image that has been provided to persons who travel through the area on State Route 522;
- to leverage tourism visits into economic development activity which benefits other local businesses;
- to continue to attract businesses from regional markets as well as serve local residents' needs;
- to provide retail and commercial space that does not conflict with the large amounts of retail and office space in other parts of the Eastside market area;
- to develop industrial areas with the level of amenities and infrastructure necessary to provide competitive space to capture employment and tax base consistent with a growing share of the expected growth in the four county region;
- to provide infrastructure to serve suburban rather than rural development; and
- to examine and remedy any potential environmental problems caused by previous users.

The opportunities that are presented to the City of Woodinville are clearly related to its challenges. The City needs to organize an orderly transition to provide both quality residential and diverse economic activity so as to attract its share of growth. This will be essential to generate the tax base necessary to provide the services and infrastructure consistent with other Eastside areas that will be competing for future regional economic activities. Among the favorable characteristics of the Woodinville Planning Area and the City of Woodinville that will provide better than typical opportunities are:

- location near junction of Interstate-405 and State Route 522
- location near the "Technology Corridor"
- noteworthy and traditional regional attractions- i.e., nurseries and wineries that are of wide renown
- land for development and redevelopment
- reputation for high quality residential areas

- access to areas with high density and national/regional corporate headquarters

A-6.4 Summary of Countywide Plans and Policies

A-6.4.1 Washington State Growth Management Act (1990-1991)

There are two ways to relate the State's growth management legislation and economic development. A narrow view would search the text of the Acts for statements, intent and programs that show a direct relationship between growth management and economic development. A more visionary way is to interpret the planning, infrastructure, and capital financing sections as major opportunities for restructuring of property rights in Washington State. A consequence of this interpretation will be a major and direct influence on the economic potential of how communities evolve. The reality lies somewhere in between.

Recent concern for economic development in the Central Puget Sound area has been driven by several factors:

- Boeing layoff notices
- Economic slow down in the U.S. and Washington State
- Perceived impacts of increased land use and environmental regulation that will influence private development actions
- Concern by communities regarding how to attain and finance their visions of growth
- Housing affordability
- Public service financing needs

Economic development in growth management planning provides a balance to land use and environmental regulation. It realistically considers the need to stimulate economic activity to provide the community's strength to achieve their vision. The public sector can shape and influence the direction of economic development, but ultimately the decisions of private firms are what generates community growth.

Economic development is listed prominently among the goals of the 1990 Growth Management Act that set its intent:

(5.) Economic Development. Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services and public facilities (Pt I Sec 2).

Cities and counties are encouraged to adopt economic development elements, as a part of comprehensive plans, but are not compelled to do so. Several large and small cities have chosen to do this. There is a direct intent in several

sections of the Growth Management Act that economic or employment activities be balanced with other goals and objectives, and that State resources be used to assure that growth is spread around the State. Cities are asked to promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons.

Implicitly, economic development and economic concepts are themes that run through the Growth Management Act legislation. For example, impact fees and concurrency are applications of well established pricing principles for financing public infrastructure—the main principle being that those who benefit should pay according to use. The Growth Management Act enables jurisdictions to plan and zone in ways that are consistent, to assure that capital facility capacities are financially consistent with plans, and to provide protection of sensitive environments.

A-6.4.2 Vision 2020 and Economic Development (1990)

The Puget Sound Regional Council, has adopted region-wide goals and objectives to guide multi-jurisdictional transportation and land use policies. Economic development is implicit in many of their goals and objectives. One of their five-part strategies for encouraging growth directly relates to economic development.

“Maintaining a Strong Regional Economy and Accommodate Growth”

- Accept responsibility to plan for the moderate growth forecast for the region by 2020.
- Promote a distribution of new employment growth centers, such as Tacoma, Everett, and Bremerton, to relieve growth pressures on King County.
- Provide enough urban land to allow private enterprise to effectively create the urban structures in which residents will live and work.
- Recognize the mobility needs of business and industry and provide for these needs within the intent of VISION 2020.
- The Puget Sound Regional Council is currently reviewing VISION 2020 as well as preparing a regional economic development strategy with its constituent bodies in four counties.

A-6.4.3 King County

King County, through its growth management planning policies and process, is re-emphasizing the economic development implications of growth management. The proposed King County Economic Development Policies intend to assist jurisdictions in the establishment of policies and implementation of procedures conducive to a healthy and diverse economic climate.

The countywide planning policies are intended to provide a vision and policy direction for King County jurisdictions. The countywide policies related to economic development by directing the county to:

- Strengthen, expand, and diversify the economy.
- Protect the environment.
- Enhance human resources for economically disadvantaged citizens and neighborhoods through job training and education.
- Direct governmental actions to mobilize the land supply with infrastructure and reasonable permitting.
- Foster private/public partnerships.
- Establish implementation, monitoring and evaluation systems for economic development goals.

The King County comprehensive planning process has had a wide ranging and broad based discussion of the implications for fiscal and economic development of its planning policies.

A-6.4.4 Snohomish County

To achieve sustainable economic vitality for all the communities of Snohomish County, jurisdictions are encouraged, where appropriate, to develop and incorporate an economic strategy as part of their comprehensive plans. Each local government in Snohomish County is directed to take the following actions as part of its comprehensive plan:

- Assess the comparative advantages which the community now offers or could create to support future economic diversification and vitality.
- Enhance the economic health of the community by explicitly identifying areas where future economic activity and growth is desired and foster the efficient linkage of major commercial and manufacturing with an adequate supply of affordable housing.
- Designate locations for commerce and industry in the land use element and in urban growth areas.
- Include economic development policies consistent with existing or planned capital and utility facilities.
- Coordinate economic plans with transportation, housing, and land use policies that support economic development and predictability for future growth.
- Recognize, where appropriate, the growth and development needs of businesses of local, regional, or statewide significance.

A-6.5 Economic Development Opportunities

The above information provides economic, demographic and real estate trends and conditions for the City of Woodinville and the Woodinville Planning Area. The following table was used to assist the Economic Development Citizen Advisory Panel and community to translate this economic information into a general assessment of the types of development opportunities that would need to be accommodated by land use and capital facilities planning in the Woodinville area.

Table A6-14 describes a number of types of economic opportunities/land uses in the left column. The center column provides the typical parameters, conditions or requirements for viable development of that type of opportunity/land use. These are general and typical; there are many exceptions, modifications or circumstances that vary with local conditions or changes in technology, consumer trends or many other market factors. The third column on the right is a brief and preliminary assessment of the relative strength of that development opportunity in Woodinville.

Table A6-14 Potential City of Woodinville Development Opportunities

Type	Typical Requirements	Current Status
RETAIL		
<u>Auto-Oriented</u>		
Traditional		
Shopping Centers	<ul style="list-style-type: none"> usually sited on freeways and major arterials depends on population and income typically <p>neighborhood: 15,000–40,000 pop within 1–2 miles</p> <p>community: 40,000–150,000 pop within 3–5 miles</p> <p>regional: 200,000+ pop within radius 8–10 miles</p>	<ul style="list-style-type: none"> Woodinville's current niche population, income, access is primarily neighborhood and community retail and location in area limits market
Hybrids		
Value Centers	<ul style="list-style-type: none"> locate on/near freeways & major arterials 	<ul style="list-style-type: none"> freeway exits most likely location
Hyper		<ul style="list-style-type: none"> location at edge of regional market problematic
Power Centers	<ul style="list-style-type: none"> attracted to industrial & business parks market areas larger than traditional opportunities 	
<u>Pedestrian-Oriented</u>		
	<ul style="list-style-type: none"> has area, site & building amenities dense population, residential &/or office employment parking nearby 	<ul style="list-style-type: none"> not widely available in Woodinville

Table A6-14 Potential City of Woodinville Development Opportunities (continued)

Type	Typical Requirements	Current Status
<u>"Festival"</u>	<ul style="list-style-type: none"> • building or area unique • unique site area amenities • changing mix of "unique" shops—mostly small • large percent of food shops, restaurants • entertainment available • high degree of programmed activity • larger population of tourists 	<ul style="list-style-type: none"> • long-term potential in Woodinville downtown will require aggressive action by public and private partnership
<u>Eating & Drinking</u>		
• fast foods	<ul style="list-style-type: none"> • sufficient population and traffic counts • demographics • visibility 	<ul style="list-style-type: none"> • current niche related to freeway and arterials
• convenience	<ul style="list-style-type: none"> • sufficient resident population and/or employees • parking and transit or arterial • demographics • visibility 	<ul style="list-style-type: none"> • current niche related to freeway and arterials
• destination/occasion	<ul style="list-style-type: none"> • site and area ambiance • quality—experienced operator 	<ul style="list-style-type: none"> • potential in area with high amenities and views • related to incomes demographics and visitors
<u>OFFICE (BUILDINGS & PARKS)</u>		
<u>Walk or Drive-in</u> (personal services, medical, dental, FIRE)	<ul style="list-style-type: none"> • sufficient population • parking, traffic counts • visibility • public transit access 	<ul style="list-style-type: none"> • meets some criteria • limited by location and market size
<u>"General"</u> (back office for large financial, insurance, computer, service, government agencies)	<ul style="list-style-type: none"> • cheap space and large labor force • reasonable wages • cheap parking and/or transit • dense development • public transit 	<ul style="list-style-type: none"> • meets some criteria • available labor force demographics not consistent • public transit access limited
<u>Professional</u> (services, headquarters, "footloose" employees)	<ul style="list-style-type: none"> • agglomerated activities • clients convenient • site, building and area amenities • "footloose" • quality housing stock 	<ul style="list-style-type: none"> • limited potential • currently no high quality offices or areas for offices
<u>Office-Showrooms</u>	<ul style="list-style-type: none"> • flexible space within building • large number of businesses in area 	<ul style="list-style-type: none"> • distance from regional centers a problem

Table A6-14 Potential City of Woodinville Development Opportunities (continued)

INDUSTRIAL PARKS		
<p>Heavy (manufacturing/resource processing)</p>	<ul style="list-style-type: none"> • rail and/or deep water necessary • community acceptance • location near resources and/or transportation hub • skilled labor pool • adequate utilities available 	<ul style="list-style-type: none"> • current niche • meets some criteria • rail service an attraction • limited land available • probably lack of community support
BUSINESS PARKS		
<p>Light (warehouse, assembly, distribution, service/repair, producer's services and</p>	<ul style="list-style-type: none"> • public transit available • freeway access • scheduled airlines desire nearby • large base of population or business nearby 	<ul style="list-style-type: none"> • limited land available • meets most criteria • more potential than currently being utilized • distance to scheduled airlines problematic
<p>Flextech (combinations including high percentage of office space)</p>	<ul style="list-style-type: none"> • skilled labor pool • access to business support services • adequate utilities, roads, zoning, and infrastructure in place • quality executive housing nearby 	<ul style="list-style-type: none"> • few areas with high quality amenities at present • high-end housing nearby
RESIDENTIAL (MULTI-FAMILY)		
<p>High End apartments and condos</p>	<ul style="list-style-type: none"> • small and middle-sized business owners • sufficient population and professional, business and service employment • demographics • site, area and building amenities • retail and service 	<ul style="list-style-type: none"> • meets criteria, particularly in east hills • access to employment areas via freeways
<p>second homes</p>	<ul style="list-style-type: none"> • high amenities and recreation • distance from large residential areas 	<ul style="list-style-type: none"> • not likely

Table A6-14 Potential City of Woodinville Development Opportunities (continued)

Type	Typical Requirements	Current Status
<u>Mid/Moderate</u>		
apartments	<ul style="list-style-type: none"> • retail and service nearby • close to employment centers • sufficient population, employment • zoning for density • parking 	<ul style="list-style-type: none"> • meets some criteria • public transit & distance to labor markets a problem
condominiums	<ul style="list-style-type: none"> • close to employment centers • empty nesters, two workers, young professionals • site and area amenities • recreation nearby • urban services, entertainment available • retail and services nearby 	<ul style="list-style-type: none"> • limited potential, lack of amenities and/or urban services except in east hills
<u>“Low Income”</u>		
<u>“Specialized Adult”</u> (includes congregate and continuing care, assisted living, licensed convalescence)	<ul style="list-style-type: none"> • requires public financial subsidies • sufficient demographics, incomes • amenities • services (medical and dental) 	<ul style="list-style-type: none"> • funding problematic • questions about current demographics but possibility in future
RECREATION		
<u>Resident Serving</u> <ul style="list-style-type: none"> • open space • parks • marinas • recreation (active and passive) • movies and electronic amusement centers • cultural facilities 	<ul style="list-style-type: none"> • public investment and subsidy that also provides area amenities for private development • sufficient population and demographics • large public and/or private subsidies 	<ul style="list-style-type: none"> • open space and parks opportunities are available • meets some criteria • need cultural organizations and community support

Table A6-14 Potential City of Woodinville Development Opportunities (continued)

Type	Typical Requirements	Current Status
<u>Visitor Industries</u>		
• Hotel/Motel	<ul style="list-style-type: none"> • high traffic counts • visibility • highway-oriented or business versus amenity-oriented 	<ul style="list-style-type: none"> • explore potential near freeways though market location is not strong
• Public Assembly	<ul style="list-style-type: none"> • public subsidies -large business and/or population base • private -isolated with amenities and/or activities, e.g., golf tennis, spas, etc. -among attractions: close to shopping, business and hotel rooms 	<ul style="list-style-type: none"> • regional competition • private sector motel with adequate meeting space best prospect in the future
• Tourism *destination	<ul style="list-style-type: none"> • heavy promotion • unique national attraction • large capital costs • large population and/or tourism • less promotion necessary 	<ul style="list-style-type: none"> • build on existing assets, winery and brewery
*casual (specific vs. comb)	<ul style="list-style-type: none"> • attracted to area not specific attractions • quality operators • typical public subsidies 	<ul style="list-style-type: none"> • regional connection via river trails

A-6-6 General Economic Policy Options Considered

Prior to selecting the goals and policies that are to direct and guide the City of Woodinville's economic development activities to achieve the community's vision, the Economic Development Citizen Advisory Panel reviewed the range of options available. This range of options for general philosophy, activity emphasis, and tools is presented in Table A6-15. The Economic Development Citizen Advisory Panel selected from among the options, and reviewed, revised and added their own emphasis based on their knowledge of the local resources and visions of the resident and business communities. These options are presented here as background to give perspective and dimension to the goals and policies that were selected and recommended that appear elsewhere in the Economic Development Element of the Comprehensive Plan.

Table A6-15 General Economic Development Policy Options

	Aggressive Policy	Transformation Policy	Maintenance Policy	Non-intervention Policy
1. GENERAL PHILOSOPHY	Growth-oriented	Growth moderate	Retain economic base related to market factors of locale	Only market forces decide growth
	Want rapid increase in population and business	Target on certain industries or kinds of firms to diversify	Assist existing local firms to expand only	No particular protection of environment
	Few restrictions or regulations	Preserve/maintain a quality environment	Quality of environment important	Environmental quality directed by market forces
	Will accept any industry or firm	Growth funneled to certain areas or only for some industries	Protect and preserve current local character	No particular attempt to guide growth
	Stimulate growth in all areas of the community	Emphasis on redevelopment & annexations	Emphasis on in-fill and built-out within current boundaries	
2. ACTIVITY EMPHASIS	Industrial recruiting and business retention active; significant assistance to new businesses	Respond to specific requests by local and new firms for assistance; criteria for assistance	Emphasis on business development for existing businesses to expand	Only caretaker government functions for business
	Intense national and regional marketing and promotion	Emphasis on business development for existing businesses to expand	Respond only to specific requests by local firms for assistance	Routine public works and utilities - minimum expenditures for expansion as needed
	Public works for all industrial/commercial areas	Public works for some non-residential areas only	Public works/utilities maintained so existing systems are not over utilized and cover costs	Routine public service delivery
	Lowest possible public utility prices and facilities subsidized by community	Public works/utilities maintained so existing systems are not over utilized		

Table A6-15 General Economic Development Policy Options (continued)

	Aggressive Policy	Transformation Policy	Maintenance Policy	Non-intervention Policy
3. EXAMPLES OF TOOLS NECESSARY	Special Emphasis on Direct Methods	Selective Use of Direct and Indirect Methods	Limited Use of Direct Methods	Minimize Government Actions
	Financial assistance available to all new and existing businesses	Assistance for specific industries or areas	No special tax breaks or incentives provided	No subsidies
	significant economic dev. staffing	Economic dev. staff focused on specific areas	Area renewal programs	No area renewal programs
	Heavy private sector funding	Government and private resources targeted to areas	Assistance only to halt flight of businesses	No state or federal funds used
	Government and business resources very active - boosters	Local, State-federal funds targeted to industries or areas	Government and private resources to maintain status quo	Private sector only for fraternal activities
	Large local, state or federal assistance to all	Use infrastructure investment to attract new firms to some areas	Maintain existing infrastructure	No government leadership
	City resources for external marketing	Take advantage of State and County external marketing resources	Provide information through local organizations	No special marketing efforts
	Use infrastructure investment to attract new firms to some areas	Development and financing incentives for limited non-residential areas	Maintain current infrastructure equity with residential areas	
	Infrastructure built in advance	Infrastructure planned and designed, financed in partnership	Concurrency policy for infrastructure	Concurrency policy for infrastructure
	Master plan non-residential areas and Environmental Impact Statement	Subarea plans and Environmental Impact Statement	Comprehensive plan designations and zoning	Comprehensive plan designations and zoning
	Favorable development regulations and incentives	Favorable development regulations and incentives	Status quo in development regulations	Minimal development regulations

A-6-7 Economic Development for Small Communities in Washington State

The materials in this section of the appendix to the Economic Development Element are provided as background for those who may be less familiar with the practical realities of economic development for small communities in Washington State. The Economic Development Citizen Advisory Panel and Planning Commission reviewed these materials prior to the formulation of the Economic Development Goals and Policies.

It has not been a tradition for cities in Washington State to get directly involved in economic development. The laws and constitution of the State have not defined the economic role for cities very clearly. In some ways the State's institutions and laws have restricted cities' roles to indirectly influencing rather than directly, the economic activity within their jurisdictions. In the 1970's, Seattle, Tacoma, Everett, and few others, had active economic development staffs with specific economic development functions. These were largely financed with Federal funds. In the 1980s, the State government expanded its own role for assisting the economy. During this period the amount of Federal loan, grant, and technical assistance declined. What there was available was funneled through the State, except for a few major cities. Heavy emphasis for current economic development efforts has been placed on joint public-private economic development efforts usually through joint public-private organizations like economic development boards, councils or commissions. However, many cities have recognized their role and added economic development elements to Comprehensive Plans to move the community toward its vision.

A-6.7.1 Economic Development Roles Available to Cities in Washington State

There are a number of roles for the city government to take with respect to economic development activities. The following list briefly relates the roles a city government in Washington State can use to influence local economic activity.

1. Direct Roles

Comprehensive Planning

- economic development recognized as community goal
- adequate amounts of land designated for non-residential development in strategic locations
- flexible, measurable and certain zoning and regulation

Infrastructure planning, design, and financing

- plan for long term capacity of community
- design systems and projects
- funds for implementation

- construction management
- construction

Financial institution/intermediary

- raise and borrow funds
- conduit for state, federal and intergovernmental funds
- joint funding partner with private sector

Service delivery

- property and personal protection
- parks and recreation
- community events
- social services
- employer and purchaser of goods and services
- efficient and effective land use planning and regulatory processes

Land owner and developer

- assemble and improve land
- joint ventures with private partners

Indirect Roles

- Act as a facilitator to convene multiple public and private entities to work on issues of local importance and reach consensus
- Reasonable utility rates and adequate capacity
- Represent residents and businesses in regional and county-wide planning
- Mobilize community support by forming committees for issues, projects, and problem-solving
- Planning agency to select alternatives in land use and other infrastructure, environmental and facilities areas with effective private sector input
- Regulatory body to enforce plans, policies, and regulations

- Low key marketing and image maker to produce and maintain data and information usually through an organization like a chamber of commerce or visitors bureau

In the State of Washington the actions, especially direct roles a city may take are limited by the State Constitution and judicial interpretation. Direct financial assistance through loans, grants, and tax rebates are severely limited or forbidden. Voters have consistently reinforced this position when they have had the opportunity to authorize tax-increment financing.⁵ Often, available tools that directly provide public financial assistance in other states are not available to communities in Washington State.

A-6.7.2 Specific Economic Development Activities of Cities in Washington State

Those local governments in Washington State that have had on-going economic development programs have concentrated activities in several types of programs. These economic development programs have been located in various parts of the City organization, for example:

- Mayor or City Manager's Office
- Planning and/or Community Development Department
- Budget and Finance
- Office of Intergovernmental Affairs, Community Relations, Neighborhoods, Policy Planning, or Long Term Planning
- Public Utilities
- Separate departments for Economic Development or Agencies

The following are examples of the types of activities that have typically been conducted:

- data gathering, analysis, information systems maintenance and monitoring
- program and project (development/evaluation/implementation)
- sponsored employment and training programs
- coordinated and mobilized financial assistance using state and federal program funds, such as facility grants, loans, and revolving loan funds
- provided support for chambers of commerce, development councils, tourist and convention bureaus

⁵Tax increment financing is a device for a city to invest in infrastructure in cooperation with development or redevelopment of property based on the future tax base generated by the development.

- sponsored and funded area- or issue-oriented planning programs (i.e., CBDs, neighborhood business district[s], international trade, waterfront development, historic preservation and cultural programs)
- coordinated intergovernmental and private sector liaison
- served as ombudsperson for private firms dealing with public regulatory process
- provided empathetic inspection and regulation by codes
- public works and infrastructure investments in areas to prepare or repair them to entice private investment, projects have included:
 - a. roads
 - b. utilities
 - c. parks
 - d. public assembly buildings
 - e. arenas
 - f. stadiums
 - g. convention centers
 - h. tourist attractions
- purchase of property with urban renewal or environmental remediation by the public agency and resale to the private sector.
- Local constraints, tax base and the resident's toleration or need for economic development, are the major influence on what activities cities undertake.

A-6.8 Guidelines for Effective Economic Development Programs

The success of economic development programs have rested on several characteristics:

- material and leadership support from mayor, councils and city managers
- willingness of city elected and administrative leaders to work creatively and cooperatively with private sector leaders and businesses
- ability and willingness for cities to fund dedicated technical staff
- ability to target infrastructure projects and programs to encourage development or redevelopment of specific areas
- working aggressively to secure state and federal funds for local public and private assistance
- staff that have been emphatic and knowledgeable in working at ways within city legal constraints, budget constraints and community tolerances to assist businesses and the real estate development process

- ability to react quickly and consistently to provide assistance for private sector dealings with the public planning and regulatory process
- city staff's ability to link several programs, departments, and leverage limited funds together to take effective action

These attributes are not magical, but they are difficult to pursue in the consistent, sustained manner necessary without community support or political acquiescence.

A-6.9 Alternative Economic Development Strategies

There are basically three ways for local economic development strategies and tools to impact the level of private business growth in a community. Studies of employment growth experience in local communities has shown that the large majority of new employment opportunities are generated by expansion and retention of businesses that are already located in the community. The relocation of firms from other parts of the country or new plant locations are rare and do not account for a significantly large share of local employment growth relative to overall employment growth in the U.S. New businesses that are the result of new business start-ups, spin-offs from existing local firms and new business ideas and technologies are usually the second most effective way that communities increase employment and businesses within a local area.

The three general strategies for economic actions by local governments

- *Industrial Development*—i.e. programs and projects to recruit new businesses into a community often with direct financial incentives.
- *Business Retention*—resolving problems for local businesses so that they can expand locally rather than leave. This strategy also encompasses local real estate development to create spaces for jobs, i.e., the supply of job spaces or real estate.
- *Entrepreneurial Assistance*—encouraging new business formations usually through indirect methods.

Human resource programs are a fourth way besides the three alternative basic economic development strategies whereby cities can be effective at economic development. The previous three general approaches to economic development strategies try to raise revenues, reduce costs or reduce risks for business location, facility investment decisions and operating decisions of businesses. Human resource program operate in several ways to improve the local labor force and household directly:

- *remediation*—temporary support for under and unemployed and their families
- *training and retraining*—to improve individuals abilities to enter or remain in the work force

- *job market improvements*—referral programs, etc. that allow labor resources to be mobile and respond to job openings
- *social service programs*—that provide for the needs of community residents who are temporarily not able to participate in the economy

Usually cities help local social service agencies (public and private); schools and federally- and state-funded programs deliver these programs with finances, facilities or leadership. In the State of Washington most of these activities are either handled by the State or regional/county agencies, usually not by smaller cities and towns.

Trade-offs with Economic Development Strategies

		<i>Cost to the Community</i>	
		Low	High
<i>Possibility of Success</i>	Low	*Non-intervention (no strategy)	Industrial development *Entrepreneurial Assistance
	High	Business retention	

The choice of a strategy or combination of strategies varies with specific attributes and circumstances of each community as well as its philosophy and will. Aggressive, well-financed, industrial development is very expensive and since only a few firms move each year, the odds are not great for success. Business retention is not only typically less expensive, but usually more successful because the businesses are already there, their needs are more knowable, and often they have solid community support. Identifying and assisting potential business start-ups is also risky because starting a business is risky. But, graduates of local universities, spin-offs from other local established businesses, or other fledgling firms are a growing source of employment and economic growth in communities across the United States.

A-6.10 Business Decision Location Criteria

Table A6-16 Business Decision Location Criteria

Factors	City of Woodinville's Ability to Influence	Influence by Other Local Agency/Group
Quality of Life Index/Management & Employee Criteria		
Housing Quality/Neighborhood Integrity	I	A Regional Coalition for Housing
Education Quality	N	School District
Employment Security and Choice	N	-
Police Services and Perception of Security	D	-
Shoppers Goods: Availability and Choice	I	-
Medical Services and Depth of Expertise	N	-
Regional Recreational Offerings	I	King County & State Parks
Cultural Opportunities	P	Private Sector
Transportation System/Ease of Access	P	State & County
Taxation Levels/Public Services Provided	P	-
Integrity of Political System	p	-
Climate	N	-
Landscape Quality	I	Private Sector
Employer/Business Preference Criteria		
Quality of Life Index	See Above	-
Area Work Ethic	N	-
Area Tax Considerations	D	-
Available Labor/Clerical Pool	I	-
Political and Business Coalition	D	-
Advance Growth Planning	P	Puget Sound Regional Council/County
Regional Economic Outlook	N	-
Financing and Other Assistance	I	-
University R&D Capabilities	N	State
Gateway Airport Regional Transportation	N	Port of Seattle, & Snoh. Co. (Paine Field)
Incubator Opportunities	N	-
Access to Foreign and Domestic Markets	N	Port of Everett/Seattle

Source: Ernst & Young, Economic Consulting Services

Legend: D - Directly controls through services and facilities
 I - Indirectly controls through planning and regulation
 P - Partial control with other local, regional or state agencies
 N - No control responsibility rests with other agencies or private market forces

The previous graphic was developed to show what factors businesses consider when making decisions to move to, remain in, or expand in a community. In

1993, the international accounting and management consulting firm of Ernst & Young surveyed corporate real estate executives about what they considered or expected when they made investments in a community. The table shows the most important factors. To illustrate the reality of what a small community can do to affect these factors, we have added the middle column to indicate the degree of control the City of Woodinville has over the locational criteria. In addition, the third column was added to indicate that the City of Woodinville can work or has to work with other entities to be successful.

A6-11. Potential Economic Development Partners

Table A6-17 indicates that the City of Woodinville is not and should not be solely responsible for its own economic development fate. First of all, the private market system responds to many complex international, national, regional and local forces. Secondly, many other entities have resources and jurisdictions that the City does not have. These entities can help in many ways.

Table A6-17 Local Entities Strategic Roles

	City (1)	King (2)	Port (3)	EDC (4)	CoC (5)	ScD (6)	PIC (7)	HSS (8)
ECONOMIC DEVELOPMENT								
*Industrial Development	\$	\$	\$	#	\$	=	=	=
*Business Development & Retention	#	=	=	=	=	=	=\$	-
*Entrepreneurial Development	#	=	=	=	=	=	=\$	=
*Human Resources	=\$?	=\$?	=	=?	=?	#	#\$	#
LAND USE								
*Planning	#	=	=	=	=	-	-	-
*Regulation	#	=	-	-	-	-	-	-
INFRASTRUCTURE								
*Planning	#	=	=	-	-	-	-	-
*Financing	=\$	=	=	-	-	-	-	-
TRANSPORTATION								
*Planning	#	=	=\$	-	-	-	-	-
*Financing	=\$	=\$	=\$	-	-	-	-	-

Headings:

- (1) = City of Woodinville
- (2) = King County
- (3) = Port of Seattle
- (4) = Seattle-King County Economic Development Council
- (5) = Chamber of Commerce
- (6) = School District
- (7) = Private Industry Council
- (8) = Human & Social Service Agencies

Legend:

- # = Leadership Role
- \$ = Support with Financing
- = = Support with Cooperation
- ? = Explore Options
- = No Role

Chapter 7 Parks, Recreation and Open Space

CHAPTER 7 PARKS, RECREATION, AND OPEN SPACE

7.1 Introduction

The Parks, Recreation, and Open Space is an optional element per the Growth Management Act; however, capital acquisitions including property and facilities for parks and recreation must be included in the required Capital Facilities Plan. Additionally, the Growth Management Act encourages jurisdictions to retain open space, develop recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop park facilities (Revised Code of Washington 36.70A.020). Open space corridors are further referenced in the Growth Management Act requiring that land use plans include identification of "...open space corridors within and...between urban growth areas. They shall include lands useful for recreation, wildlife habitat, trails, and connection for critical areas as defined in Revised Code of Washington 36.70A.030" (Revised Code of Washington 36.70A.160).

Since Woodinville is part of a larger urban region, Woodinville residents have access to several parks and recreation programs provided by King and Snohomish counties, other nearby jurisdictions, and the private sector. At the same time, residents outside of Woodinville have access to parks and recreation programs in the City. For information on the available parks and recreation programs within the Woodinville Planning Area, please see the Parks Appendix. The reader should note that for analysis purposes, those recreation facilities currently planned by the City of Woodinville are included as part of the City's inventory. These facilities include: Jerry Wilmot Green Gateway Community Park; Woodinville Heights Neighborhood Park; and Woodinville Valley Trail.

This element and its appendix provide an inventory of park and recreation facilities and programs in the Woodinville Planning Area; analyze the City's ability to provide adequate parks, open space, and recreation services to its citizens; set standards for such services; and present a strategy for providing additional facilities and programs. Funding for these additional facilities and programs is identified in the Capital Facilities Plan.

7.2 Goals and Policies

GOAL PRO-1: To provide quality parks and open space for Woodinville's citizens and visitors.

Policies

- PRO-1.1** Design and locate park facilities to adequately serve the needs of the current and projected population in the City of Woodinville and of the City's visitors.
- PRO-1.2** Work with appropriate regional/county agencies to jointly finance parks and recreation facilities located within the City and serve the Woodinville Planning Area.

- PRO-1.3** Use creative financing alternatives to pay for the acquisition and construction of parks and acquisition of open space for existing neighborhoods and new developments.
- PRO-1.4** Develop a plan for adequate and long-term maintenance for every public park prior to construction.
- PRO-1.5** Build a partnership with the State, the County, and local entities to encourage the development of parks and public space throughout and for the region.
- PRO-1.6** Provide parks within and adjacent to the City's central business district to serve as focal points for downtown Woodinville.
- PRO-1.7** Participate with other suburban cities in defining the role of the County in providing regional facilities, programs, parks, and open space per the Executive Proposed Park, Recreation, and Open Space Plan (King County, 1995).

GOAL PRO-2: To ensure adequate and enriching recreational activities for the citizens of Woodinville.

Policies

- PRO-2.1** Create a diversity of new facilities and opportunities to address the needs of the citizens of Woodinville and the surrounding planning area.
- PRO-2.2** Provide recreational facilities in and near downtown and within the Tourist District to accommodate citizens and tourists.
- PRO-2.3** Promote and pursue a wide range of recreational opportunities.
- PRO-2.4** Provide recreational activities for youth.
- PRO-2.5** Provide public access to the water's edge when developing parks and public space along the Sammamish River Slough.
- PRO-2.6** Encourage ties with other trails to develop a trail system that promotes multi-purpose uses.

GOAL PRO-3: To create and preserve a variety of open space to maintain and enhance the quality of life.

Policies

- PRO-3.1** Preserve open space throughout the City to provide for passive uses such as scenic vistas, shoreline access, and fish and wildlife habitat.

- PRO-3.2** Create a rating system to evaluate open space to prioritize available land and allocate financial resources.
- PRO-3.3** Maximize open space preservation to address existing deficiencies.
- PRO-3.4** Use incentives to preserve valuable open space in new development.
- PRO-3.5** Utilize a variety of public and private tools in the preservation of open space.

GOAL PRO-4: To integrate innovative and holistic thinking about parks, recreation, and open space into all City planning activities and development review.

Policies

- PRO-4.1** Plan bikepaths, trails, and non-motorized transportation routes to improve access to parks, recreational facilities, open space, residential neighborhoods, and downtown.
- PRO-4.2** Coordinate the development of park and recreation facilities with neighboring jurisdictions including the cities of Bothell, Kirkland, and Redmond; and King and Snohomish counties.
- PRO-4.3** Obtain agreements with the school district and other agencies to maximize recreational opportunities.

GOAL PRO-5: To create a public process that involves citizens in identifying, acquiring, and designing parks, recreation facilities, and open space, and in designing recreational programming to meet diverse needs.

Policies

- PRO-5.1** Integrate public participation regarding park and recreation planning with other aspects of community development.
- PRO-5.2** Provide opportunities for potential primary users of recreational facilities to participate in the process of selection, acquisition, and development of open space, recreational facilities, and programming.

7.3 Definitions, Needs, and Development Standards

7.3.1 Definition of Park Facilities

Three types of recreation facilities were established by the Parks, Recreation, and Open Space Citizens Advisory Panel: (1) Neighborhood Parks, (2) Community Parks, and (3) Public Open Space/Trails. Each is defined below.

Neighborhood Parks

Neighborhood Parks are generally expected to serve a population of between 500 and 1,500 residents. They may include small miniparks (up to 1/2 acre in size) and larger parks for an entire neighborhood (up to 5 acres in size). They are typically located within easy walking and biking distance of residents (approximately 1/4 to 1/3 mile radius) so that minimal parking facilities are required. They should be located where neighborhood sidewalks and/or trails exist so that they are easily accessible by non-motorized forms of transportation. Neighborhood parks should be easily accessible and visible from the surrounding area. Access for the physically challenged should be provided where feasible to comply with the Americans With Disabilities Act.

Neighborhood parks are intended to serve youth from pre-school age to high school age, as well as to provide space for more adult-related activities such as pick-up basketball games, dog walking, Frisbee throwing, nature watching, and other casual activities. They should include play structures for small children when located in proximity to residential neighborhoods and ball fields when sufficient land is available.

In the Town Center Neighborhood, downtown miniparks should be considered as the area develops. These miniparks should be highly visible and easily accessible. They should encourage downtown shoppers to stay longer in the area and to provide downtown workers with a place to relax, converse, eat lunch, etc.

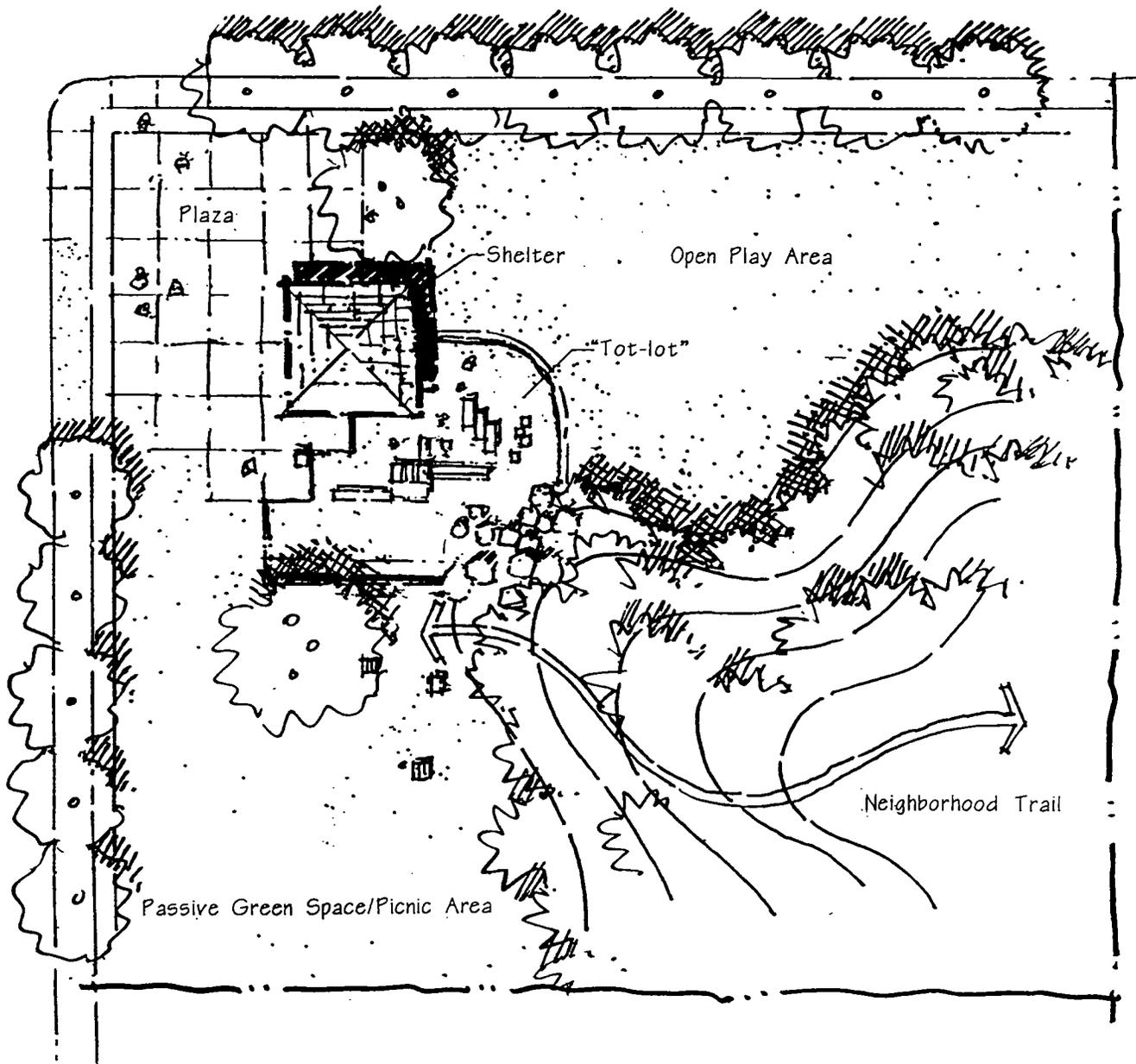
A conceptual illustration of a typical Neighborhood Park is shown in Figure 7-1.

For the purposes of park and recreation planning, elementary school outdoor facilities are defined as neighborhood parks, even though they are not operated by the City of Woodinville. The City should consider co-locating new neighborhood parks with elementary schools where feasible to maximize available recreation open space, ballfields, and other recreation opportunities.

Community Parks

Community Parks serve the entire community. They may range in size from 5 to 25 acres. They may focus on one unique community-wide feature or be designed to host substantial numbers of people and contain many diverse activities. Park features may include features such as a public meeting space (e.g., gazebo and band shell), passive green space, ball fields, restrooms, group shelter(s), volleyball, wading pool, and sports complexes (e.g., swimming pool, ball courts). They may also be an area of natural quality and used for more passive outdoor recreation such as walking, wildlife and nature observation, photography, relaxing/reading, sunbathing, and picnicking.

Community parks should be designed to serve several neighborhoods in a 1- to 3-mile radius. They typically include improvements for on-site parking since visitors may travel by automobile to utilize the park's facilities. Access for the physically challenged should be provided to comply with the Americans with Disabilities Act.



Source: City of Woodinville and EDAW, Inc., 1995.

NOTE: Not to scale. Park size may vary in size from 1 to 5 acres.

Figure 7-1
Conceptual Neighborhood Park
Site Plan



A conceptual illustration of a typical Community Park is shown in Figure 7-2.

For the purposes of park and recreation planning, middle and high school outdoor facilities are defined as community parks, even though they are not operated by the City of Woodinville.

Public Open Space/Trails

Open space is relatively undeveloped, undisturbed land which provides visual relief from the built environment and helps maintain the unique character of Woodinville. Open space may include environmentally sensitive features such as wetlands and steep slopes, as well as linear utility corridors. Open space, not including utility corridors, is intended primarily for the protection and management of wildlife habitat and other natural/cultural environments. Recreation use and educational/interpretive programs are secondary objectives.

Open space may be preserved through purchase, acquisition, or transfer of development rights, regulatory restrictions, and tax relief programs. Preservation of open space is not directly related to population growth as is parks development. The preservation of open space is driven by the location of existing environmentally sensitive areas and the need to preserve habitat diversity and the open space character of the community.

7.3.2 Recreation Needs Assessment

The Parks, Recreation, and Open Space Citizens Advisory Panel conducted a recreation needs assessment to identify and rank recreation needs (i.e., park facilities, open space and trails, and programs) for Woodinville. Ranking was based on existing recreation facilities identified in the Background Report, public meetings on the development of goals and policies, and the results of the "Survey of Public Recreation Attitudes and Needs" by Carolyn Browne Associates (see Executive Summary in Parks Appendix). A summary of recreation needs is shown in Table 7-1 on the following page.

7.3.3 Development Standards

Park development standards within the City of Woodinville were determined for Neighborhood and Community Parks using two standards: (1) a spatial standard, and (2) a Level of Service standard for the 20 year plan horizon and the 6-year capital facilities planning horizon. The spatial standard is used to help identify where future parks should be located, particularly for neighborhood parks, and is defined in terms of a radius service arc. The Level of Service standard is used to determine the amount of park land, in acres, to be developed and is defined by the number of acres per 1,000 people. These standards are shown in Table 7-2.

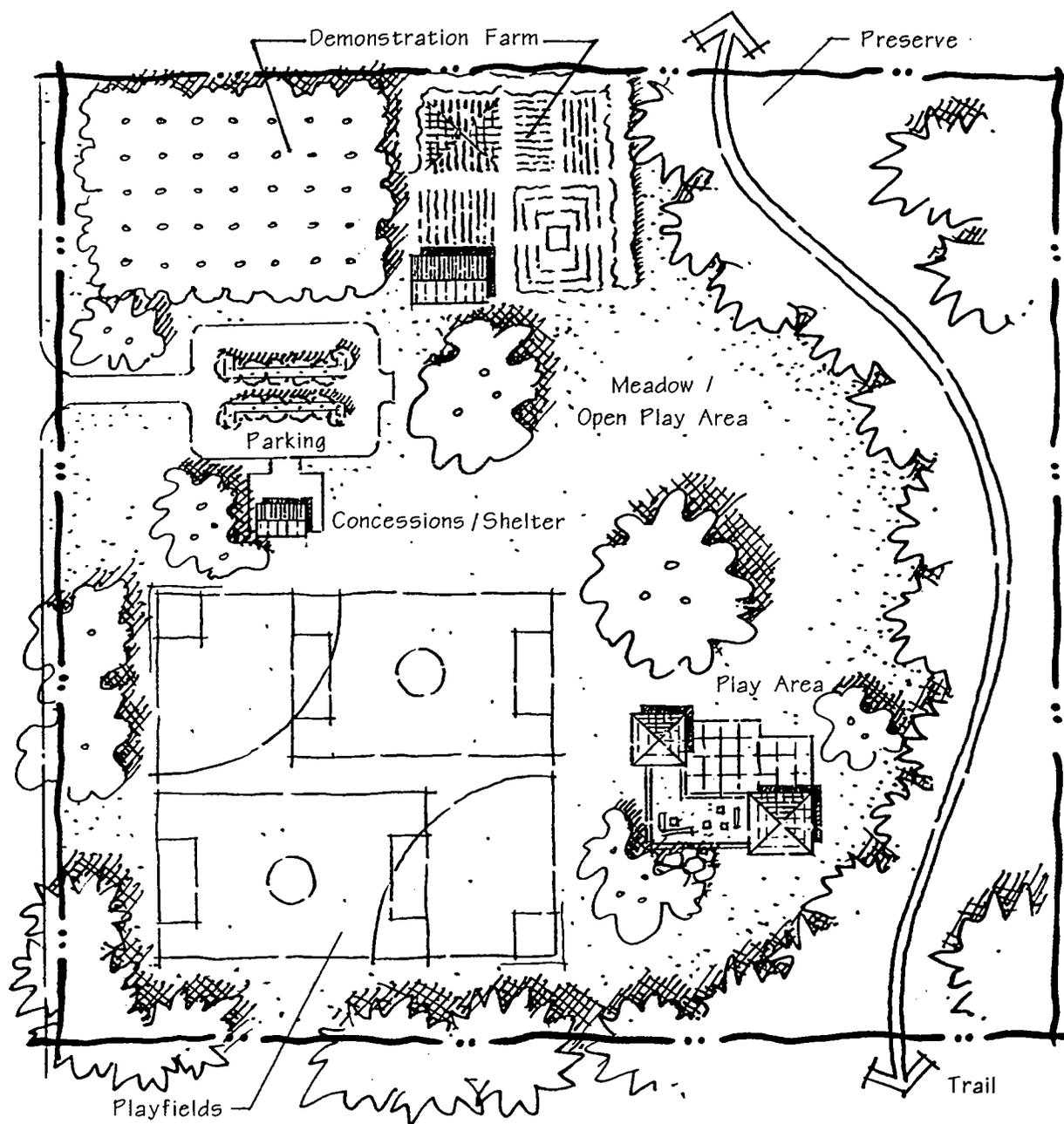


Table 7-1: Recreation Needs Assessment

Recreation Feature/Opportunity	Ranking
Facilities	
Public Parks	High
gazebo/band shell	
passive green space	
restrooms	
picnic area	
group shelter	
volleyball	
wading pool	
playgrounds/tot lot	
Pedestrian/Bike Trails	High
Downtown Public Spaces	High
landscaping/planters	
water fountains	
Multi-purpose community center	Medium
meeting rooms	
gym/multi-purpose facility	
basketball courts	
class/arts & crafts facilities	
Soccer/football fields	Medium
Softball/baseball fields	Medium
Tennis courts	Low
Swimming pool	Low
Golf course	Low
Racquetball courts	Low
Programs	
Teen Activities-year round	High
Summer Programs for children	High
Transportation accommodations for youths	High
Before/After School Activities (i.e. day care)	Medium
Civic events (i.e. concerts)	Medium
Adult programs	Medium
Senior programs	Low
Open Space/Trails	
Bike Trails/Lanes	High
Sidewalks connecting neighborhoods	High
Pedestrian/bicycle linkages to downtown and parks	High
Wildlife/educational interpretive areas	Medium
Equestrian Trails	Low

Source: City of Woodinville, Carolyn Browne Associates, & EDAW, Inc., 1995.





Source: EDAW, Inc., 1995.

NOTE: Not to scale. Park size may vary in size from 5 to 25 acres.

Figure 7-2
Conceptual Community Park
Site Plan

Table 7-2 Spatial and Level of Service Park Standards for the City of Woodinville

Recreation Facility	Spatial Standard (radius in miles)	Level of Service Standard (20 year) (acres per 1,000 pop.)	Level of Service Standard (6 year)
Neighborhood Park	1/3	1.5	.72
Community Park	2	3.0	3

Source: City of Woodinville and EDAW, Inc.

Figure 7-3 shows the radius arcs for neighborhood and community parks, which include those schools adjoining the city limits that also serve city residents. With an area arc of 2 miles, community parks cover almost the entire city limits, with the exception of a small area on the western side of the Leota Neighborhood. Neighborhood Parks cover only a 1/3-mile radius and service only a few areas within the city limits. These areas clearly demonstrate that all of the residential neighborhoods are in need of neighborhood parks, particularly in the Leota and West Ridge Neighborhoods.

Existing recreation and open space resources for the city as a whole as well as for each residential neighborhood and their respective Level of Service is shown in Table 7-3. Currently the city has one neighborhood park, Woodinville Heights (0.6 acre), under development. Therefore, existing acreage is derived primarily from recreation facilities provided by the Northshore School District. There are 10 acres of neighborhood parks in the city. They are located in the Town Center (7 acres) and Leota (3 acres) Neighborhoods. Taken as a city-wide average, these 10 acres serve a population of 10,000 people for a Level of Service of 1.0 acre per thousand, which is less than the City's Level of Service goal of 1.5. Additionally, because neighborhood parks are designed to serve a population within a 1/3 mile radius, there are many residential neighborhoods not served by neighborhood parks.

7.3.4 Capital Funding for Park Development

The Growth Management Act requires that cities plan for future capital facilities, including parks. Capital funding can be obtained from a number of sources including the city's general fund account, State and Federal grants, and impact fees. However, impact fees can only be charged as related to new population and not be used to finance existing Level of Service deficiencies. The Capital Facilities Plan defines those projects which will be funded in the next six years. Funding for park facilities and programs is presented in the Capital Facilities Plan (see Chapter 10).

7.4 Plan Implementation and Monitoring

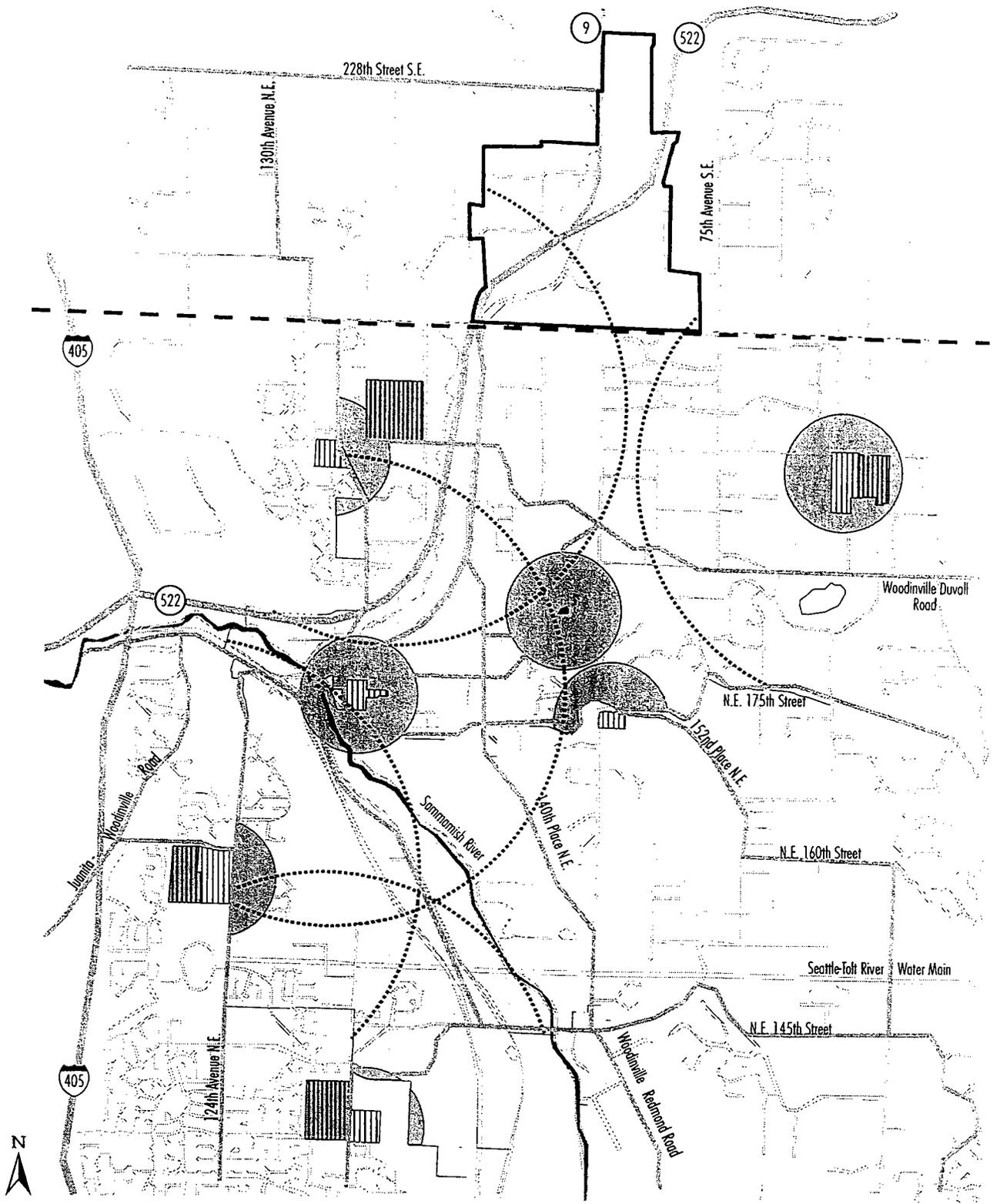
This section details the means of achieving the City of Woodinville's vision for parks. With limited revenue available, not all parkland and recreation programs can be realized immediately. However, this section provides a strategy for developing priorities, and identifying funding for acquisition, development, and maintenance. The implementation strategies outlined in this section will guide

Table 7-3: Existing Recreation and Open Space Resources for the City of Woodinville (by Neighborhood)

	City-wide	The Wedge	Leota	Town Center	West Ridge	Tourist District
<u>Population</u>						
Est. pop. by neighborhood	100%	19%	30%	20%	30%	1%
Total Est. Pop. Distribution	10,000	1,900	3,000	2,000	3,000	100
ACRES						
<u>Neighborhood Parks</u>						
City Neighborhood Parks	0.0	0.0	0.0	0.0	0.0	0.0
Exist. Elementary Schools	10.0	0.0	3.0	7.0	0.0	0.0
<i>Sub-total</i>	<i>10.0</i>	<i>0.0</i>	<i>3.0</i>	<i>7.0</i>	<i>0.0</i>	<i>0.0</i>
Level of Service¹	1.0	0.0	1.0	3.5	0.0	0.0
<u>Community Parks</u>						
City Community Parks	0.0	Determined at a city-wide basis only because of large service area				
Exist. Middle and High Schools	28.0					
<i>Sub-total</i>	<i>28.0</i>					
Level of Service¹	2.8					
<u>Trails</u>						
Sammamish Val. Trail (future)	0.0	0.0	0.0	0.0	0.0	0.0
Tolt Pipeline	9.0	0.0	0.0	0.0	9.0	0.0
Total	9.0	0.0	0.0	0.0	9.0	0.0
Level of Service¹	0.9	0.0	0.0	0.0	3.0	0.0
<u>Open Space</u>						
Open Space "Tracts"	39.1	1.1	15.3	12.9	9.8	0.0
Sensitive Areas ²	655.1	29.4	44.3	64.3	334.3	182.8
Total	694.2	30.5	59.5	77.2	344.2	182.8
Level of Service¹	69.4	16.0	19.8	38.6	114.7	1828.3

Notes:

- 1). Acres per 1,000 Population
- 2). Includes wetlands, streams, and steep slopes (which includes the Puget Power electrical utility corridor in West Ridge).



Source: City of Woodinville and EDAW, Inc., 1995.

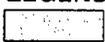
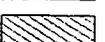
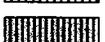
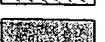
	City Limits		Neighborhood Park
	Elementary Schools		Community Park
	Junior High & High Schools		1/3 Mile Radius
			2 Mile Radius

Figure 7-3
Spatial Arcs for
Existing and
Planned Parks

development of recreation facilities and programs identified for funding in the Capital Facilities Plan.

7.4.1 Implementation Strategies

1. Pursue a Memorandum of Understanding/Agreement with the local school districts so that school recreation facilities and open space are available to Woodinville residents and to partially satisfy Level of Service acreage requirements.
2. Draft a City ordinance to collect park impact fees for new development.
3. Pursue park land acquisition and development based on facility priorities and spatial and Level of Service standards.
4. Actively pursue alternative funding opportunities for parkland development and recreation programs. Funding sources might include:
 - General obligation bonds
 - Councilmatic bonds
 - Real Estate Excise Taxes
 - Washington Interagency Committee grants for outdoor recreation including the Land and Water Conservation Fund Program and the Urban Wildlife Habitat Program.
 - Sales Tax
 - Intermodal Surface Transportation Efficiency Act Federal Highway Administration/Washington Department of Transportation Grants
 - General fund
 - Development mitigation
 - In-kind dedication
 - Volunteerism
 - Donations
 - Adopt-a-Park programs
 - Gift catalogues
 - Foundation grants
 - Lease agreements
 - Partnerships
5. Pursue long-range partnering strategies with local organizations such as the YMCA, the King County Parks and Recreation Department, and the Northshore School District to develop top and medium priority activities and programs as identified above (see Table 7-1).

6. Consider proposed annexations that include open spaces and agricultural lands to provide buffers between urban and rural areas and to provide open space within city limits.
7. Establish and implement a strategy to acquire, develop, and manage park facilities and programs using city staff resources and contract services.
8. Establish a policy(s) and procedures for private property dedication for park land within the city.
9. Develop incentives in the zoning code to encourage private developers to include on-site recreation facilities in their developments.
10. Include acquisition, development, maintenance guidelines, procedures, and budget when preparing master plans for future neighborhood and community parks.
11. Establish interagency agreements with the Seattle Water Department and Puget Power to develop new trails and enhance existing trails along their respective utility corridors.
12. Establish working relationships with other public agencies to promote the acquisition, development, and management of high demand recreation facilities.
13. Allocate resources for park and recreation facilities that place early emphasis on the acquisition of land for park sites while they are still available. Property should be sought in locations not currently served by the existing facilities.
14. Identify and design a community oriented local trail system including 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.
15. Maintain existing public access to the Sammamish River and provide or acquire and develop additional access points to ensure the use of this river as a trail corridor and recreation area.
16. Negotiate with King County to obtain appropriate recreation facilities per their Executive Proposed Park, Recreation, and Open Space Plan (1995) in exchange for correction of historic park and recreation deficiencies in the area.
17. Create a Parks, Recreation, and Open Space Master Plan that identifies recreation needs and opportunities for the community and that recommends future facilities.

18. Create a Parks and Recreation Commission.

7.4.2 Monitoring

1. Establish a system to consistently gather, document, and report recreation service demand and historical information to substantiate needs for increased funding and update the 1995 Recreation Needs Assessment Survey.
2. Identify, record, and track all remaining undeveloped properties in the City and pursue acquisition and development of those parcels that satisfy current or future park needs as identified.
3. Review annually the goals, objectives, and strategies of this Parks, Recreation, and Open Space Element in conjunction with review of the Capital Facilities Plan.
4. Monitor and update annually the strategy to acquire, develop, and manage park facilities and programs (Implementation Strategy #7).



Appendix 7 Parks, Recreation and Open Space

APPENDIX 7 PARKS, RECREATION AND OPEN SPACE

A-7.1 Introduction

Generally, parks can be identified in one of the three categories: (1) developed active, (2) developed passive, and (3) natural open space. Developed active parks are a recreation function typically provided by cities and counties that usually include ballfields, playgrounds, picnic areas, and other more structured recreation activities. Developed passive parks are also a recreation function provided by city and counties that include more unstructured recreation such as open turf and trails. Natural open space when provided by counties and environmental organizations (i.e., The Nature Conservancy) typically has a conservation purpose such as habitat interpretation and wildlife preservation.

All three types of parks constitute an essential quality of life element to any community. They provide opportunities for recreation, an appreciation of the natural environment, and a means to reinforce family and community ties. In recent years, a number of significant shifts have occurred in attitudes about recreation. Recreation is increasingly viewed as an important factor in maintaining adult health—both physical and mental. It is perceived as more than just a weekend activity. Recreation is an integral and necessary element of adolescent and adult life to be incorporated into a daily routine. A critical element of this Comprehensive Plan will be to establish a recreation standard that is best suited for the City of Woodinville, based on Woodinville's unique characteristics, needs, interests, and fiscal resources.

This section provides an overview of existing park conditions both by agency/organization and by type. It begins with a discussion of park classifications and comparison of Level of Service standards for surrounding cities. This is followed by a discussion of existing park resources and Level of Service conditions both for the City of Woodinville and the Woodinville Planning Area. This section concludes with a discussion of trends and projections and planning implications related to park, recreation, and open space development.

Park and recreation space requirements are often determined through standards as a goal to ensure sufficient land or recreation area for a full range of facilities and activities for the community. Given the acceptance of use and the influence of standards on the acquisition and development of park land and their use as a measure of performance and program effectiveness, the population ratio (acres of park land per 1,000 people) standard is the most accepted and defensible. Therefore, this classification system is used throughout the section for determining Level of Service standards.

A-7.2 Classification for Parks and Open Space

Park and open space standards address community-wide spatial requirements based on community goals, recreation demand, and fiscal and geographic resources. Table A7-1 provides a classification for specific kinds of park and recreation areas and includes nationally accepted park Level of Service

Table A7-1: Classification System for Local and Regional Recreation and Open Space

COMPONENT	USE	SERVICE AREA	DESIRABLE SIZE	ACRES/ 1,000 POP	DESIRABLE SITE CHARACTERISTICS
LOCAL/CLOSE-TO-HOME SPACE:					
Mini Park	Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens	Less than 1/4 mile radius	1 acre or less	1/4-1/2	Within neighborhoods and in proximity to apartment complexes, townhouse development or housing for the elderly.
Neighborhood Park/ Playground	Area for more intensive recreational activities, such as field games, court games, crafts, playground apparatus area, skating, picnicking, wading pools, etc.	1/4 to 1/2-mile radius to serve a population up to 5,000 (a neighborhood).	1-10 acres	1.0-2.0	Suited for moderate to intense development. Easily accessible to neighborhood population; geographically centered within safe walking and bike access. May be developed as a school park facility.
Community Park	Area of diverse environmental quality. May include areas suited for intense recreational facilities, such as athletic complexes, large swimming pools. May be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, picnicking. May be any combination of the above, depending on site suitability and community need.	Several neighborhoods. 1 to 2 mile radius.	5-25 acres	5.0 - 8.0	May include natural features, such as water bodies, and areas suited for intense development. Easily accessible to neighborhood served.
Total Local/Close-to-Home Space				6.25 - 10.5	
REGIONAL SPACE					
Regional/ Metropolitan Park	Area of natural or ornamental quality for outdoor recreation, such as picnicking, boating, fishing, swimming, camping, and trail uses; may include play areas.	Several communities. 1 hour driving time.	50-200 acres.	5.0 -10.0	Contiguous to or encompassing natural resources.
Regional Park Reserve	Area of natural quality for nature-oriented outdoor recreation, such as viewing, and studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, fishing, boating, camping, and trail uses. May include active play areas. Generally, 80% of the land is reserved for conservation and natural resource management, with less than 20% used for recreational development.	Several communities. 1 hour driving time.	200-1,000 acres; sufficient area to encompass the resource to be preserved and managed.	Variable	Diverse or unique natural resources, such as lakes, streams, marshes, flora, fauna, topography.
Total Regional Space				15 - 20	

Table A7-1: Classification System for Local and Regional Recreation and Open Space (continued)

COMPONENT	USE	SERVICE AREA	DESIRABLE SIZE	ACRES/ 1,000 POP	DESIRABLE SITE CHARACTERISTICS
LOCAL/REGIONAL UNIQUE TO EACH COMMUNITY					
Linear Park	Area developed for one or more varying modes of recreational travel, such as hiking, jogging, biking, snowmobiling, horseback riding, cross-county skiing, canoeing, and pleasure driving. May include active play areas and vista points.	No applicable standard.	Sufficient width to protect the resource and provide maximum use and travel width.	Variable	Built or natural corridors, such as utility rights-of-way, water courses, vegetation patterns, and roads, that link other components of the recreation system or community facilities, such as other parks, schools, libraries, commercial areas and abandoned rail lines or ROW's.
Special Use	Areas for specialized or single purpose recreational activities, such as golf courses, nature centers, marinas, zoos, conservatories, arboreta, display gardens, arenas, outdoor theaters, gun ranges, or downhill ski areas, or areas that preserve, maintain, and interpret buildings, sites, and objects of archaeological significance. Also plazas or squares in or near commercial centers, boulevards, parkways.	No applicable standard.	Variable depending on desired size.	Variable	Within communities
Conservancy/ Open Space	Protection and management of the natural/cultural environment with recreation and interpretive use as a secondary objective.	No applicable standard.	Sufficient to protect the resource.	Variable	Variable, depending on the resource being protected.

Source: National Recreation and Park Association, *Recreation, Park, and Open Space Standards and Guidelines*, 1983 and EDAW, Inc.

standards (National Recreation and Park Association, 1983). These classifications address function, design, intended use, resource characteristics, and preferred location. This classification system uses terminology most commonly found within the park and recreation profession. It is important to note that these national standards should be used as a general guide and that specific standards for the City of Woodinville may or may not be the same.

As a comparison to National Level of Service standards of existing and anticipated recreation level of service, Table A7-2 shows park acreage per 1,000 population for four cities in the surrounding area. This comparison is made for three types of parks; neighborhood, community, and regional.

As Table A7-2 demonstrates, there is a wide range of both existing and planned recreation development among various municipalities. As a general rule, the existing Level of Service standards for all cities shown are below the national standards and that city's goals. Given the fact that parks are expensive to develop and maintain, and the lack of sufficient funds in city governments, this deficiency is not unexpected. However, it does reinforce importance placed on the need to establish realistic park and recreation Level of Service standards based on the recreation priorities expressed by the community.

A-7.3 Existing Conditions

Recreation resources within the Woodinville Planning Area are operated by the City of Woodinville, King County, the Northshore and Lake Washington School Districts, and other private organizations. Snohomish County currently does not have any parks located within the Woodinville Planning Area.

A summary of park resources by each of these agencies/organizations is described below. A list of existing and proposed recreation resources within the Woodinville Planning Area is shown in Table A7-3. The location of county parks in the Woodinville Planning Area is shown in Figure A7-1. The location of open space and public schools in the Woodinville Survey Area is shown in Figure A7-2.

A-7.3.1 City of Woodinville

Currently, the City of Woodinville is planning and/or developing one community park, one neighborhood park, and one trail.

The Jerry Wilmot Green Gateway Community Park is a community park located west of 131st Avenue NE. This vacant 3.7 acre site has frontage along the Sammamish River Trail. The City is currently developing this park (see Figure A7-1).

Woodinville Heights is a small neighborhood park located in the Woodinville Heights subdivision (eastern portion of the Town Center Neighborhood) on 146th Avenue NE. This 0.57 acre park will contain a small tot lot and passive open space.

Table A7-2: Comparison of City Park Acres per 1,000 Residents

City	Neighborhood Park	Community Park	Regional Park
<u>Woodinville</u>			
Existing	0	0	0
Goal	--	--	--
<u>Bellevue</u>			
Existing ¹	n/a	n/a	n/a
Goal	2	13	13
<u>Bothell</u>			
Existing	1.93	1.40	1.10
Goal ²	6.75	2.25	.75
<u>Kirkland³</u>			
Existing	1.3	1.61	6.5
Goal	1.0	1.58	5.7
<u>Mill Creek⁴</u>			
Existing	1.0	0	0
Goal	2.0	3.0	3.0
<u>Redmond</u>			
Existing	1.0	3.0	2.5
Goal	1.0-2.0	5.0-8.0	2.5
Standard ⁵	2.0	5.0	10

Notes:

¹ Existing park acreages for City of Bellevue are calculated for each planning sub-area and are not readily available for the City as a whole.

² Based on Park Board/Planning Commission recommendation.

³ Kirkland annexed additional territory in 1988 and found that maintaining the existing level of service for parks was not possible, due to the already-developed nature of the new acquisitions. Hence, the goals are lower for the expanded city than existing conditions.

⁴ Mill Creek combines community parks and regional parks, with the intention that an extended service area justifies lower goals for level of service. The city currently has no funding for a regional park.

⁵ According to the National Recreation and Park Association, "Recreation, Park and Open Space Standards and Guidelines," 1983.

Sources: Bothell Comprehensive Plan, Kirkland Parks Dept. - Mark Conley; Mill Creek Parks Dept. - Tom Rogers; Redmond Parks Dept. - Roy Laner; Issaquah Parks Dept. - Alan Haywood.

Table A7-3: Existing and Proposed Recreation Facilities in the Woodinville Planning Area

NAME	LOCATION	ACRES	PARK TYPE	FACILITIES
<u>WOODINVILLE</u>				
Green Gateway ¹	131st Avenue	3.7	Community	Picnic tables, non-motorized boat launch, picnic shelters, historic site interpretive facility, open space, play area, horse saddling area, parking.
NE 145th Street Trail ¹	NE 145th Street	2.3 ²	Linear	Road separated pedestrian/equestrian trail west from Hollywood School House, parallel NE 145th Street, and north to the Tolt Pipeline Trail.
Woodinville Heights ¹	146th Avenue NE	.6	Neighborhood	
Woodinville Sub-Total		6.6		
<u>KING COUNTY</u>				
132nd Square Park	SW of NE 132nd Street and 132 Place NE	9.4	Neighborhood	Ballfields, football/soccer/track field, picnic tables, restrooms, play area.
Basset Pond	NE 165th Street and 179th Avenue NE	32	Undeveloped	-
Cottage Lake Park	Woodinville-Duvall Rd.	21	Community	Fishing, lake swimming, boat dock, handball court, picnic tables, tennis courts ³ , amphitheater ³ , picnic shelter ³ , repair of swimming pool. ³
Daniel Creek Park	Woodinville-Duvall Rd.	18	Neighborhood	Picnic tables, trails
East Norway Hill Park	124th Avenue NE and NE 155th Street	26	Community	1 soccer field
Gold Creek Park	16020 -148th Avenue NE	38	Community	Picnic area
Kingsgate Park	NE 140th Street and 116th Avenue NE	6	Neighborhood	Trails
Northshore Athletic Fields	NE 145th Street and Woodinville-Duvall Rd.	20	Community	5 softball/baseball fields
Waterford Park	131st Avenue and 171st Street	4.1	Neighborhood	Tennis court, ball court, parking, river trail access
Sammamish River Trail	Sammamish River	57	Linear	2-way paved trail for biking, walking, jogging, and equestrian use ⁴ .
Sixty Acres Park ⁵	NE 116th Street and Sammamish River	60	Community	12 football/soccer fields
South Norway Hill Park	124th Avenue NE and NE 145th Street	9.8	Undeveloped	-
King County Sub-Total		321.3		

Notes:

¹ Proposed

² Assumes .75 miles long with a right-of-way of 25 feet..

³ Proposed improvements as part of the Draft Cottage Lake Park Master Plan (King County, 1994).

⁴ King County is currently considering a plan to develop a separate soft trail for equestrian and jogging use on the west side of the Sammamish River.

⁵ A portion is located within the City of Redmond.

Table A7-3: Existing and Proposed Recreation Facilities in the Woodinville Planning Area (continued)

NAME	LOCATION	ACRES	PARK TYPE	FACILITIES
SCHOOLS⁶				
Woodinville High School	19819-136th Avenue NE	18	Neighborhood	Football/soccer/track field, baseball/softball fields, tennis courts.
Wellington Elementary/ Leota Junior High	16501 NE 195th/ 19301-168th Avenue NE	14	Neighborhood	Football/soccer/track field, baseball/softball fields, tennis courts, playground equipment.
Northshore Junior High/ Woodmoor Elementary	SW of 160th Street and 124th Avenue NE	9	Neighborhood	Football/soccer/track field, baseball/softball fields, tennis courts, playground equipment.
Kamiakin Junior High	SW of 144th Street and 132nd Ave NE	14	Neighborhood	Football/soccer/track field, tennis courts, ball fields.
Woodin Elementary	12950 NE 195th Street	7	Neighborhood	Ballfields, playground equipment
Hollywood Hill Elementary	17110-148th Avenue NE	5	Neighborhood	Ballfields, playground equipment
John Muir Elementary	14012-132nd Avenue NE	4.5	Neighborhood	Playground equipment, ball field, running track
Sunrise Elementary	172nd Avenue NE	n/a ⁷	Neighborhood	Playground equipment
Bear Creek Elementary	NE 183rd Street	4	Neighborhood	Ballfields
Maltby Elementary	SW corner of NE 212th Street and 99th Avenue (Snohomish County)	4	Neighborhood	Ballfields, playground equipment
Schools Sub Total		79.5		

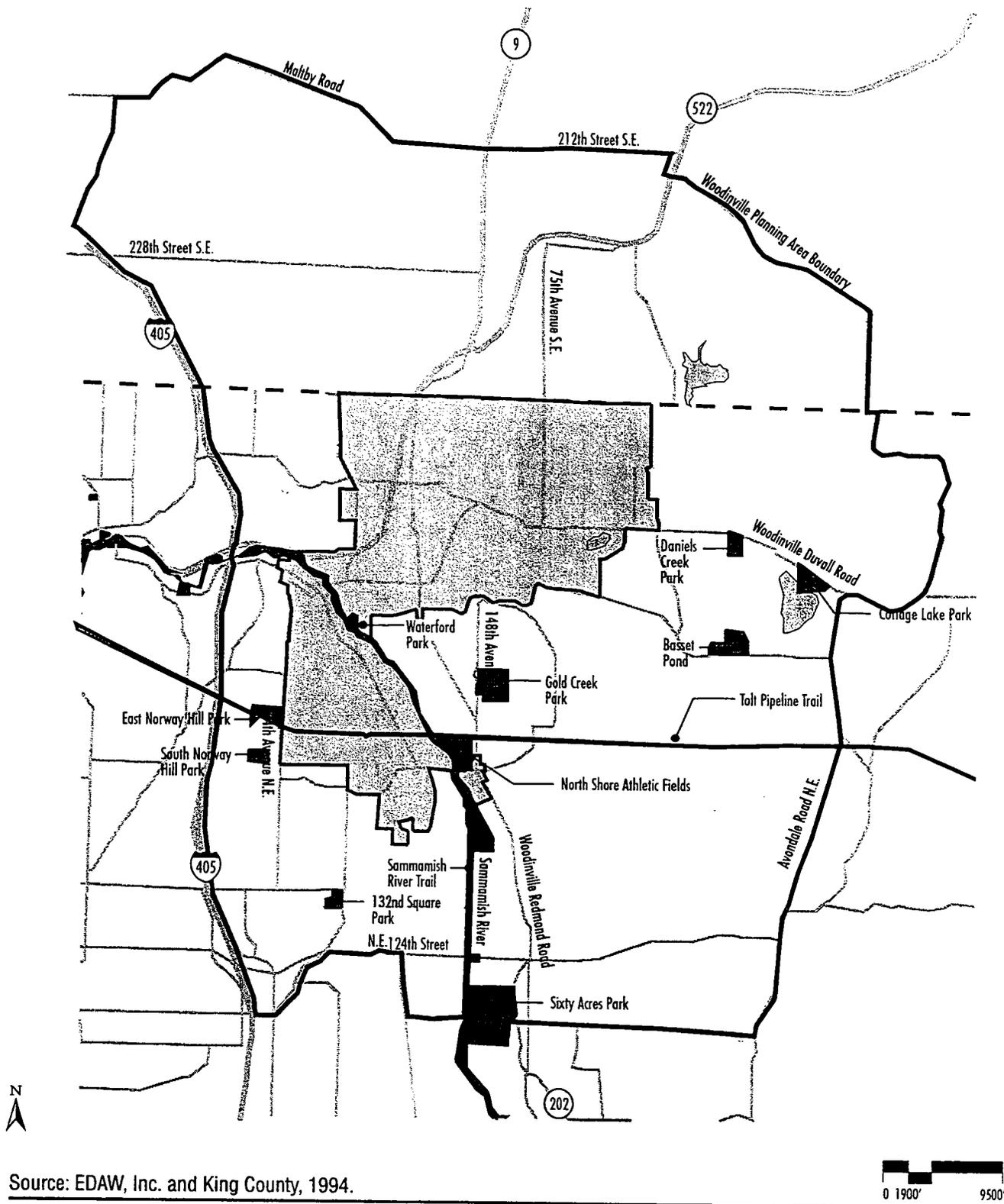
Notes: ⁶ Acreages for schools were calculated using a planimeter and aerial photographs and include only outdoor recreation facilities (i.e., ballfields, tennis courts)..

⁷ Not Available - aerial photographs did not include this school.

Table A7-3: Existing and Proposed Recreation Facilities in the Woodinville Planning Area (continued)

NAME	LOCATION	ACRES	PARK TYPE	FACILITIES
PRIVATE/OTHER				
Ste. Michelle Winery	14111 NE 145th Street	n/a ⁸	Special Use	Picnicking, landscaped park, outdoor amphitheater
Columbia Winery	14030 NE 145th Street		Special Use	Picnic area
Redhook Brewery	North of NE 145th Street		Special Use	Beer garden
Gold Creek Equestrian Center	16528-148th Avenue NE		Special Use	Stables, riding arena
Gold Creek Tennis and Sports Club	15327-140th Place NE		Special Use	Pool, golf driving range, jogging track
Wellington Hills Country Club			Special Use	Golf course, club house
Tolt Pipeline Trail		35	Linear	Regional trail for pedestrian, equestrian use
OPEN SPACE				
Lands Purchased Under the Farmland Preservation Act	Sammamish River Valley	673	Open Space/ Conservancy	None
Lands zoned for agriculture and Not Purchased Under the Farmland Preservation Act	Sammamish River Valley	210	Open Space/ Conservancy	None
King County Lands Designated Rural Buffer	Sammamish River Valley	612	Open Space/ Conservancy	None
Open Space Sub-total		1,495		
TOTAL		1,933.3		

Notes: ⁸ Private recreation facilities may include a mix of recreation and non-recreation activities and therefore, acreages have not been calculated.
 Source: EDAW, Inc., City of Woodinville, and King County



Source: EDAW, Inc. and King County, 1994.

LEGEND

-  County line
-  Woodinville City Limits
-  King County Parks

**Figure A7-1
County Parks in the
Woodinville Planning Area**



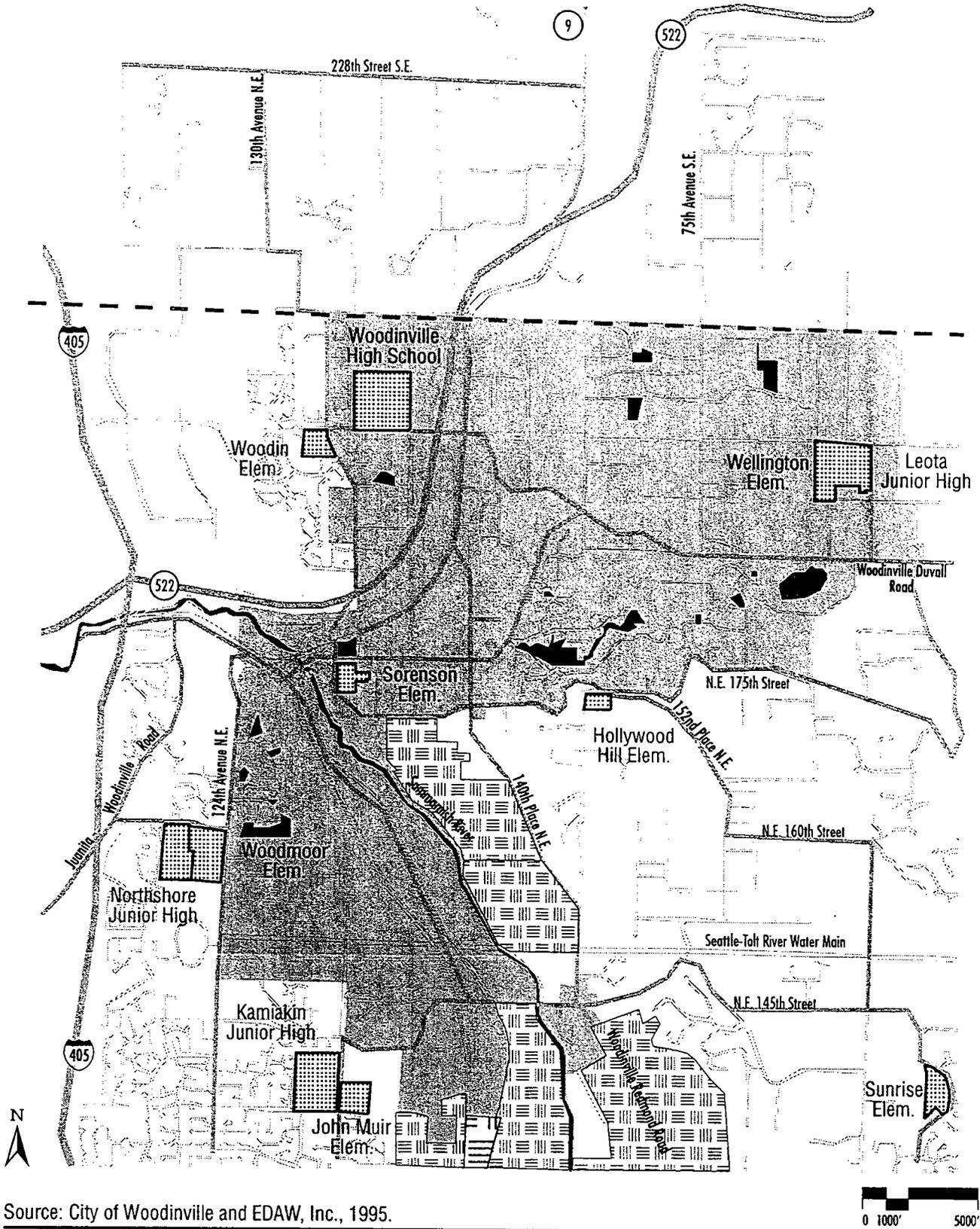


Figure A7-2
Open Space and Public Schools
in the Woodinville Planning Area

LEGEND

-  City of Woodinville
-  Schools
-  Open Space
-  Agriculture/Private Undeveloped
-  County Line



The Woodinville Valley Trail is currently being proposed by the City as a pedestrian/bicycle trail from 148th Avenue NE west along NE 145th Street (State Route 202) and north along Woodinville-Redmond Road to the Tolt Pipeline Trail. This trail will be separated from the street and include a bridge over the Sammamish River and a railroad crossing over the Burlington Northern tracks. The path is intended to improve unsafe pedestrian conditions along State Route 202 as well as provide a linkage between the Sammamish River Trail and the Tolt Pipeline Trail.

Development of all three of these parks is contingent upon a number of factors, including funding both by City of Woodinville and outside sources.

A-7.3.2 King County

Within the Woodinville Planning Area and outside of the city limits of Woodinville, there are 11 parks that comprise a total of approximately 321 acres. Of these, there are two undeveloped parks (41.8 acres), three neighborhood parks (38.5 acres) five community parks (165 acres) and one linear park (57 acres).

The Sammamish River Trail, is a regional pedestrian, biking, equestrian trail, from Marymoor Park in the City of Redmond along the Sammamish River to the City of Bothell. Within the Woodinville Planning Area, the trail extends approximately 4.75 miles. Currently, there is one trail along the eastern bank of the river. Future plans call for the development of a second soft trail on the west side of the river that would be dedicated for pedestrian/equestrian/jogging use. At that time, the eastern trail would be focused on wheeled use (biking, rollerblading, etc.). As proposed by King County in their Executive Proposed Parks, Recreation, and Open Space Plan (1995), the County intends to continue stewardship of the regional trail system.

There are also a number of county ball fields located in the southern end of the Woodinville Planning Area. The largest of these is Sixty Acres Park with 12 football/soccer fields and Northshore Athletic Fields with five softball/ baseball fields.

A-7.3.3 Schools

Within and adjacent to the Woodinville Survey Area, there are eleven schools providing approximately 80 acres of community playfield recreation, exclusive of building sites. This includes one high school, three junior high schools, and seven elementary schools. While schools do provide opportunities for recreation, public access is often limited due to recreation activities by the students and administrative and legal requirements.

A-7.3.4 Private/Other

There are six private and other recreation facilities in the Woodinville Planning Area. Ste. Michelle Winery has an outdoor amphitheater that is very popular for concerts as well as landscaped grounds and an historic house that is popular for social events such as weddings. Gold Creek Equestrian Center provides stables

and a riding arena and Gold Creek Tennis and Sports Club has a pool, golf driving range, and jogging track.

Wellington Hills County Club, located in the Grace Neighborhood, is the only golf course located in the Woodinville Planning Area.

Traversing east to west across the southern portion of the Woodinville Planning Area (north of NE 145th Street) is the Tolt Pipeline Trail. This trail is owned and operated by the Seattle Water Department and is very popular for hiking, jogging, and equestrian use. However, access across State Route 202 and NE 148th Street is considered unsafe due to the lack of safe pedestrian crossings.

A-7.3.5 Open Space

Open space can generally be defined as those areas that have not been developed and are relatively natural in character. This includes Forested (trees) areas, Natural Open Area (grasslands), and Waterways (lakes, streams, etc.). In addition, open space may also include areas that have been only minimally disturbed such as pasture land and agriculture fields. For the purposes of this analysis, open space has been defined as either resource conservation open space or open space "tracts." Each of these types are further described below.

A-7.3.5.1 Resource Conservation Open Space

Resource Conservation Open Space in the form of undeveloped sensitive areas and agricultural land, exists throughout the Woodinville Planning Area. These undeveloped lands are typically associated with one or more environmental sensitivities (i.e., wetlands, steep slopes) that precludes their development. This type of open space provides a visual variety and relief from developed areas, protects environmentally sensitive resources, provides wildlife habitat, and fosters opportunities for passive outdoor recreation. Within the Woodinville Planning Area and outside the City limits, resource conservation open space exists in and around the Sammamish Valley, particularly east of the Sammamish River. Much of this land is in the floodplain and has been either purchased under the Farmland Preservation Act, is zoned for agriculture, or is designated as a Rural Buffer by King County. The land included in the Farmlands Preservation Program remains in private ownership, but development is restricted to agricultural use. In 1989, the Resources Areas Zoning Program was adopted by the King County Council to implement forestry and agricultural policies of the County's 1985 Comprehensive Plan. This program is accomplished through the establishment of large minimum lot sizes, careful designation of permitted land uses, and the use of buffer areas to help negate nuisances and trespass claims.

Within the City limits, a large majority of resource conservation open space areas are located in environmentally sensitive areas such as stream buffers, wetlands, and hazardous geologic areas. City sensitive area regulations limit or in some cases prohibit development in these areas (see Figures 1-5 and 1-6).

A-7.3.5.2 Open Space “Tracts”

Open space “tracts” are areas within residential subdivisions that have been set aside as undevelopable open space areas as part of the development requirements. These “tracts” were identified from assessor’s maps as part of the land use survey. These “tracts” are either publicly owned by either King County or the City of Woodinville, or communally owned by the residents of the subdivision.

These open space “tracts” have specifically been identified because they represent an opportunity by the City of Woodinville to develop mini parks or small neighborhood parks/playgrounds for use by the surrounding community. The first of this type of park development is currently being developed by the City of Woodinville in the Woodinville Heights subdivision located near 146th Avenue NE. The location of this and other isolated open space parcels and school sites are shown in Figure A7-2.

A-7.3.6 Park Level of Service Standards

Existing recreation facilities for both the City of Woodinville and the Woodinville Planning Area and national Level of Service standards are shown in Table A7-4. Including public schools, there are approximately 39 acres of neighborhood parks/playgrounds. Schools serve to meet some, but not all, of the recreation needs of the city. This results in a user ratio of 4.54 acres per thousand residents, as compared to the national standard of 1.0 to 2.0 acres/thousand residents. Within the Woodinville Planning Area, mini parks and regional parks are below the national standards.

Table A7-4 Existing Recreation Facilities and Level of Service Standards for City of Woodinville and the Woodinville Planning Area¹

Park Type	City of Woodinville		Woodinville Planning Area		National Standard ² (acres/1,000)
	Acres	Acres per 1,000 ³	Acres	Acres per 1,000 ⁴	
Neighborhood Park					
Without Public Schools	0.6	0	34.2	.8	1.0 to 2.0
With Public Schools	39.6	4.54	112.9	2.65	1.0 to 2.0
Community Park	3.7	0	168.7	3.95	5.0 to 8.0
Linear	20.6	2.40	92	2.16	Variable
Special Use	N/A	N/A	N/A	N/A	Variable
Conservancy	0	0	N/A	N/A	Variable

Notes:

¹ Because Regional Parks and Regional Reserves are generally defined as being within one hour driving time, they are located outside of the Woodinville Planning Area and therefore are not included in this table.

² National Recreation and Park Association, 1983.

³ Based on a 1990 population estimate of 8,587 people.

⁴ Based on a 1990 population estimate of 42,675 people.

Source: EDAW, Inc. and King County, 1994

A-7.4 Trends and Projections

The city is currently pursuing the development of three park projects within the city limits. The development of these parks will address only part of the recreation demand within the city limits.

As population increases, additional recreation demand will occur. According to population forecasts by the Puget Sound Regional Council, the population in the City of Woodinville is projected to increase from 8,590 (1990) to 13,490 people by the year 2010. This additional 4,900 people (57 percent increase) will result in additional park and recreation demand in the neighborhoods of Woodinville (see Table A7-5).

Table A7-5 City of Woodinville Net New Park Demand (1990-2010)¹

Park Type	National Standards ² Acres/1,000	Acres Needed
Mini Parks	.25 to .5	1.25 - 2.5
Neighborhood Parks	1.0 to 2.0	5 - 10
Community Parks	5.0 to 8.0	25 - 40

Notes:

¹ Based on Puget Sound Regional Council population increase estimates of 4,900 by the year 2010.

² National Recreation and Park Association Level of Service Standards

Source: EDAW, Inc.

A-7.5 Planning Implications

Park and recreation services are considered community services. While national standards should apply in communities of all sizes, the reality often makes it difficult to apply such standards without some adjustment to local conditions. The uniqueness of every community, due to differing geographical, cultural, climatic, and socioeconomic characteristics, makes it necessary that every community develop its own standards based upon locally available recreation resources and opportunities.

The Growth Management Act requires plans to forecast future need for capital facilities, including parks. In order to do so, a standard for the level of service should be developed that is fiscally responsible. Several criteria should be considered when developing these standards:

- They must reflect the needs of the people in the specific service area including demographics such as age and number of families;
- They must be tailored to the final urban growth area established as part of this Comprehensive Plan;
- They must accommodate future anticipated population growth; and
- They must be based on a sound analysis of the best available information.

In addition to setting a level of service standard, the mix of park types and their locations should be carefully considered so that parks are used effectively by the greatest number of people.

To further define the needs of the community over time, and to implement appropriate recreation resources best suited for the City of Woodinville, consideration should be given to the following:

- Conduct a survey of residents which may include focus groups, limited mail or phone survey, and community-based participation.⁶
- Validate Washington Statewide Comprehensive Outdoor Recreation Plan activity demand projections for Woodinville.
- Research funding sources from public and private entities and identify the willingness of residents to pay for new parks.
- Establish Level of Service guidelines which meet the needs of residents.
- Prioritize recreation needs and develop an action plan.
- Coordinate with school districts to explore additional public access to recreation facilities.

A-7.6 Summary of Countywide Planning Policies for Parks, Recreation, and Open Space

A-7.6.1 King County

Countywide policies regarding parks, recreation, and open space are addressed in Chapter IV—Community Character and Open Space, of the King County Growth Management Planning Council's Countywide Planning Policies, adopted July 6, 1992. The focus of these policies is to ensure that each jurisdiction provide linkages (open space corridors) between and within population centers with land useful for recreation, trails, wildlife habitat and connection of critical areas. The Countywide policies require jurisdictions to work cooperatively to identify and protect open space corridors as well as water bodies and rivers of the region.

Countywide policies provide guidance for countywide funding and require all jurisdictions to develop parks and open spaces as development and redevelopment occur. As part of this, jurisdictions are required to develop coordinated levels of service standards for the provision of parks and open space.

⁶Completed – See Executive Summary of the Recreation Needs Survey (Browne, 1995) in this Appendix.

A-7.6.2 Snohomish County

Snohomish County does not have Countywide policies relating to parks, recreation, and/or open space.

CAROLYN BROWNE ASSOCIATES
Community Involvement / Marketing Research

City of Woodinville
Survey of Public Recreation Attitudes and Needs

Conducted February 1995

EXECUTIVE SUMMARY

Prepared by

Carolyn Browne Associates



CITY OF WOODINVILLE
Survey of Public Recreation Attitudes and Needs
Conducted February 1995

INTRODUCTION AND METHODOLOGY

Purpose of the Study

The City of Woodinville has existed as an incorporated city for just two years. As a new municipality, the city government is striving to respond to the needs of its citizens. A significant portion of the city budget has been allocated for recreation needs. The amount of this funding is limited, but there is a commitment to allocate these recreational funds towards the activities and facilities deemed most necessary for the residents of the city.

In order to better understand public attitudes toward how recreation money should be used by city government, the City of Woodinville contracted with Carolyn Browne Associates, a Bellevue community involvement and marketing research consulting firm, to conduct a random sample survey of city residents.

These survey results will be used to guide the city staff in making appropriate decisions for the future facilities and service purchases for recreational activities for city residents.

Survey Design

Data collection for the survey consisted of interviews conducted with the male or female head of the household drawn at random. Interviewers were instructed to try to talk with about the same proportion of men and women. Most of the questions were structured to reflect the usage patterns for all of the members of the household; responses to questions relating to attitudes reflect the opinions of the person interviewed.

Respondents were asked several questions concerning the recreational activities of members of their household in the past year. In designing a survey questionnaire, it is understood that people provide far more accurate information about their current or past actual patterns than about their likely usage patterns in the future. Thus, the past usage patterns are interpreted as reasonably accurate indicators of future usage patterns of park facilities and recreational activities.

Survey Methodology

In late February and early March, 1995, telephone interviews were completed with 400 heads of households within the Woodinville City Limits. The sample was drawn, using a random system, from the Cole Directory (reverse listing directory) to ensure that all respondents reside within the City Limits of Woodinville. The sample of 400 provides data which is projectable to the total population from which it is drawn with an error range of +/- 5% with a 95% confidence. For example, when there is a simple yes or no question where 50% of the respondents say "Yes" and 50% say "No," in 95 out of 100 cases these answers will be the same for the entire population from which the

INTRODUCTION AND METHODOLOGY - CONTINUED

sample was drawn. Where the sample sizes are 200 (for certain population segments compared in this report), the responses will be accurate, at the same confidence level, with an error range of +/- 7.1%. Where data is reported based on sample sizes of less than 200, care should be taken in drawing conclusions as the error range increases sharply as the sample size drops below 200.

The telephone interviews were conducted from the supervised telephone bank of GMA Research, a Bellevue-based marketing research firm, from their Bellevue offices. Interviewers recorded responses on a CRT (Cathode Ray Tube) unit. Calls were monitored and validated throughout the data collection process. Interviewing was done from February 27 through March 6, 1995 during evening and weekend hours. The average length of each interview was 12 minutes. Interviewers were instructed to speak with the male or female head of the household.

Computer tabulation of the survey responses was completed by GMA Research. As part of the tabulation process, a code book for the open-end responses was prepared, and all of these responses were coded by a trained coder at GMA. Questionnaire design, coordination of the data collection and coding, analysis of the data and preparation of this report were done by Carolyn Browne Associates.

Definitions and Report Organization

This report focuses upon the responses from the "Total Sample" of Woodinville citizens who were interviewed, the "Frequent Park Visitors" (defined as having anyone in their household who had visited an Eastside Park 10 or more times in the past year), and "Households with" and "without Children" (under 18 years of age).

For purposes of simplicity, the City of Woodinville is referred to as "Woodinville" and does refer only to people currently living within the defined city limits. "Frequent Park Visitors" are defined in the previous paragraph; "Occasional Park Visitors" are respondents who had a household member visit an Eastside Park between one and nine times in the past year; "Park Visitors" include anyone in the sample who had a household member visit any Eastside Park within the past year."

Other cross tabulations are referred to within the report where there is a significant difference between specific population segments; however the tables for these additional comparisons is in a separate document referred to as "Complete Tables."

Tables documenting the information contained in this report follow each of the section headings. Detailed Survey Tabulations are in a separate bound volume. The Appendix at the back of the report includes a listing of the individual responses to open-end questions and a copy of the survey questionnaire.

SUMMARY

Major Themes

Several major themes are represented in the data collected from the Woodinville Recreation Survey:

- Parks are a significant concern for many Woodinville residents.
- Over half of the Woodinville households are frequent Eastside park visitors.
- When discussing park facilities and activities, Woodinville residents are most concerned about designing parks and programs that will benefit young people.
- In addition to facilities and activities that benefit youth, Woodinville residents are most interested in passive parks where the emphasis is on paths, picnic areas and natural environments.

Demographics of Frequent Park Users

Just over half (51%) of all Woodinville households are frequent Eastside park visitors, that is, someone in the household has visited an Eastside park 10 or more times in the past year. These Frequent Park Visitors tend to be in households:

- Headed by someone 25 to 54
- Where there are children
- Where children in the household are six to 12 years of age
- Where there is bicycle ownership
- Headed by someone who is a college graduate
- Where the annual household income is more than \$50,000

General Attitudes toward the City of Woodinville

Seven out of 10 Woodinville residents identify with a specific neighborhood within the city. Most residents (86%) can name at least one positive benefit about living in the city. The most appreciated characteristics of Woodinville are its small town atmosphere, rural character, friendly community feeling and slower pace of life, and its proximity to a large city.

A majority (55%) of city residents are unsure or unaware of the services being done for them by their city government. Of those who can point to city services being done well, most mention police protection; a few also mention road repair work, the job being done by the City Council and the efforts to involve citizens.

SUMMARY - CONTINUED

Residents of Woodinville are most concerned about poor traffic flow and traffic congestion in the city; a significant portion also believe more parks are needed and that it's important to preserve the small-town character of the community. Other issues mentioned include: Keeping out strip mall and big retail store development, providing better police service, improving the work of the City Council, developing a more pedestrian-friendly downtown, having a place for teenagers and doing a better job controlling growth.

Eastside Park Usage Patterns

Just over half (51%) of the Woodinville households are "Frequent Park Visitors", defined as having someone in the household who visited an Eastside park 10 or more times in the past year; 33% are "Occasional Park Visitors," making one to nine visits; while 16% say they did not visit any Eastside parks in the past year.

When visiting a park, the features that have been most appreciated are the trails, playgrounds for young children, large grassy areas for play, picnic areas, access to waterfront, and the beauty of the park and its natural environment.

Recreational Facilities Used in the Past Year

By far, the most important *outdoor* recreational facilities for all Woodinville households, but especially the Frequent Park Visitors and the Households with Children, are bicycle paths and pedestrian trails.

Frequent Park Visitors, who also tend to be the Households with Children, also utilize baseball fields, children's play equipment, picnic tables, outdoor swimming pools, waterfront pedestrian trails, and swimming and bathing beaches.

Nearly all Frequent Park Visitors (94%) use some type of outdoor recreational facility, but only 61% mention some indoor recreational facility used in the past year. The most commonly used indoor recreational facilities include: a health club, indoor swimming pool, gymnasium or recreation center.

Preferred Park Department Activities, Programs and Facilities

Woodinville residents are most concerned about obtaining facilities and developing park programs focused on the needs of young children and teenagers.

Given a list of six activities and programs and seven facilities choices, the respondents were overwhelmingly supportive of:

- | | |
|---|-----|
| • Activities for teenagers | 75% |
| • Summer programs for children | 68 |
| • Playgrounds for young children | 67 |
| • Education and recreation class for children | 56 |
| • A teen center | 54 |
| • Pedestrian paths and sidewalks | 52 |

SUMMARY - CONTINUED

Design Features Wanted in the New Downtown Woodinville Park

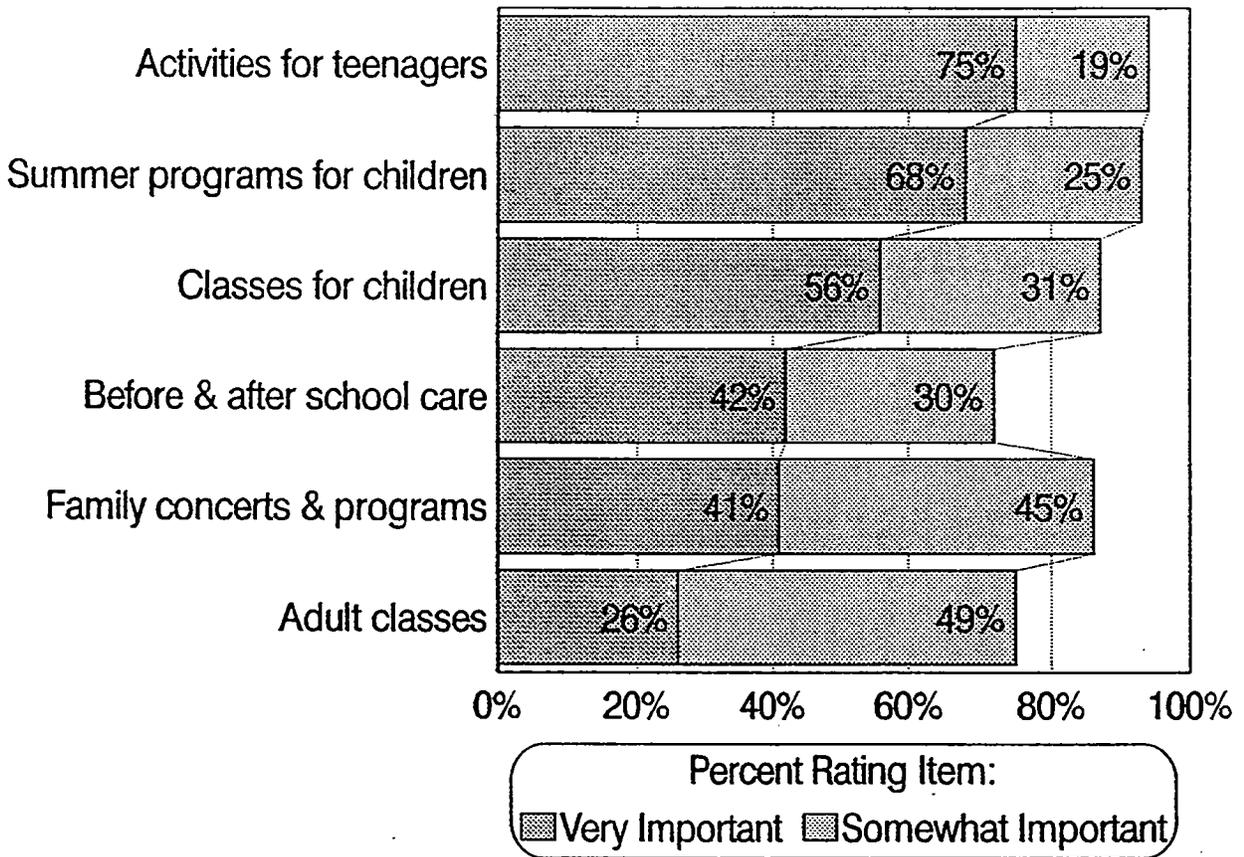
Plans for the new downtown park must include restrooms based upon the opinions expressed by Woodinville residents. Of the eight suggested design features, having a restroom was rated "Very Important" by 89% of those surveyed. The Very Important features preferred by a majority of the respondents include:

- | | |
|--------------------------|-----|
| • Restrooms | 89% |
| • Children's playgrounds | 77 |
| • Adequate parking | 71 |
| • Picnic tables | 60 |
| • Natural areas | 59 |

SUMMARY - CONTINUED

Woodinville Recreation Survey

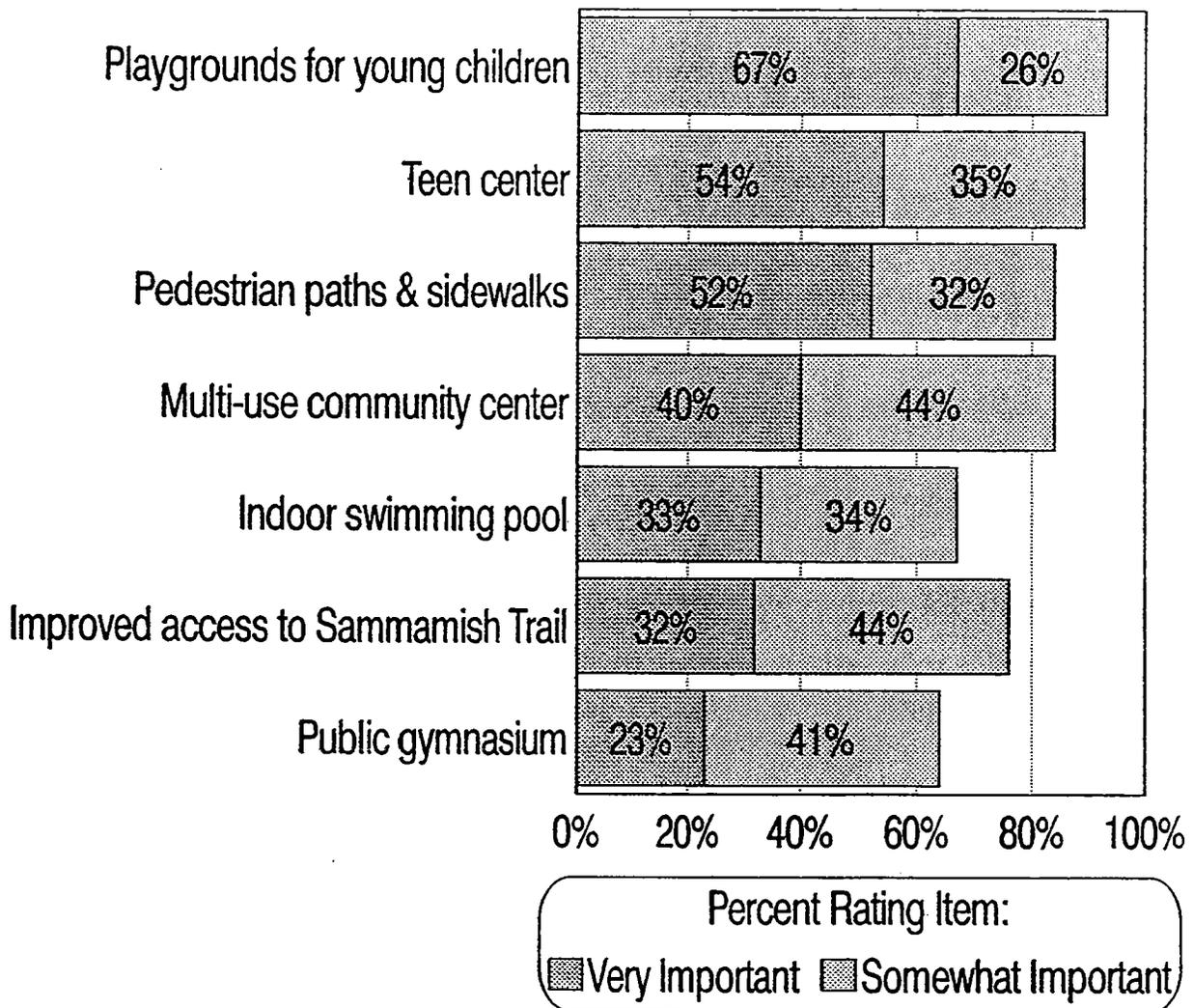
Proposed Park Department Activities and Programs



SUMMARY - CONTINUED

Woodinville Recreation Survey

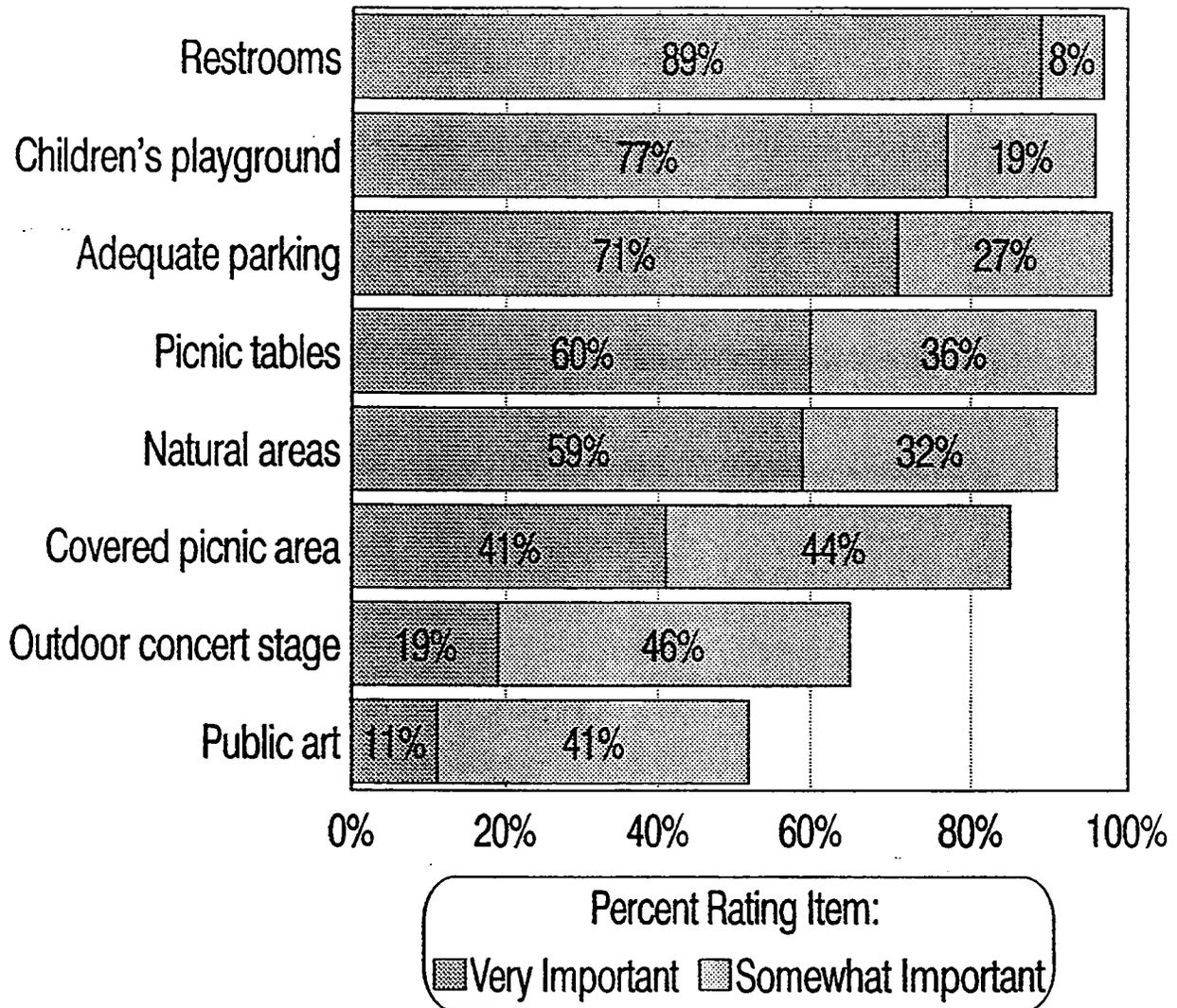
Preferred Use of Park Department Funds



SUMMARY - CONTINUED

Woodinville Recreation Survey

Preferred Design Features for the Downtown Park



Chapter 8 Community Design

CHAPTER 8 COMMUNITY DESIGN

8.1 Introduction

This Community Design Element is intended to address the three-dimensional, built environment. This includes the image and character of Woodinville's neighborhoods; the quality of buildings, streets, and public spaces; and the community's historical attributes.

This element is not meant to be free-standing; it complements a number of other elements. In particular, the elements concerning transportation, land use, and parks all have issues with facets involving community design. In addition, this element relates to the policies of the Economic Development Element in that the community's perceived strength is in part derived from its visual characteristics. Accordingly, policies regarding community design should be examined in the implementation of other parts of the Comprehensive Plan and vice versa.

A separate but related component to this element is the City's Interim Design Principles (March 1995). The Interim Design Principles provides specific design guidelines for all commercial development in Woodinville. It is intended to encourage developers to implement a full range of land uses in the creation of an inviting and friendly city center and neighborhood shopping areas that accommodate housing, retail, employment, and entertainment in a welcoming manner. The Interim Design Principles addresses specific community design issues such as site planning, pedestrian access, vehicular access and parking, building design, and landscape and site design. To ensure a consistent pattern of development, the Interim Design Principles and Community Design Element should be used contemporaneously when planning and analyzing new commercial development within the city.

8.2 Goals and Policies

GOAL CD-1: To promote an image of a visually cohesive community to residents and visitors.

Policies

- | | |
|--------|--|
| CD-1.1 | Develop identifiable gateways at significant portals to the city. |
| CD-1.2 | Encourage the preservation of valley vistas through design standards and other regulatory measures. |
| CD-1.3 | Promote an image of quality and distinction by blending the natural and built environments. |
| CD-1.4 | Promote development in the Town Center Neighborhood that reflects Woodinville's heritage and fosters a sense of community pride. |

- CD-1.5 Enforce visual character through use of adopted design review principles for commercial, industrial, and residential projects, except for single-family homes.

GOAL CD-2: To maintain the Northwest woodland character and heritage of Woodinville.

Policies

- CD-2.1 Identify and preserve historic buildings and sites which exemplify the heritage of the community.
- CD-2.2 Require native vegetation as a necessary component in the aesthetic and environmental quality of residential, industrial, and commercial areas.
- CD-2.3 Utilize trees and landscaping to mitigate environmental degradation and buffer surrounding land uses impacted by residential, industrial, and commercial activities.
- CD-2.4 Require street trees in all residential, commercial, and industrial development and redevelopment subject to a street tree plan and program developed by the City of Woodinville.
- CD-2.5 Require developments to retain existing significant vegetation, where feasible without affecting utilities, through regulations in the Woodinville Zoning Code.
- CD-2.6 City street standards are to conform to Woodinville Tree Board and National Arbor Society recommendations for an officially designated Tree City.
- CD-2.7 Archaeological resources in the City of Woodinville should be identified and protected through the site development review process.
- CD-2.8 Interpretive and educational programs to increase public awareness and appreciation of Woodinville's history and culture will be developed.
- CD-2.9 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.

GOAL CD 3: To promote quality design that preserves and enhances the character of the various neighborhoods of Woodinville.

Policies

- CD-3.1** Integrate new development with the existing character of the surrounding area when the existing development conforms to these goals and policies. The following factors should be considered during the development review process:
1. The architectural style of new development should take into consideration the residential architecture of the surrounding neighborhood in style, scale, and choice of materials.
 2. 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.
- CD-3.2** Include landscaping and accent planting in the design of streets.
- CD-3.3** Seek to visually integrate the various residential, commercial, and industrial areas of the city.
- CD-3.4** Develop a street tree plan and a program for each residential, commercial, and industrial neighborhood in the city.

GOAL CD 4: To create pedestrian friendly environments throughout Woodinville.

Policies

- CD-4.1** Promote the development of pedestrian amenities in and through Woodinville.
- CD-4.2** Create human scale pedestrian facilities in commercial and industrial areas.
- CD-4.3** Require appropriate design techniques in the development of pedestrian areas to provide for pedestrian safety.
- CD-4.4** Accommodate pedestrian traffic in the design of streets and building facades.
- CD-4.5** Promote pedestrian/bicycle connections to and through residential neighborhoods. 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 will be provided where possible.

CD-4.6

Encourage landscaping along the perimeter of residential, commercial, and, where appropriate, industrial land uses rather than fences, walls, or other structures that impede pedestrian travel. If fences or walls are planned, breaks for pedestrians should be included.

8.3 Plan Implementation and Monitoring

1. Revise site planning and design requirements in the regulatory codes to be consistent with the Community Design Element as well as the Interim Design Principles.
2. Establish sidewalk, street tree, and street furnishing standards for downtown Woodinville.
3. Work with Metro and the Woodinville Chamber of Commerce to provide specially designed transit shelters in downtown Woodinville.
4. Develop a prototype entry sign plan with guidelines to be developed at primary gateways into the city.
5. Identify specific sites and pursue necessary agreements (i.e., land purchase, easement, etc.) for the development of entry signs.
6. Adopt/amend tree preservation and planting standards within Woodinville.
7. Adopt code amendments as necessary to promote the goals and policies contained in this Community Design Element.
8. Adopt a street tree plan for the City of Woodinville.
9. Work with the Woodinville Historical Society to preserve historic and cultural resources.
10. Look at variety of traditional and non-traditional ways to provide pedestrian amenities and linkages.
11. Adopt a historic district overlay for parcels that are historically relevant to the city, such as, but not limited to, Mack's Corner, Chateau Ste. Michelle, and the Hollywood Schoolhouse.

Appendix 8 Community Design

APPENDIX 8: COMMUNITY DESIGN

This section provides an overview of community design characteristics in and around Woodinville. The discussion is organized around the nine neighborhoods defined as part of the land use and housing survey. Figure A8-1 shows the boundaries of these neighborhoods.

Community design is defined as that set of attributes, both man-made and natural, which combine to create a sense of place or uniqueness about a given geographical location. These attributes can include the widest possible range of detail, including, for example, 1) forest cover or lack thereof; 2) type of vegetation; 3) topography; 4) presence or absence of waterbodies; 5) presence of livestock; 6) land use; 7) building massing, scale, and height; 8) building age; 9) historical monuments; 10) typical building materials; 11) use of color; and 12) architectural detail.

Each neighborhood is distinct from the others in some sense. Identifying those distinct characteristics is important for the following reasons:

- a. To target policies which protect and reinforce important community attributes, such as places of historic value or valuable open space;
- b. To guide and direct future land use in keeping with desirable community characteristics;
- c. To foster a sense of community; and
- d. To focus efforts to guide urban or community design in a direction which will reinforce or unify the underlying character.

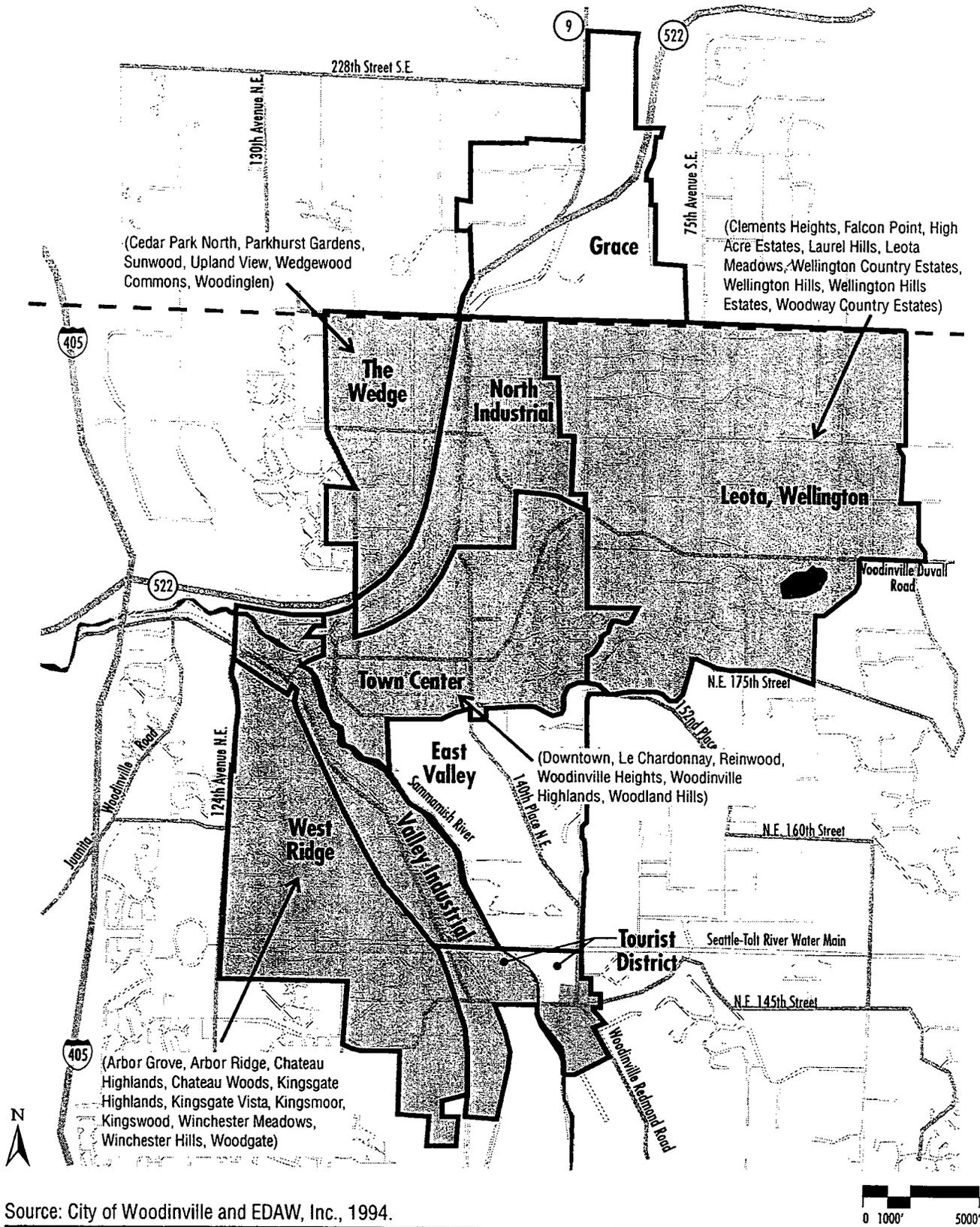
A-8.1 Existing Conditions

The City of Woodinville is located in north-central King County, about a forty-five minute drive northeast of downtown Seattle. Woodinville sits at the head of the Sammamish River Valley, where the north-flowing Sammamish River meets south-west flowing Little Bear Creek and their combined flows turn west towards Lake Washington. Agricultural lands cover the flat bottom of this valley, which ranges in width from 1/2 to 3/4 of a mile wide. The thickly forested (second growth) valley sides rise up about 500 feet to a plateau to the east, while the western slopes rise about 300 feet to a western ridge.

The Woodinville city limits encompass the Sammamish River Valley and a portion of the Sammamish plateau to the east. Vegetation is typical of the Western Hemlock zone of the lower west Cascades, with large second-growth forests dominated by Hemlock, Douglas Fir, and Red Cedar. Open land exists in the valley floors, which is maintained in open fields for agriculture, and in the newer subdivisions, where trees have not yet matured.

The main road through the Sammamish Valley is Woodinville-Redmond Road (State Route 202), a two-lane rural highway which extends from Woodinville south to the city of Redmond, at the head of Lake Sammamish. The other main highway through Woodinville is State Route 522, which passes through





Source: City of Woodinville and EDAW, Inc., 1994.

LEGEND

-  City of Woodinville
-  County Line

Figure A8-1
Woodinville Survey Areas
and Neighborhoods



Woodinville on its way from Bothell northeast to the town of Monroe. Interstate-405 runs north-south, one and a half miles west of Woodinville.

Although relatively small in area and population, the City of Woodinville is, in many ways, a microcosm of the Puget Sound area. Its particular combination of agriculture, industry, and residential areas, along with the developing town center, brings together the varied elements of the contemporary Puget Sound landscape. Commerce, industry, and agriculture remain on the valley floor, following the roads and river, while residential development occurs mostly on the valley sides and adjacent plateaus. Most residential development consists of single-family homes. Woodinville is a fairly new city, with very few historic buildings which pre-date World War II. It is also a city of balance, with a good mix of jobs in its industries, and fun, with its wineries and hot air balloons.

The geographic variations which have led to the distinctive landscape and variations in land use in Woodinville lends itself to division into neighborhoods. The following description of community design is divided into these nine neighborhoods, which are found in the study area.

A-8.1.1 Leota

Located in the northeastern corner of the City, the Leota area is the largest neighborhood in Woodinville (1,300 acres). Leota is bounded on the north by the Snohomish County Line, on the east by 170th Avenue NE, on the south by NE 175th/173rd Streets, and on the west by the North Industrial Neighborhood at approximately 148th Avenue NE. Occupying the wooded plateau to the east of the downtown area, Leota is a primarily residential area. A small Neighborhood Business district is located at the intersection of 156th Street and Woodinville-Duvall Road. The major thoroughfare through the Leota neighborhood is Woodinville-Duvall Road, which bisects the area in an east-west direction.

The predominate development in Leota are single-family dwellings built between the late 1960s through 1980, and sited on large wooded lots. Road patterns tend to be laid out in a partial grid, with few cul-de-sac developments.

There are no public parks or major public open space in this neighborhood. Leota Lake is a small private lake surrounded by residences with no public access. The main public facilities include Wellington Elementary School and Leota Jr. High School, which are located adjacent to one another on 195th Street. These schools are available for general public use on a limited basis.

A-8.1.2 The Wedge

The Wedge is a 312-acre, predominantly residential area, occupying the eastern part of the ridge to the northwest of downtown. State Route 522 forms the southern and eastern boundary of the Wedge, while the western boundary marks the beginning of the City of Bothell. The Snohomish County Line forms the northern boundary of the Wedge and the City of Woodinville. Land uses in this neighborhood are almost exclusively residential. The major transportation

connection of this area is 132nd Avenue NE south to downtown Woodinville and 195th to State Route 522.

The Wedge has developed more recently than Leota, which is reflected in the higher densities and cul-de-sac road layouts more typical of newer residential development. Extensive development of this character is also occurring immediately to the west, in the City of Bothell.

Woodinville Senior High School is the major public facility in The Wedge. It is an important public recreational facility for the community, with football and baseball fields, tennis courts, and a running track. Extensive tree cover exists throughout most of the neighborhood, although as newer, higher density developments occur, vegetation is being cleared.

A-8.1.3 West Ridge

The West Ridge area is predominantly residential, occupying approximately 638 acres of a wooded plateau west of the Sammamish Valley in the southwest corner of the City. The western border of West Ridge, as well as the city limits, is 124th Avenue NE; while the western spur of Burlington-Northern railroad marks the eastern boundary of the neighborhood. The southern boundary is less clearly defined, although it is generally south of 145th Street. This area reflects some of the growth pressures seen elsewhere in the region, with newer and higher density housing developments occurring.

Development in West Ridge includes a large wholesale nursery and a variety of residential developments. West Ridge includes some condominiums and rental units just west of downtown in this neighborhood; however, most housing consists of single family detached homes. Newer wood-frame houses with shake roofs contribute significantly to the character of the area. Although West Ridge is elevated above the valley floor, it has few opportunities for views of the wider landscape, due to its heavily wooded character. Substantial areas of open space and undeveloped land exist in this neighborhood, although much of the eastern half contains steep slopes and erosive soils.

In addition to the residential developments, a number of major utility and transportation corridors traverse this neighborhood, creating strong linear patterns on the landscape. The linear open spaces created by these corridors form notable landmarks and contribute to the character of the neighborhood. They include: the Seattle-Tolt River Water Main running east-west just north of 145th St., the Burlington-Northern Railroad running north-south just west of the Woodinville-Redmond Road, and a double set of 115-kilovolt transmission lines running north-south generally at mid-slope level.

A-8.1.4 Tourist District

The smallest neighborhood in Woodinville, the Tourist District encompasses 186 acres of the Sammamish Valley floor at the south end of the City. The neighborhood has been defined as the land within the city limits located south of the Seattle-Tolt River Water Main and east of the western spur of the Burlington

Northern Railroad line. Two large wineries and a major brewery create a regional tourist draw, and are responsible for its unique character, although the neighborhood itself consists of a variety of land uses.

The bridge over the Sammamish River at NE 145th St. provides one of only two public river crossing opportunities within the city limits. The river separates two distinct subareas within this neighborhood. The Chateau Ste. Michelle and Columbia wineries, which give the neighborhood its identity, are found in the subarea west of the Sammamish River. Although most grapes are trucked in from elsewhere in the state, some vineyards are cultivated at the wineries, contributing to the agricultural character of the valley. Besides operating as a bottling and wine storage facility, both of these wineries cater to the public, providing tours, wine tasting, and picnic areas. Chateau Ste. Michelle also has an outdoor amphitheater which is very popular for summer music events. The Redhook Brewery features a beer garden and picnic areas, further reinforcing the tourist character of the area. Several historic structures, the Carlsberg Homestead, are located across the road from Columbia winery and the Hollywood Corner Service Station, currently known as Mabel's Tavern. The Stimson House is located at Chateau Ste. Michelle.

The second subarea lying east of the Sammamish River is the Hollywood School neighborhood business center. Located at the intersections of NE 145th St., 148th Avenue NE, and the Woodinville-Redmond Road, land uses include a gas station, a nursery, and various specialty retail stores. While primarily a modern automobile-oriented shopping plaza, it contains several historic buildings, including historic Hollywood School. Converted into stores and offices, Hollywood School was originally built as a public school. With its red brick and large wooden columns, it imbues the intersection with unique period feeling.

A-8.1.5 Valley Industrial

This 268-acre neighborhood is essentially a long, narrow corridor located between the West Ridge and the Sammamish River, bisected by the eastern spur of the Burlington-Northern Railroad and the Woodinville-Redmond Road. The Burlington-Northern Railroad has been the key to the development of the industrial/commercial character of this neighborhood. The combination of good transportation and large, level parcels of land have attracted lumber yards, grain elevators, and warehouse/light manufacturing/office complexes. The Valley Industrial Neighborhood is a vital and thriving commercial area, as evidenced by the number of new facilities built in recent years.

The public perception of the character of this neighborhood is mostly experienced from the Woodinville-Redmond Road. The major facilities lie to the east, between the road and the river, and so are seen at some distance from the road across the Burlington-Northern tracks. The location of river itself is only apparent because of the poplar trees which line its banks. The fields beyond the river, actually located outside the City limits, give the false impression of plentiful expansion area for the industrial facilities, as these fields are designated for agricultural use in King County. For these reasons, the Woodinville-Redmond Road, which is the main north-south route through the Sammamish Valley, retains the feel of a rural highway. This impression is reinforced by the grassy verges and the fact this it is only a two lane road.

There is a distinct difference in character between the newer buildings, which tend to combine flexible manufacturing/warehousing space with more finished accessory office space, and the older industrial facilities, which are oriented toward agriculture and forest products. The grain elevators at the north end of the Valley Industrial neighborhood, across the Sammamish River from the town center, are perhaps the most visible landmark in Woodinville. Like the vineyards in the Tourist District, they contribute to the image of the rural, agricultural heritage of Woodinville. These grain elevators also mark the site of Old Woodinville, the original turn-of-the-century commercial center of Woodinville. Very little remains of the original buildings from this time.

A-8.1.6 North Industrial

Encompassing 359 acres, the north industrial area is characterized by many warehousing, wholesaling, and light manufacturing businesses. Good access to transportation routes such as State Route 522 and the Burlington-Northern Railroad has contributed to the success of this neighborhood in attracting business. The neighborhood is occupied entirely by industrial and commercial enterprises, and does not include any residential or retail uses.

The character of buildings in this area is marked by the use of metal cladding and relatively large one and two story buildings. One story buildings are typically high-bay; two story buildings have office space over a high-bay lower floor. Streets have substantial rights-of-way to allow for truck traffic. Parking is ample, usually on street or surface lots in front of or adjacent to buildings. Due to the steeply sloping terrain, extensive earth moving has occurred to create the necessary building pads, forming terraces in the valley side.

The north boundary of the North Industrial Neighborhood is the city limits at the Snohomish County line. Beyond that boundary, similar patterns of industrial development continue north on either side of the Woodinville-Snohomish Highway for some miles, marked particularly by the presence of large auto recycling yards, as discussed in the section on the Grace Neighborhood.

Connection to the downtown is by way of the Woodinville-Snohomish Highway and, secondarily, the Woodinville-Duvall Road. Vehicle access to State Route 522 is not well defined, despite its importance. Transportation patterns are not oriented to either pedestrian or bicycle traffic although the North Industrial area separates the High School from the eastern residential portions of Woodinville.

A-8.1.8 Town Center

Occupying 512 acres at the head of the Sammamish Valley, at the confluence of Little Bear Creek and the Sammamish River, Town Center is the urban and commercial hub of the City of Woodinville. Neighborhood boundaries are defined by the Sammamish River to the west, 171st Street to the south, the eastern border of the Woodinville Heights subdivision to the east, and the Woodinville-Snohomish highway, as well as the Woodinville-Duvall Road extension, to the north. The most diverse mix of land uses in Woodinville are found within these borders, including single-family housing, apartments and condominiums, mobile homes, offices, retail plazas and storefronts, schools, and parks. The only

remaining historic building in this neighborhood is the City Hall on NE 175th Street.

The western part of Town Center includes the major public uses and open space areas in the neighborhood, including the Sammamish River and its adjacent regional trail system, the Sorenson School, and the Woodinville Memorial Park cemetery. A new park is currently being planned for the east bank of the Sammamish River, just east of NE 171st Street.

Residential development in the neighborhood consists of a recently-constructed multi-family development, a large mobile home park in the southwest sector, and additional multi-family uses in the northwest segment. High-density single family houses dominate the slopes immediately east of town, affording a good view of downtown.

Town Center is also the transportation hub of the City, deriving much of its character from the different transportation corridors which converge there, and the subsequent development which has grown up alongside these corridors: two different lines of the Burlington Northern Railroad, the Woodinville-Snohomish Highway going north, the Woodinville-Duvall Road traveling east, the Woodinville-Redmond Highway going south to Redmond and Bellevue, and State Route 522, connecting Woodinville westward to Interstate-405 and Interstate-5. NE 175th Street is the spine which connects these various corridors together, and is essentially Woodinville's "Main Street." The intersection of NE 175th Street with 140th Avenue NE is the eastern gateway into the Town Center Neighborhood, while the intersection of NE 175th Street and State Route 202, several blocks to the west, forms the western gateway.

Several recent transportation improvements have helped relieve the traffic pressure in downtown area, especially from trucks. The Woodinville-Duvall Road extension created a northern connection directly to State Route 522 from the east, bypassing the downtown area completely. The construction of NE 171st Street created a clearly defined south boundary for the downtown, allowing trucks to avoid NE 175th Street, and creating a strong visual connection to the East Valley agricultural area from the vicinity of downtown.

Despite being the hub of the area, Town Center lacks many of the elements vital to defining a true urban center. While it is an active retail center which serves the needs of the surrounding community well, this commercial activity is dominated by strip plazas, and is too dispersed to encourage pedestrian activity. NE 175th Street is beginning to develop the character of an urban street, with street trees and higher quality pavements, but is relatively undefined by building massing. Pedestrian connections to and through the downtown are limited, although sidewalks exist along the NE 175th Street corridor. A number of the lots along NE 175th Street are vacant, while others are fronted by parking lots.

Although the existing transportation corridors form a strong regional framework for urban development, in the immediate area of the town center the urban street grid is incomplete. There are large undefined areas with no clear access points or connections to the existing street grid. Additional streets creating a tighter, clearly defined urban pattern, with cross streets, dedicated public open space, higher building density, and pedestrian amenities, could provide the clear city

center, as opposed to a collection of commercial activities. Additional pedestrian connections to resources such as the Sammamish River, Little Bear Creek, and the neighborhood across State Route 522 could help to improve the sense of Town Center as a pedestrian-oriented place.

As higher density residential development (as is beginning to occur around the town center) becomes more prevalent, the 175th Street corridor and surrounding blocks will evidence the character of a true urban center. This character may include such features as a more clearly defined street grid, stronger building wall along the streets, better pedestrian access throughout the town center, and street furnishings which establish an image of Woodinville as a place. To reinforce this sense of place, the "gateways" anchoring either end of NE 175th Street could be singled out for particular design treatment, marking the entrance into downtown.

A-8.1.8 Grace

Grace encompasses 490 acres and is located north of the Woodinville city limits in Snohomish County. Industrial development exists on either side of the Woodinville-Snohomish Highway, marked particularly by the presence of large auto recycling yards. These industrial developments fill the valley within the town of Grace. As in the Valley Industrial and North Industrial neighborhoods, the presence of the railroad and adjacent highway, along with plentiful flat land, has been a strong enticement to industrial tenants in Grace.

Residential development in Grace is restricted to eastern portion near the Wellington Hills Golf Course. This golf course represents a significant open space area in the southeast corner. Other open space in the neighborhood is found in the steep slopes and the Little Bear Creek stream banks, both of which are currently designated as environmentally sensitive areas.

A-8.1.9 East Valley

The East Valley area occupies 436 acres between the Tourist District and the Town Center on the east side of the Sammamish Valley floor. East Valley's agricultural lands and nurseries contribute to the perception of Woodinville as having a rural, agricultural character. The landscape is dominated by large open fields, with 140th Place NE being the only through road traversing the east valley and a major north-south link into downtown Woodinville. It is important to note that these farms and nurseries lie outside of the City limits in unincorporated areas of King County, and as such are essentially "borrowed landscapes." Land use in these "borrowed landscapes" is regulated by King County, not Woodinville. Their presence creates a visual openness which is appealing in this forested hilly landscape. Residential developments are mostly restricted to the upper slopes of the east valley wall and the plateau within this district. Although East Valley is currently outside the Woodinville city limits, it is bounded on three sides by city lands and is included within the study area boundaries.

A-8.2 Trends and Projections

In general, the City of Woodinville is expected to experience growth pressures similar to the rest of the central Puget Sound Region. Development of the downtown into a more pedestrian-oriented urban center, as originally foreseen by King County Northshore Plan and carried forward by the current plan, is probably the greatest change anticipated in the near future. Following are descriptions and development trends in Woodinville's neighborhoods.

A-8.2.1 Leota

The Leota area is a developed, stable residential district. Future growth will principally come from the development of individual lots for single family homes. This growth is not expected to be significant due to the lack of vacant lots for additional development in the current pattern and the lack of sewers for more intense development. The character of the neighborhood is not expected to change in the future.

A-8.2.2 The Wedge

Both opportunities and pressures for growth are present in this area. Higher density residential development, marked by cul-de-sac layouts and wood-frame houses on fenced lots, is expected to occur on available vacant or under-developed parcels. The presence of the High School is an added draw to housing. Development of downtown Woodinville could also help drive higher density housing development in the Wedge. This in turn would create a demand for better access to the neighborhoods from downtown.

A-8.2.3 West Ridge

Based on existing zoning and available sewers, the greatest capacity for housing growth in Woodinville may be within the West Ridge area but is dependent on environmental constraints. Higher density cul-de-sac developments have begun to occur in this neighborhood, particularly along 124th Avenue NE. While many roads and streets in this neighborhood retain a wooded, rural character, the neighborhoods immediately to the south and west have a much more open, suburban feel. Segments of the West Ridge Neighborhood may be in transition to such a character in the near future.

A-8.2.4 Tourist District

The growth of the wine industry in the State of Washington has led to a parallel growth in tourism opportunities promoted by that industry. The wineries of southern Woodinville are at the forefront of this movement. Recent innovations focusing on this tourist market, such as the railroad "dinner train" from Renton to Woodinville and the Redhook Brewery, are anchored in the Tourist District. As the southern gateway to the City along State Route 202, these changes reinforce the image of Woodinville both as a guardian of the agrarian heritage of the Sammamish Valley, and as a regional destination tourist spot. To support the developing tourist industry, the City of Woodinville has an interest in maintaining

the rural character of the valley to the north and south of the Tourist District because these areas contribute to the rural atmosphere; however, the City has no regulatory control over those areas.

A-8.2.5 Valley Industrial

Industrial development is likely to continue for the near-term future. The trend is away from natural-resource based industries, such as lumber, and towards development of industrial complexes which incorporate more finished office space as well as flexible, "higher-tech" warehousing/manufacturing space along with research and development. Pressure will increase for roads and improvements, especially along State Route 202. This area is the bridge between the Tourist District and the downtown area. Policies could be developed to insure that future development is sensitive to the visual values and images which are compatible with that role, so that industry and tourism can continue to co-exist.

A-8.2.6 North Industrial

Industrial development is likely to continue for the near-term future, until all available land has been developed. Public improvements to roads and rights-of-way, such as road surfacing, signage, pedestrian access, and landscaping, are needed for the near and long term.

A-8.2.7 Town Center

Town Center is at a crossroads in terms of its development as an urban center. The existing road network is approaching capacity and poses limits on future development. Opportunities may exist at this time to acquire the public rights-of-way necessary to create a true urban street and foster a building pattern within the downtown area from existing vacant land.

There is a strong public desire for a pedestrian-oriented village core, with urban amenities and a clear identity. Achieving these goals will require clearly-defined public policies and design guidelines governing property development within the downtown area. It will also require an urban design plan for the downtown area, to establish a circulation pattern of new and existing streets, to develop a pattern of open space and pedestrian walkways, and to identify the relationship of new buildings with respect to the streets.

A-8.2.8 Grace

This area is likely to remain a predominantly industrial area. Industrial development in the valley is so complete that most other uses are incompatible with existing land use. Residential development on the plateaus above the valley will probably continue.

The City of Woodinville is currently considering the possibility of annexing the town of Grace which is now a joint planning area (with Snohomish County). It is

probable that policy measures will be taken to insure that current land uses stay much the same. Environmentally sensitive areas as designated by the Snohomish County Comprehensive Plan will likely be adopted by the City of Woodinville.

A-8.2.9 East Valley

This area is likely remain low density and agricultural in the near-term. Some residential growth is likely to occur east of 140th Avenue on available land. As growth continues in the Puget Sound Region, development pressures will continue to increase for level land with good access to transportation.

A-8.3 Planning Implications

There is a clear link between public policy and community design. As defined above, community design is the sum of its various attributes, natural and man-made. The presence and absence of these attributes are often the result of the implementation of public policies. Public policies may be implemented by tools such as zoning regulations, historic overlay districts, tree preservation ordinances, design review, signage ordinances, setback requirements, and landscaping requirements, to name a few.

Woodinville's draft Vision Statement voices support for such goals as preserving rural character, promoting tourism, and developing a compact, inviting downtown, among others. Developing policies to implement these visions will require identifying where that rural character lies, what the nature of the tourist attractions is, and what the character of a compact, inviting downtown would be. Once that character has been clearly defined, developing policies to protect, shape, refine, or develop it becomes possible.

The preceding sections identified the existing character of the nine neighborhoods found within the study area, and evaluated the effects of underlying development trends that will shape that character in the years ahead. Each neighborhood currently has a distinct and unique character, which is basically the product of its topography, access opportunities, and land use history. The main challenges facing Woodinville in the near future with regards to community design are summarized as follows:

- Evaluation of the resources needed to create a compact, pedestrian oriented, "village" core. Measures necessary to accomplish this goal may include acquisition of additional public rights-of-way and other public investment; adoption of an urban design plan and appropriate design principles; identification of additional connections to adjacent neighborhoods, and regulation of private development;
- Protection of its rural landscape and image, although much of the land responsible for this image is outside Woodinville's control;
- Protection and enhancement of Woodinville's tourism resources, including the wineries, the nurseries, and the Sammamish River

corridor. This extends to the connections between these resources, including roadside images and all modes of travel;

- Creation of attractive residential neighborhoods with good connections to downtown, by all modes of travel; and
- Identification and protection of Woodinville's historic and cultural resources.

A-8.4 Summary of Countywide Planning Policies for Community Design

A-8.4.1 King County

Countywide policies regarding community character are found in Chapter IV, Community Character and Open Space, of the King County Growth Management Planning Council's Countywide Planning Policies, adopted July 6, 1992. These policies call for the promotion of superior urban design, high quality of design and site planning in publicly-funded construction and in private development, and the identification and preservation of historic resources, including historic community character and land use patterns.

A-8.4.2 Snohomish County

A review of the Countywide Planning Policies for Snohomish County, as amended February 2, 1994, revealed no policies specifically targeted toward issues of community design or character.

Chapter 9 Transportation

CHAPTER 9 TRANSPORTATION

9.1 Introduction

9.1.1 Purpose of the Transportation Element

The Transportation Element consists of goals, policies, recommendations, and implementation plans to guide the development of the City's transportation system in support of the City's vision for the future.

The Transportation Element is intended to ensure that the City's transportation infrastructure and its management meet the needs of the City's populace and economy for safe, efficient, and economical local transportation and access to regional transportation facilities and services. It is intended that the Transportation Element:

- Support, coordinate, and integrate with the plans of the other elements of the Comprehensive Plan, especially the Land Use and the Capital and Public Facilities Elements.
- Establish a framework for transportation system planning, development, and management processes.
- Meet level of service, concurrency, and related elements of the Growth Management Act.
- Address transportation facilities, services, and strategies for providing an array of practical alternatives for multimodal mobility via:
 - automobile and truck
 - public transit, high-occupancy vehicle, and rideshare modes
 - bicycle and pedestrian modes
- Emphasize cost-effective, environmentally-sound, and fundable transportation improvement measures which promote and enhance the livability of the City's neighborhoods and activity centers.
- Promote efficient use of the existing transportation system components through Transportation System Management, and reduce the growth in single-occupant vehicle travel via Transportation Demand Management.
- Coordinate with all transit, municipal, regional, and state jurisdictions, as well as the private sector, in development and operation of the transportation system and transportation services.

9.1.2 The Transportation Setting

Travel within and through Woodinville is heavily dependent on the automobile, with about 98 percent of daily motor vehicle trips made by automobile and 2 percent (mostly to/from Seattle) via transit. This fact, together with a limited arterial system, limited transit service, and limited nonmotorized travel facilities characterizes much of the City's current transportation system and the challenges and opportunities for its future betterment. It is important to recognize that travel volumes and transportation to, in, and through Woodinville is also conditioned by its regional location, especially for automobile and transit travel (Figure 9-1). Specific challenges are posed by:

1. Nearly all of the arterial traffic is accommodated by only a few routes, all of which traverse or pass near the downtown: State Route (State Route) 202, NE 175th Street–Woodinville–Duvall Road, 140th Place NE–148th Avenue NE, and arterial NE 190th–195th Streets. Most of the level of service E and F intersections and high-accident locations are on these routes, principally in and near downtown (Figures 9-2 and 9-3). Several two-lane arterial segments carry average weekday traffic volumes of 15,000 to 25,000 vehicles (Figure 9-4).

Consequently, Woodinville's unique geographic location and its limited arterial network reflect the high percentage of through traffic on all of the principal routes serving and traversing the Woodinville Planning Area: Interstate-405, State Route 522, State Route 202, State Route 9, the Woodinville–Duvall Road, and the 140th Avenue NE–148th Avenue NE corridor.

2. Woodinville–Duvall Road (with NE 175th Street) is the only east-west arterial across the Woodinville Planning Area.
3. Gaps in much of the local street network necessitate excessive use of the major routes for local circulation, with attendant adverse impacts on Level of Service, traffic friction and delay, safety, and inconvenience (see Figure 9-2).
4. Eastbound State Route 522 access into downtown is impeded by bottlenecks and circuitous routing along 131st Avenue NE slowing both automobile and transit travel.
5. Transit service is mainly oriented to peak-hour connections to the Interstate-405 and State Route 522 corridors south and west toward Bellevue and Seattle. Large portions of the WPA's residential and employment areas lack local transit service.
6. Most of Woodinville lacks adequate pedestrian and bicycle facilities, with only a few sidewalk and bicycle lane segments in or near downtown. Most of the low-density residential areas lack paved shoulders for nonmotorized travel. The incomplete road network and hilly terrain also restrict safe and convenient nonmotorized access to downtown and the Sammamish River Trail.

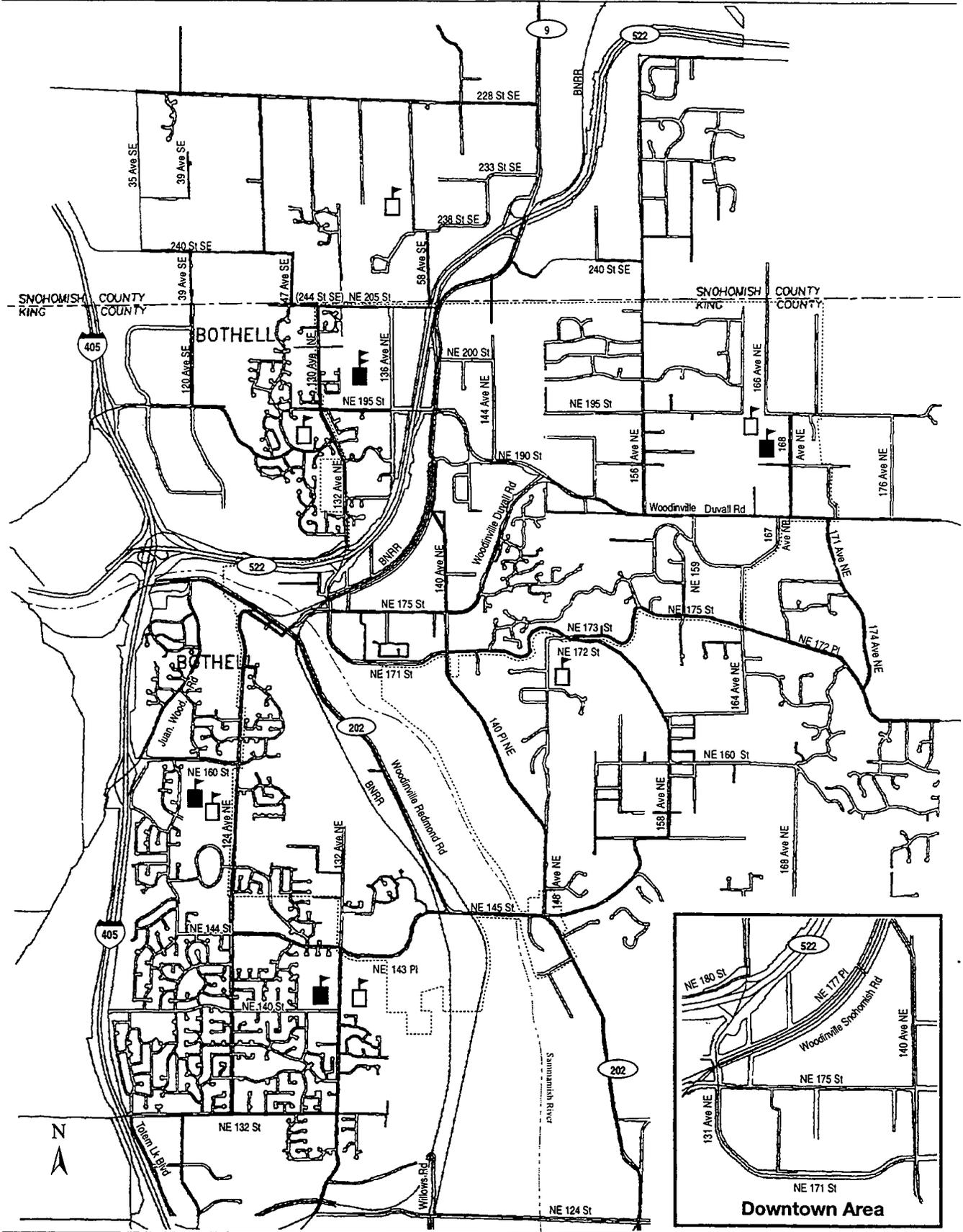


Figure 9-2
Street and Highway Network

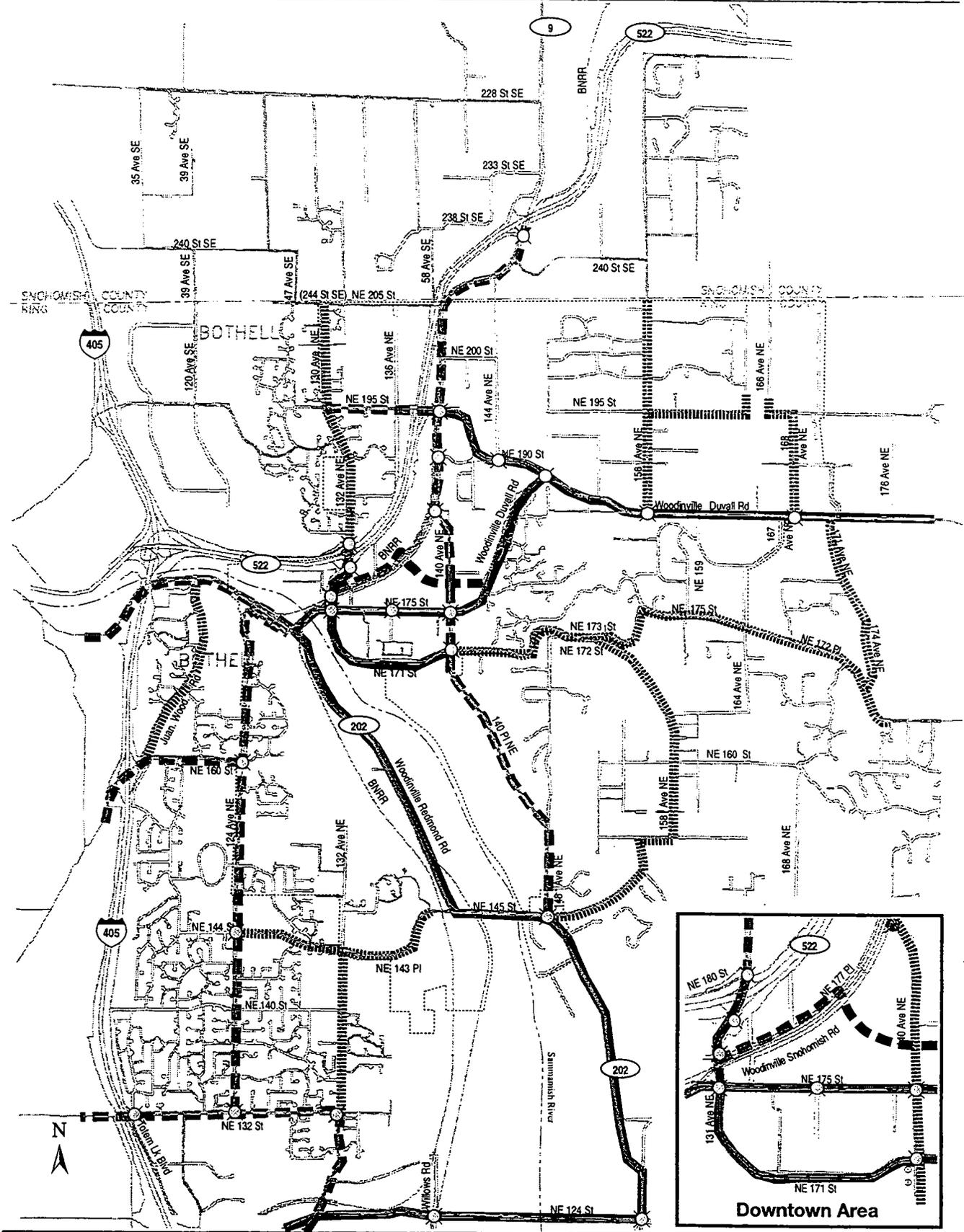


Figure 9-3 Existing Arterial System



9.2 Goals and Policies

GOAL T-1: To establish and maintain a transportation system which supports the land use plan and incorporates transportation/land use linkages.

Policies

- T-1.1** Work with the cities of Bothell, Kirkland, and Redmond; the Washington State Department of Transportation, King County Department of Metropolitan Services, Snohomish County, special service districts, citizens, and private developers in defining, planning, and implementing transportation improvements that accommodate planned land use and densities.
- T-1.2** Coordinate the planning of new facilities and management of the transportation system with current and future needs of the adjacent King County Bear Creek and Northshore planning areas (including participation in a regional corridor study of the Sammamish Valley [State Route 202] and Woodinville-Duval Road), Snohomish County, and adjacent cities.
- T-1.3** Work closely with these jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the City of Woodinville.
- T-1.4** Develop transportation systems that enhance the economic viability of the City of Woodinville.
- T-1.5** Prepare solutions—in cooperation with the cities, transit agencies, and Washington State Department of Transportation—for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and mid-day periods.

GOAL T-2: To ensure development is consistent with the transportation goals and policies.

Policies

- T-2.1** Development in the City of Woodinville should pay its fair share toward transportation improvements to help mitigate impacts, as identified through an adopted road adequacy standards, mitigation payment program, State Environmental Policy Act, and the development review process.
- T-2.2** Establish access and circulation standards to maintain the safety and integrity of the arterial roadway system and safety, convenience, and amenity of on-site circulation.
- T-2.3** Require preparation and approval of vehicle access, pedestrian access, and circulation schemes for major public or private developments, with adherence to the following standards and requirements:

1. Restrict vehicle access from public and private property onto designated principal and minor arterials to maintain and improve the integrity of traffic flow. Vehicle access shall be limited to collector arterials and local roads as a condition of development whenever practicable.
2. Require joint driveway access and internal site circulation as a condition of new development for adjacent properties that have compatible land uses pursuant to adopted street standards and Interim Design Principles.
3. Design traffic circulation within developments in a way that allows safe and efficient storage and movement of driveway traffic.
4. Require driveway and traffic flow restrictions to allow safe and efficient access for emergency vehicles.

T-2.4 Require that public and private developments in Woodinville that meet minimum thresholds of size and/or activity levels (e.g., number of employees or customers) as defined in the Zoning Code to 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.

T-2.5 Require that parking facilities be designed to encourage transit use and pedestrian access by locating building entrances and transit facilities near each other.

T-2.6 Require that new development in Woodinville incorporate pedestrian/ transit design considerations and provide access through barriers, particularly fences, that enclose developments and isolate them from transit routes and principal pedestrian pathways.

T-2.7 Require pedestrian amenities as part of all new public and private development in the City of Woodinville by:

1. Reducing pedestrian, non-motorized (bicycles, in-line skaters, etc.), and motor vehicle conflicts at activity centers such as schools, commercial centers, recreational facilities, transit facilities, and residential developments;
2. Providing handicapped accessibility of pedestrian facilities;
3. Removing barriers, such as fences, to effective pedestrian circulation and access; and
4. Require walkways, trails, and other facilities which encourage safe pedestrian and bicycle circulation, enhance pedestrian access within the development, and connect with off-site transit, shopping and community facilities, and other neighborhoods.



T-2.8

Require developments to incorporate transit and pedestrian supportive measures during the development approval process, by choosing from a menu of alternative measures such as:

1. Providing secure and attractive pedestrian spaces;
2. Providing adequate sidewalks, bikeways, pathways, and crosswalks;
3. Minimizing walking distances between buildings and streets, sidewalks, and transit stops;
4. Clustering buildings near each other, near streets, and near intersections;
5. Preserving the connectivity of the pedestrian, bicycle, and street system;
6. Reducing vehicle speeds, walkway crossing distances, and improving visual quality of neighborhood streets; and
7. Designing transit access into large developments, by including bus lanes, stops, and shelters as part of the project.

T-2.9

Consider landscaping in the construction of all new streets and street frontage improvements.

GOAL T-3: To establish a transportation system planning, development, and management process.**Policies****T-3.1**

Improve the City of Woodinville's local transportation system by:

1. Emphasizing the improvement of existing corridors in an effort to improve traffic circulation within those areas which are already experiencing circulation or congestion problems;
2. Proposing new transportation corridors only when other alternatives are not physically, economically, or functionally feasible;
3. Identifying the acquisition of right-of-way at the earliest possible time when new corridors are deemed necessary; and
4. Provide measures for the protection of natural systems and adequate buffering of existing and anticipated land uses during the establishment and acquisition of additional rights-of-way.

T-3.2

Require new development to include street frontage improvements that meet the road adequacy standards for the abutting street.

- T-3.3** Identify rights-of-way for and plan completion of missing portions of the local roadway system, including neighborhood collectors. When new developments are proposed, completion of these missing roadways will be studied and encouraged as alternatives for access.
- T-3.4** Develop and implement a long-range Transportation Facilities Plan (TFP) that ensures compliance with the City's adopted transportation service standards while supporting growth envisioned by the City's Land Use Element.
- T-3.5** Update the TFP at least once every three years.
- T-3.6** Develop a Capital Improvement Program(CIP), which is a subset of the Capital Facilities Plan, to identify in detail needed transportation improvements and their funding for the current six-year planning period.
- T-3.7** Update the Capital Improvement Program annually.
- T-3.8** Allocate resources in the City's transportation capital investment program according to the priorities as indicated below:
- 1st Address public health and safety concerns.
 - 2nd Ensure adequate maintenance of existing facilities throughout the city.
 - 3rd Relieve circulation and congestion problems.
 - 4th Give priority to multi-modal projects versus single mode projects.
 - 5th Give priority to transit and nonmotorized projects downtown.
 - 6th Provide other growth-supporting improvements serving downtown.
 - 7th Provide growth-supporting improvements serving all other areas.
- T-3.9** Emphasize the development of joint projects, such as those involving adjoining cities, King County, Snohomish County, Washington State Department of Transportation, and/or transit providers, particularly where such partnerships will increase the likelihood of obtaining funding.
- T-3.10** Identify and require as conditions of development approval: needed rights-of-way, strategies to reduce demand, and off-site improvements to the extent that such conditions are directly related to impact mitigation and will benefit the development.
- T-3.11** Maintain a Transportation System Inventory Program to provide information needed for facility operation, maintenance, and planning. The program should be comprehensive and include, but not be limited to:

1. Traffic counts;
2. Level-of-service calculations;
3. Accidents;
4. Speed studies;
5. Traffic control devices;
6. Street lights;
7. Parking;
8. Pavement condition;
9. Physical characteristics of roadways (lanes, widths, and channelization);
and
10. Mid- and long-range traffic forecasts.

T-3.12

Integrate and achieve consistency between the short-range and long-range transportation plans and improvement programs of the City.

GOAL T-4: To establish Level of Service standards to ensure development meets Growth Management Act transportation concurrency requirements.

Policies**T-4.1**

The City of Woodinville should only approve development that would be consistent with the Level of Service standards established in the City's Zoning Code. The following criteria must be met:

1. New development should not create a Level of Service F for intersections with an existing or future operation of Level of Service E or better.
2. Where development significantly impacts an existing or future Level of Service F intersection, the development must offset impacts by either:
 - a) constructing improvements to result in Level of Service E or better; or
 - b) mitigating impacts by one or more alternative measures as described in the City's Zoning Code, including contributions to an impact fee program, Transportation Demand Management measures, project phasing, or other measures determined by the City.
3. The City will identify intersections that may be exempt from 1 and 2 above when improvements to remedy Level of Service deficiencies are not

financially or environmentally feasible as determined by the City.
However, other mitigating measures as described in Goal T-7.

- T-4.2** Cooperate with the adjacent cities and counties, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and level of service requirements.
- T-4.3** When making concurrency determinations, consider modifying a Level of Service standard for a specific location when needed improvements are infeasible or excessively costly. Concurrency is discussed in section 10.5 of the Capital and Public Facilities Element.
- T-4.4** Use professionally accepted measures and methods in determining transportation Level of Service and other travel-related information.
- T-4.5** Consider other modes of travel, in addition to single-occupant vehicles, in making concurrency determinations.
- T-4.6** Coordinate data collection and processing methods related to travel demand and system operations with adjacent local jurisdictions and transit agencies.
- T-4.7** Develop interlocal agreements with neighboring jurisdictions that require development within Woodinville to mitigate significant impacts that it generates on the transportation system of neighboring jurisdictions in violation of that jurisdiction's concurrency service standard. Prior to entering into such an agreement, the City shall verify that the concurrency service standards of the neighboring jurisdiction are consistent with the policies under Goal T-4.
- T-4.8** Develop interlocal agreements with neighboring jurisdictions that require development within the neighboring jurisdictions to mitigate significant impacts that it generates on the transportation system of Woodinville. Prior to entering into such an agreement, the City shall verify that the concurrency service standards of the neighboring jurisdiction are consistent with the policies under Goal T-4.
- T-4.9** Evaluate and ensure the adequacy of the transportation system by establishing and monitoring transportation service standards. Service standards shall:
1. Give priority to overall transportation system performance over individual locations;
 2. Reflect development patterns and objectives for different land uses;
 3. Account for the availability of alternative means of travel; and
 4. Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development.

GOAL T-5: To improve and increase use of public transit, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector.

Policies

- T-5.1** Work with transit providers, adjacent jurisdictions, and private development to:
1. Encourage commuters to use car/vanpool programs, public transit, and nonmotorized transportation as alternatives to the single-occupancy vehicle;
 2. 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;
 3. Promote and encourage coordination between transit service and new development to facilitate transit use; and
 4. Encourage transit providers, paratransit operators, and private purveyors to provide mobility for elderly, disabled, low income, youth, and other mobility-disadvantaged residents in the City of Woodinville and the surrounding community.
- T-5.2** Work with King County Department of Metropolitan Services to increase service frequency and Woodinville-to-Eastside route development while encouraging Woodinville residents to take advantage of them.
- T-5.3** Improve transit service in the more developed portions of Woodinville by extending existing transit routes or creating new routes.
- T-5.4** Work with Community Transit to achieve increased service from Woodinville to Community Transit's Snohomish County service area.
- T-5.5** Work with King County Department of Metropolitan Services and Community Transit, in coordination with local and regional transportation and planning efforts, to establish one or more transit centers in the Woodinville area to facilitate transit options for local and trunk travel, and to shift dependence away from single-occupancy vehicle automobile travel.
- T-5.6** Locate park-and-ride lots along major transit corridors and near areas where high density residential development is planned to intercept trips close to their origin and to make use of effective transit/high-occupancy vehicle facilities.
- T-5.7** Plan for and implement additional park-and-pool lots as needed in low-density neighborhoods and within joint-use lots to facilitate ride sharing where transit is not effective or efficient.
- T-5.8** Explore potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

- T-5.9** Encourage transit providers to improve existing park-and-ride lots to maximize use. This includes bicycle facilities, security, lighting, and lot expansion where appropriate.
- T-5.10** Encourage transit improvements and high-occupancy vehicle treatments on Interstate-405 and State Route 522. This may include developer contributions as part of the development review process.
- T-5.11** Work with public transit providers and Washington State Department of Transportation to develop transit and ride sharing road improvements such as bus pullouts, high-occupancy vehicle lanes, high-occupancy vehicle priority treatment at major intersections, and preferential treatment of high-occupancy vehicles. The addition of high-occupancy vehicle lanes and high-occupancy vehicle priority provisions at major intersections on the arterial street system should be considered as projects are identified.
- T-5.12** Actively participate in the Eastside Transportation Program and its high capacity transit recommendations. The City should work closely with the Regional Transit Authority, King County Department of Metropolitan Services, Snohomish Community Transit, Washington State Department of Transportation, and the cities of Bothell, Kirkland, and Redmond in planning for high-capacity transit. This regional high-capacity transit system should be integrated with the planning for the rest of the transportation system serving the Woodinville area. Planning for high-capacity transit should not detract from the immediate need for other high-occupancy vehicle facilities and improvements in the area.
- T-5.13** Coordinate with transit operators, King and Snohomish counties, and Washington State Department of Transportation to identify and designate locations for planned park-and-ride lots and transit stations, relocate existing park-and-ride lots and ensure ease of access to those lots. Ensure that clear provision for such transit facilities are made in the City's development regulations.
- T-5.14** Coordinate with transit operators to plan and construct transit-friendly road treatments along primary corridors and selected transit routes.
- T-5.15** Plan for public transportation modes that are time-coordinated and interconnected to increase level of service and ridership.
- T-5.16** Locate and design transportation centers and terminals to permit use by multiple modes of travel (e.g., bus, auto, bicycle, pedestrian/disabled, and high-capacity transit).
- T-5.17** Encourage and support cooperation among adjacent cities, transit providers, and King and Snohomish Counties to establish compatible schedules and terminal locations.
- T-5.18** Use the King County Department of Metropolitan Services and Community Transit design manuals for park-and-ride standards for the development of attractive connections to transit, shopping, residences, and employment centers. Such standards should include but are not limited to the following:

1. Bicycle parking facilities
2. Landscaping to buffer sidewalks and paths from traffic
3. Sidewalks and paths
4. Pedestrian-friendly parking areas
5. Placement and orientation of automobile and bicycle parking areas
6. Transit centers and stations
7. Location and placement of crosswalks
8. Other urban design treatments

GOAL T-6: To promote nonmotorized travel and ensure its safety, convenience, and comfort.

Policies

- T-6.1** Actively promote the use of bicycle and pedestrian transportation as viable alternatives to motorized transportation. This includes establishing an ongoing allocation of funds for the construction and maintenance of nonmotorized improvements in the transportation capital investment program.
- T-6.2** Develop a community-wide trail system for pedestrians, equestrians, and bicyclists. Where feasible, this trail system will connect regional trails with local trails and walkways and provide improved access and linkages between the City of Woodinville's commercial/industrial areas, the Sammamish River Trail and other trails, residential neighborhoods, and community amenities.
- T-6.3** Pursue opportunities for expansion to multipurpose trails separated from the street systems as a transportation resource to the Woodinville community, particularly if a proposed addition to this system would serve activity centers or destinations such as colleges and schools, commercial and industrial centers, recreational facilities, and residential developments.
- T-6.4** Investigate the potential for linear rights-of-way such as utility corridors, abandoned railroad rights-of-way, and major limited-access highways to serve nonmotorized transportation needs through the inclusion of a separated trail facility.
- T-6.5** Work closely with adjacent jurisdictions and public agencies to seek and develop appropriate trail links between elements of the open space system including, but not limited to, the Sammamish River Trail, the Tolt Pipeline Trail, Bothell, and school campuses.

- T-6.6** Enhance access to the trail system through the provision of increased parking at key access points.
- T-6.7** Examine new and existing nonmotorized facilities for their ability to meet safe and effective nonmotorized design standards.
- T-6.8** Incorporate the role of nonmotorized travel modes as a viable and legitimate element of the overall transportation system. Transportation projects should accommodate the needs of nonmotorized transportation by incorporating a network of facilities:
1. Within the road right-of-way;
 2. Within an enhanced trail network; and
 3. As part of design and review of development features which can improve nonmotorized access and safety.
- T-6.9** Incorporate bicycle-friendly design in transportation projects, using a variety of design and traffic control techniques.
- T-6.10** Require parking facilities for securing bicycles at centers of activity throughout the City of Woodinville.
- T-6.11** Ensure that development addresses nonmotorized transportation in its site planning.
- T-6.12** Place a high priority on the provision of sidewalks or walkways to and around schools as identified in the Capital Facilities Plan.
- T-6.13** Preserve or enhance safe equestrian access to those trails shown on the King County Comprehensive Plan Equestrian Facilities map.
- T-6.14** Coordinate roadside equestrian facilities with the off-street network to provide access and route continuity.

GOAL T-7: To develop and implement Transportation Demand Management programs and policies.

Policies

- T-7.1** Place a high priority on the use of Transportation Demand Management techniques as effective and efficient mechanisms for addressing transportation problems. Utilize Transportation Demand Management techniques to:
1. Help increase the person-carrying capacity of the transportation system
 2. Reduce peak period traffic congestion

3. Encourage the use high-occupancy vehicles
 4. Increase use of public transportation
- T-7.2** Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.
- T-7.3** Encourage smaller employers not under the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.
- T-7.4** Encourage the development of Transportation Management Associations in areas where employers are clustered within the same vicinity.
- T-7.5** Work with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies which are fair, consistent, and in support of local land use and transportation objectives.
- T-7.6** Implement Transportation Demand Management strategies that emphasize incentives rather than disincentives, but avoid imposing disincentives to single-occupancy vehicle travel in the absence of reasonable alternatives.
- T-7.7** Encourage development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.
- T-7.8** Work to reduce parking demand by requiring accommodation within site plans of pedestrians, public transportation, ridesharing, and bicycles.
- T-7.9** Pursue with neighboring jurisdictions, the development community, and Woodinville businesses active public education on the benefits of carpooling by assisting public transit providers and employers in providing information on the carpool/vanpool ride match services.

GOAL T-8: To coordinate with local, regional, and State jurisdictions in the development and operation of the transportation system.

Policies

- T-8.1** Plan, develop, and maintain transportation systems through intergovernmental coordination, including the development of transportation facilities of regionwide and countywide significance with state and regional transportation agencies.
- T-8.2** Participate with the Puget Sound Regional Council and the Eastside Transportation Program as the primary forum for the development of Eastside transportation systems plans and strategies.

- T-8.3** Prepare, in cooperation with Washington State Department of Transportation, policies to guide the planning, development, and management of State Routes 9, 202, and 522.

GOAL T-9: To establish programs and mechanisms for the sound financial development and management of the transportation system.

Policies

- T-9.1** Coordinate transportation plan improvements so they are consistent with the Capital Facilities Plan and the Land Use Element.
- T-9.2** Prepare an ongoing coordinated 6-year program that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.
- T-9.3** Prioritize and finance transportation improvements for the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.
- T-9.4** Consider first the most cost-effective and most readily implemented improvements within the prioritization policies of T-3.8 to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered.
- T-9.5** Place funding priority on improvements that enhance the safety and effectiveness of existing transportation facilities and services.
- T-9.6** Identify and pursue a long-term strategy for obtaining grant funding which matches project objectives with revenue sources so as to maximize opportunities for grant award.
- T-9.7** Identify resources to effectively compete in regional, State, and Federal grant funding programs.
- T-9.8** Consider and address any major shortfall between expected revenues and needed improvement costs during the annual review process of the Comprehensive Plan.
- T-9.9** Coordinate transportation improvement programming to equitably allocate the costs of transportation system improvements associated with development among developers, the City, and other relevant jurisdictions.
- T-9.10** Consider impact mitigation fees and user-based fees as a source of funding for transportation improvements.
- T-9.11** Use the travel demand generated by development projects as the primary measurement in establishing the project's proportionate share of road improvements.

GOAL T-10 To provide safe, convenient, and comfortable neighborhood access and circulation properly integrated with the city-wide transportation system.

Policies

- T-10.1** Identify through the development approval process the impacts of developments on existing transportation systems and have the developer mitigate such impacts by participating in improving local circulation problems or providing the missing roadway portions identified in the applicable local circulation plan.
- T-10.2** Where there is an identified need, require new local access streets or missing sections of existing ones to be provided on-site as part of the permit for development. Require circulation improvements to include pedestrians, equestrians, and bicycling mobility, where appropriate.
- T-10.3** Ensure convenient access to residential neighborhoods, employment and retail centers, and major community and government facilities from arterial streets. Development approval should:
1. Require that all property in the city be conveniently accessible from streets, walkways, or trails, subject to environmental, traffic, and safety limitations;
 2. Maintain continuity of the street pattern by avoiding street system gaps, half streets, and dead-end streets not having turnaround provisions; and
 3. Avoid the creation of excessively large blocks and long local access residential streets, as defined in the City's Subdivision Ordinance.
- T-10.4** Emphasize design of the arterial street system to minimize the potential for external traffic to cut-through neighborhoods.
- T-10.5** Design residential neighborhoods to discourage cut-through traffic movements; traffic control and design measures used for this purpose should be consistent with the city's traffic engineering and design standards.
- T-10.6** Evaluate impacts on neighborhoods when proposing to extend a neighborhood's local street to serve adjacent new development.
- T-10.7** Encourage traffic-calming (speed reduction) features in residential neighborhoods; however, the City discourages the use of barriers across access points for subdivisions.
- T-10.8** Site all residential development facing away from neighborhood collectors and onto internal access roads whenever feasible.

GOAL T-11: To ensure the development and regulation of parking facilities support the transportation system and land development goals and policies.

Policies

- T-11.1** Regulate parking in business districts to favor shoppers and clientele.
- T-11.2** Provide preferential and convenient parking as an incentive for using carpools, vanpools, and bicycles.
- T-11.3** Set minimum and maximum off-street parking stall ratios for different land uses to provide safe and adequately sized parking facilities.
- T-11.4** Apply parking ratios that reflect the least amount of parking spaces (intended for employee parking) required for development approval where forms of transportation other than private automobile are available to serve commuter needs and are consistent with demonstrated constraints imposed by financing institutions.
- T-11.5** Establish and maintain a maximum parking ratio for employee parking, with administrative flexibility to allow exceptions to the maximum if appropriate.
- T-11.6** Encourage the adjustment of parking ratios less than the required minimum for office, industrial, institutional, and mixed-use land uses by:
1. Streamlining the process for new development to provide less than the minimum parking where demand for employee parking is below normal;
 2. Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support Commute Trip Reduction Act goals;
 3. Providing for reductions in minimum parking ratios in lieu of contributions to improved transit services and/or facilities; and
 4. Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and where such actions are not likely to cause spill-over parking impacts on adjacent land uses.
- T-11.7** Ensure parking availability for commercial needs without affecting arterial circulation, residential neighborhoods, or other businesses by limiting parking on arterials that have inadequate capacity.
- T-11.8** Encourage joint parking facilities for compatible uses to reduce the total number of spaces needed.

GOAL T-12: To provide transportation facilities and services that enhance the health, safety, welfare, and mobility of all citizens regardless of age, disability, or income.

Policies

- T-12.1** Use generally accepted state, national, and other applicable standards and guidelines for design and operation of new and improved transportation facilities.
- T-12.2** Develop programs in cooperation with the Washington State Department of Transportation, transit operators, and adjacent cities to identify and mitigate any roadway hazards that may result in accidents and threats to public safety. Seek the input of local bicycle and trail/ walking clubs, school transportation officials, and other interested groups and individuals in this endeavor.

9.3 Future Traffic

The Woodinville Transportation Element was developed to address future vehicular travel demands and needs as well as remedy current travel deficiencies.

One of the tools used to analyze existing and future travel needs was the Woodinville Planning Area travel model, a computer simulation designed and developed to forecast directional traffic volumes for the weekday afternoon peak hour.

As in most travel modes, the Woodinville model operates by dividing the sub-region including the Woodinville Planning Area into small geographic areas known as subarea analysis zones. From estimated land use in each Subarea Analysis Zone, vehicular trip generation rates for the afternoon peak hour, and the travel time separation between Subarea Analysis Zones, the demand for travel in the afternoon peak can then be forecasted as a set of hourly vehicle volumes from every Subarea Analysis Zone to every other Subarea Analysis Zone. This representation of travel demand, known as a trip table, then is assigned to a computer representation of the existing street system using the shortest time paths (taking into account the effects of congestion) between Subarea Analysis Zones. The model is considered *calibrated* when its predicted hourly volumes match observed traffic counts with a sufficient level of accuracy.

The Woodinville model was adapted from a travel model developed in 1993 for the City of Bothell to represent 1990 and 2010 travel conditions. Travel demand in the Bothell model generally is based on the land use estimates and forecasts provided by the Puget Sound Regional Council. The trip generation rates, choice of travel mode, automobile occupancy rates, and parameters describing the distribution of trip purposes and trip lengths also are consistent with those used by the Puget Sound Regional Council. The main modifications introduced for the Woodinville model were: (1) the addition of network and Subarea Analysis Zone detail in and around Woodinville; (2) modifications in methodology for calculating street capacity (the maximum possible traffic volume on a given street segment for one hour); (3) adjustments to depict the year 1994 rather than 1990; (4) incorporation of more recent land use plans for the City of Woodinville; and (5)

use of the most recent short- and long-term transportation improvement plans of Woodinville and neighboring jurisdictions, as well as new road improvements addressed in the Transportation Element.

The calibrated model was used to generate 2010 traffic forecasts for three land use/transportation scenarios:

Land Use Alternatives	Street Network Alternative	
	Base	Preferred
Current	Scenario 1 ^a	-
Preferred	Scenario 2 ^a	Scenario 3 ^b

a with existing downtown grid

b with proposed downtown grid

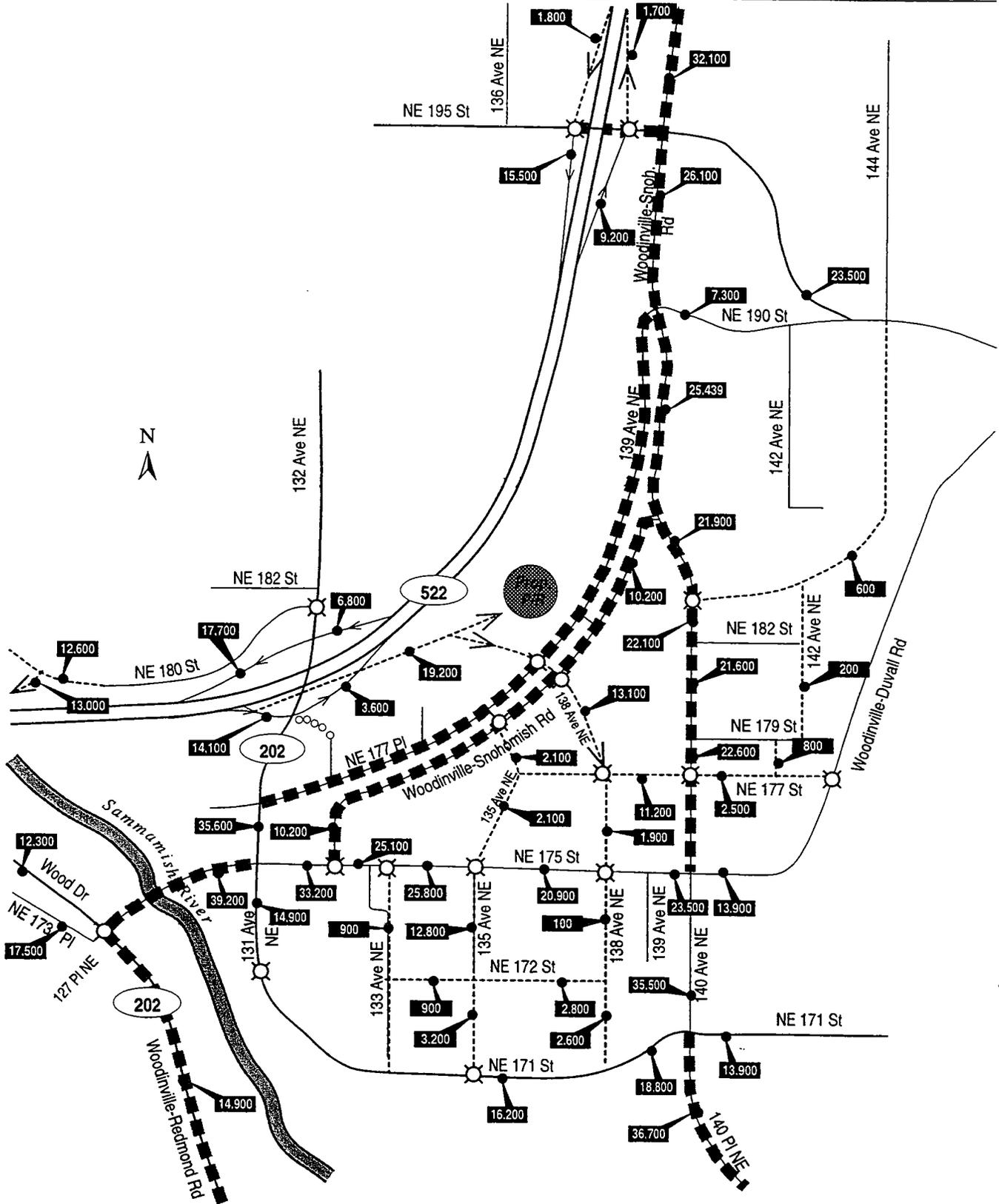
Figures 9-5 and 9-6 present 2010 average weekday traffic volume forecasts (24-hour volumes) estimated from the peak-hour volumes. The forecasts are presented for Scenario 3—the Preferred Arterial Network Plan with the Preferred Land Use Alternative. Table 9-1 highlights overall travel characteristics for the Woodinville Planning Area.

9.4 Plan Implementation

9.4.1 Introduction

Implementation of the Transportation Element consists of adoption and implementation of: transportation capital and operations; improvement measures; their supporting goals and policies; their prioritization and scheduling; their funding requirements; and monitoring activities/programs. The sub-elements of the Transportation Element are:

- Road System Facilities Plan
- Transit, High-Occupancy Vehicle and Rideshare Plan
- Nonmotorized Facilities Plan
- Transportation System Management
- Transportation Demand Management and Parking
- Freight and Goods Movement



LEGEND

- New Road Link
- ■ ■ Major Widening
- ⊙ New Traffic Signal

2,400 24-Hour Average Weekday Traffic Volume (AWDT)

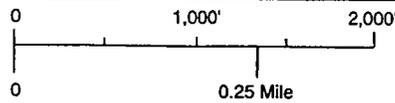


Figure 9-6
2010 Weekday Traffic Volumes in
Downtown Area: Scenario 3

Table 9-1 Profile of 2010 Woodinville Planning Area Travel¹

Trip Generation	P.M. Peak Autos	Percent
Internal-Internal ²	1,742	13.9%
Internal- External ³	<u>10,806</u>	<u>86.1%</u>
Total	12,548	100.0%
Work Trip Mode of Travel⁴	<u>Daily Persons</u>	<u>Percent</u>
1 Occupant Vehicle	18,071	67.0%
Transit	5,695	21.1%
2 Occupant Vehicle	2,776	10.3%
3+ Occupant Vehicle	<u>437</u>	<u>1.6%</u>
Total	26,979	100.0%
Trips To or From	<u>P.M. Peak Autos</u>	<u>Percent</u>
Snohomish County	2,416	22.4%
Bear Creek Planning Area ⁵	1,938	17.9%
Bothell	1,673	15.5%
Other Eastside	2,944	27.2%
Kenmore/Inglewood	823	7.6%
Seattle (excludes Central Business District CBD)	726	6.7%
South King County	156	1.4%
All Other	94	0.9%
Seattle Central Business District CBD	<u>35</u>	<u>0.3%</u>
Total	10,805	100.0%

1 Excludes through-traffic.

2 Trips that begin and end in the Woodinville Planning Area.

3 Trips that begin or end (but not both) in the Woodinville Planning Area.

4 Estimated from Bothell model mode shares.

5 King County planning area immediately east/southeast of Woodinville Planning Area which nominally includes Redmond area east of Avondale Road.

Source: City of Woodinville and Entranco Inc., 1995.

9.4.2 Road System Facilities Plan

The Road System Facilities Plan addresses measures to meet needs for route or corridor vehicular capacity and Level of Service improvements, safety, travel comfort improvements; and preservation of existing roadbed investments and multimodal circulation and access enhancements. The Road System Facilities Plan incorporates the Preferred Street Network Alternative (Scenario 3) and includes recommended capital improvement projects in four categories:

1. **New Roadway Links or Segments.** Includes new freeway ramps and roads or construction of missing links and road extensions.
2. **Major Widening.** Add one or more through traffic lanes or a continuous two-way, left-turn lane.

Categories 1 and 2 (except ramps) include either curbs, sidewalk, and bicycle lane construction or paved shoulders for combined pedestrian/bicycle use, depending on facility type and location.

3. Minor Widening. Typically incorporates paved shoulders for combined pedestrian and bicycle use, together with widening of existing narrow traffic lanes. A few projects involve limited paved sidewalk or trail construction in the road right-of-way or non-paved equestrian trail adjacent to a new paved shoulder. Primary focus is thus on nonmotorized facilities improvements.
4. Intersection and Other Spot Special Improvements. This includes installation of signals at un-signalized intersections, signal improvements, channelization improvements (installing left- or right-turn lanes), realignment of intersection approaches, other low-capital spot improvements, and combinations of the above measures.

Figures 9-7 and 9-8 show the projects in the road improvement plan, while Table 9-2 lists the individual projects by project number and describes them in terms of location, project type, principal features, traffic volume, and in-place cost (construction, right-of-way, and design/engineering/environmental studies).

Table 9-3 summarizes the Road System Facilities Plan by type and cost of improvement.

The revised Downtown Grid Project consists mainly of a number of new downtown street links which would be funded approximately 100 percent via downtown development and redevelopment projects. These projects will be implemented in stages as new development takes place and therefore have not been prioritized. The individual projects will, however, improve downtown circulation and access and contribute to improved traffic flow and safety on existing downtown streets.

9.4.3 Transit, High-Occupancy Vehicle and Rideshare Plan

Much of the implementation will be the responsibility of King County Department of Metropolitan Services—formerly Metro Transit—primarily and Community Transit secondarily, as well as via the Regional Transit Authority if its System Plan is approved by voters.

Public Transit

The transit strategy includes three principal components: Improved line haul service, improved local service, and relocation of the Downtown Park-and-Ride lot. The implementation of the improved line haul service includes increased schedule frequencies: 15–30 minutes peak and 30–60 minutes off-peak; an additional route via State Route 202 and/or 140th Place NE to 148th Avenue NE, route re-orientation to emphasize more direct service to other suburban King and Snohomish County major destinations (lessened orientation to downtown Seattle); and service hours extended to 16 hours per day weekdays and seven-day per week service.

Table 9-2: Roadway System Projects

Project No.	Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Improvement Cost in Thousands of 1995 Dollars	Notes	
						1994	2010 Scenario 3 Scenario 1	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other			
ROADWAYS: NEW LINKS																
RM-1	Base	144th Ave. NE	Just south of county line	see notes	Local	--	--	2	Yes	--	--	--	Alt A = 1-way st. Alt B = 2-way st.	A = 10 B = 467	Developer	
RM-2	Base	NE 195th Street	164th Ave. NE to 166th Ave. NE	0.12	Collector	--	800 0	2	Yes	--	--	--		367	Concurrent with RO-8	
RM-15	Preferred	SR 522/NE 195th Street: "North" Ramps Set	New EB On-Ramp and WB Off-Ramp	--	NE 195th Street is Minor Arterial	--	3,500 0	PER WSDOT STANDARDS						Not Available WSDOT = 100%?	WSDOT Project: Include signalization	
RM-18	Preferred	SR 522 EB Off-Ramp (132 Ave. NE Interchange)	New EB Off-Ramp to NE 177th Place	0.34	NE 177th Place is proposed Collector	--	19,200 0	PER WSDOT STANDARDS						Includes direct connection to proposed P/R and HOV preferential features. Traffic signal at NE 177th Place.	WSDOT/CITY/METRO PROJECT 5,410 50% Dev. May include HOV preferential lane at NE 177th Place 50% WSDOT/Regional Transit Authority	
RM-20	Preferred	NE 180th Street Ramp to SB I-405	Project RM-22 to I-405 SB ramp	--	NE 180 Ave. is Minor Arterial	--	13,000 0	PER WSDOT STANDARDS						Recommend HOV preferential features	Not Available	BOTHELL PROJECT (as North Ck. develops)
RM-22	Base	NE 180th Street to 120th Ave. NE	Link between current termini of the two streets		Minor Arterial	--	--	5	--	2	2	2		Not Available	BOTHELL PROJECT (with WSDOT) (as North Ck. develops)	

Total Cost for Roadways/New Links RM-1, RM-2, RM-18 only (\$000): \$5,803 (low-cost alternatives) or \$6,260 (high-cost alternative)

ABBREVIATIONS

Project Code	
RM	Roadway Project, Major Widening or New Link
RO	Roadway Project, Minor Widening/Other
GR	Downtown Grid Road System Project
I	Intersection Project
S	Other Spot/Special Project

WD Rd - Woodinville-Duval Road
 WR Rd - Woodinville-Redmond Road
 WS Rd - Woodinville-Snohomish Road
 NB - Northbound
 SB - Southbound
 EB - Eastbound
 WB - Westbound
 N/O - North of (etc.)
 * - see notes

C.I.P. (current) Capital Improvement Program
 CL - City Limit
 Dev. - Developer
 ECL - East City Limit; WSL etc.
 HOV - High Occupancy Vehicle Lane
 PED - Pedestrian
 P/R - Park and Ride Lot
 ROW - Right-of-way
 WSDOT - Washington State Department of Transportation
 (#) - Existing number of lanes

Priority:
 H - High
 M - Medium
 L - Low

65 Projects in All

Table 9-2: Roadway System Projects (Continued)

Project No.	Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description							Improvement Cost in Thousands of 1995 Dollars	Notes
						1994	2010	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other			
							Scenario 3 Scenario 1									
ROADWAYS/DOWNTOWN GRID: NEW LINKS																
A. South of NE 175 Street and west of 140th Avenue NE																
GR-2	Preferred	138th Ave. NE	NE 171st St. to NE 172nd St.	0.13	Collector	--	2,600	3	--	2	2	2	No left turns allowed at NE 171st Street	887 - Dev.		
GR-4	Preferred	138th Ave. NE	NE 172nd St. to NE 175th St.	0.15	Collector	--	100	3	--	2	2	2	Traffic signal at NE 175th Street, with cost split 50%/50% with GR-13	1,095 - Dev.		
GR-6	Preferred	NE 172nd St.	138th Ave. NE to 135th Ave. NE	0.18	Local	--	2,800	3	--	2	2	2		1,263 - Dev.		
GR-8	Preferred	NE 172nd St.	135th Ave. NE to 133rd Ave. NE	0.11	Local	--	900	3	--	2	2	2		793 - Dev.		
GR-10	Preferred	135th Ave. NE	NE 171st St. to NE 172nd St.	0.14	Collector	--	3,200	3	--	2	2	2	Traffic signal at NE 171st Street	1,088 - Dev.		
GR-12	Preferred	135th Ave. NE	NE 172nd St. to NE 175th St.	0.14	Collector	--	12,800	3	--	2	2	2	Traffic signal at NE 175th Street, with cost split 50%/50% with GR-17	1,081 - Dev.	City to confirm: Incorporates existing NE 135th Ave. from NE 172nd to NE 175th St. Assume essentially 100% new construction/City.	
GR-14	Preferred	133rd Ave. NE	NE 171st St. to NE 172nd St.	0.14	Collector	--	0	3	--	2	2	2	No left turns allowed at NE 171st Street	968 - Dev.	Incorporates existing 133rd Ave. NE from 135th Ave. NE to 133rd Ave. NE. Assume essentially 100% new construction. per City.	
GR-16	Preferred	133rd Ave. NE	NE 172nd St. to NE 175th St.	0.14	Collector	--	900	3	--	2	2	2	Traffic signal at NE 175th Street	1,121 - Dev.		
A. Subtotal Cost (\$000): \$8,296																
B. North of NE 175th Street and west of 140th Avenue NE																
GR-9	Preferred	NE 177th St.	140th Ave. NE to 138th Ave. NE	0.12	Local (reclassify to Collector)		11,200	4	--	2	2	2	Two traffic signals at 140th Avenue NE, w/ cost split 50%/50% w/ GR 7; at 138th Ave. NE, w/ cost split 25% each w/ GR-9, GR-11, GR-13, and GR-15	1,103 - Dev.		

Table 9-2: Roadway System Projects (Continued)

Project No.	Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Improvement Cost in Thousands of 1995 Dollars	Notes
						1994	2010 Scenario 3 Scenario 1	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other		
ROADWAYS/DOWNTOWN GRID: NEW LINKS (Continued)															
GR-13	Preferred	138th Ave. NE	NE 175th Street to NE 177th Street	0.15	Collector	--	1,900	3	--	2	2	2	Traffic signal at NE 175th Street, with cost split 50%/50% with GR-4	1,108 - Dev.	
GR-15	Preferred	138th Ave. NE	NE 177th Street to NE 177th Place (WS Rd)	0.18	Collector	--	13,100	4	--	2	2	2	Traffic signal at WS Road, RR crossing	1,769 - Dev.	
GR-17	Preferred	135th Ave. NE	NE 175th Street to NE 177th Street	0.14	Collector	--	2,100	3	--	2	2	2	Traffic signal at NE 175th Street, with cost split 50%/50% with GR-12	1,028 - Dev.	
GR-19	Preferred	135th Ave. NE	NE 177th Street to Wood. Snoh. Rd.	0.08	Collector	--	2,100						Monitor for signal warrants	578 - Dev.	
B. Subtotal Cost (\$000): \$6,678															
C. East of 140th Avenue NE															
GR-3	Preferred	142nd Ave. NE	NE 179th Street to 144th Ave. NE Extension	0.24	Local	--	200	2/3	--	2	2	2	Modify existing signal at NE 190th St. Install signal at 140th Ave. NE.	627 - Dev.	Upgrade extra street from NE 179th St. to NE 182nd St., and new link north from NE 182nd St.
GR-7	Preferred	NE 177th Street	140th Ave. NE to Wood.-Duv. Rd.	0.19	Minor Art.	--	2,500	3	--	2	2	2	2 traffic signals at WD Rd; at 140th Ave., with cost of latter split 50%/50% with GR-9	1,497 - Dev.	
C. Subtotal Cost (\$000): \$5,430															
Total Cost for Downtown Grid/New Links (\$000): \$20,404															
ROADWAYS/DOWNTOWN GRID: EXISTING, MAJOR WIDENING															
GR-21	Base	Wood.-Snoh. Rd.	NE 175th Street to 140th Ave. NE	0.69	Local (Reclassify to Collector)	5,400 S/O 140th Ave.	10,200	3		2	2	1	Traffic signal at NE 175th Street	1,048 - Dev.	
Total Cost for Downtown Grid (\$000): \$21,452															

Table 9-2: Roadway System Projects (Continued)

Project No.	Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Improvement Cost in Thousands of 1995 Dollars	Notes
						1994	2010 Scenario 3	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Sidewalks	Other		
ROADWAYS: MAJOR WIDENING															
RM-3	Preferred	Wood.-Snoh. Rd.	SR 522 to NE 195th Street	1.09	Minor Art.	13,500 N/O 195th St.	32,100	Alt A: 2/3	--	2	2	2	Alt. = 2/3 lanes initial (Base system) and 4/5 lanes later under Pref. system alt.)	Alt. A (2/3 L) 3,920	Very tight squeeze between SR 522 and BNRR S/O NE 205th St. (35-ft. ROW?)
							21,700	Alt B: 4/5						Alt. B (4/5 L) 6,323	
RM-5	Base	Wood.-Snoh. Rd.	NE 195th Street to 185th Ave. NE (140th Ave. NE)	0.53	Minor Art. (reclassify to Major Art.)	12,400 S/O 195th St.	26,100	4/5	--	2	2	2		2,037	Potential option: operate the added thru-lanes as HOV-only during a.m. & p.m. rush hour periods.
RM-6	Base	Wood.-Duvall Rd.	NE 190th Street to 171st Ave. NE (east city limit)	1.48	Major Art.	25,500 W/O 156th Ave.	36,600	5		2	2	2		7,120	
RM-7	Base	140th Ave. NE	185th Ave. NE to N/O 175th Ave. NE	0.47	Minor Art. (reclassify to Major Art.)	10,400 S/O 185th Ave.	21,900	4/5	--	2	2	2		1,993	
RM-8		(Vacant)													
RM-9	Base	140th Pl. NE--148th Ave. NE	NE 171st St. to NE 145th St.	1.40	Minor Art. (reclassify to Major Art.)	16,100 S/O 171st St.	36,700	3 or 2/3 (equiv. footprint)	--	2	2	2		2,129	<ul style="list-style-type: none"> Likely annex. (most presently in King Co.?) Pot. 4-lane in extra-long range?
RM-10		(Vacant)													
RM-11	Base	SR 202 (WR Road)	NE 145th Street/148th Ave. NE I/S to 127th Place NE	2.12	Major Art. (reclassify to Minor Art.)	10,700 S/O 127th Pl. (daily volume)	14,900	2/3	2	2	2 (mountable)	2	Cross section includes a 5-ft. planter on each side separating motor. and non-motor. traffic. Integrate w/ City/ WSDOT re: NE 145th Street: Non-motor. study recs.	4,127 - WSDOT	
RM-12	Base	SR 202 (WR Road)	127th Place NE to 131st Ave. NE	0.25	Major Art.	16,400 W/O 131st Ave. (daily volume)	39,200	4/5		2	2	2	See also I-6 re: 127th Pl. NE intersections	1,744 - WSDOT	
RM-13		(Vacant)													
RM-16	Base	NE 177th Place - 139th Avenue NE	131st Ave. NE to NE 190th Street	0.94	Local (reclassify to Collector)	1,500 S/O 190th St.	2,800	3		2	2	1		1,961	<ul style="list-style-type: none"> 50% Dev. 50% City
Total Cost for Roadways/Major Widening (\$000): \$24,512 (low-cost alternatives) or \$26,915 (high-cost alternatives)															

Table 9-2: Roadway System Projects (Continued)

Project No.	Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Improvement Cost in Thousands of 1995 Dollars	Notes
						1994	2010	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other		
							Scenario 3								
ROADWAYS: MINOR WIDENING/OTHER															
RO-1	Base	168th Ave. NE	WD Road to NE 195th Street	0.52	Collector	3,800 N/O WD Rd	1,500 3,000	(2)	2	--	--	--		127	Ped-Bike Improvements
RO-2		(Vacant)													
RO-3	Base	156th Ave. NE	WD Road to NE 205th Street	1.02 (+0.25)	Collector (reclassify to Minor Art.)	6,100 N/O WD Rd	7,300 10,500	(2)	2	--	--	--		414	Ped-Bike improv. Segment NE 205th Street (244th Street SE) to 240th Street SE in Snoh. Co.
RO-4	Base	Wood.-Duvall Rd.	NE 178th Street to NE 190th Street	0.70	Major art.	11,900 S/O 190th St.	13,300 14,700	3		2	2	2		876	
RO-5	Base	140th Ave. NE	NE 171st Street to NE 175th Street	0.25	Minor Art.	18,600 S/O 175th SE	35,500 24,300	(5)	--	--	--	--	Widen existing sidewalks in north half to accommodate bikes and pedestrians.	37	
RO-6	Base	240th Street SE	WS Road to 156th Avenue NE	0.71	future Collector status? (see "other")	--	4,900 3,700	(2)	2	--	--	--	Private rd./ROW issues? (Golf course) Future college campus?	1,573	Ped-Bike improv. in Grace Annex and Snoh. Co. seg.
RO-7		(Vacant)													
RO-8	Base	NE 195th Street	156th Ave. NE to 170th Ave. NE (E.C.L.)	0.74	Collector	--	2,600 3,900	(2)	2	--	--	--		622	Site distance and ped-bike improvement, concurrent with RM-2
RO-9		(Vacant)													
RO-10	Base	NE 195th Street	148th Ave. NE to 156th Ave. NE	0.49	Local	--	--	(2)	2					156	Ped-Bike improv. Connects to proposed off-road trail in vacant 148th Ave. NE ROW.
RO-11		(Vacant)													
RO-12	Base	NE 171st - 175th Streets	140th Ave. NE to 164th Ave. NE (E.C.L.)	1.76	Collector	6,900 E/O 140th Ave	18,100 19,400	(2)	2	--	--	--		2,405	Safety and site distance improvements
RO-13	Base	"Leota Lake Loop"	160th/167th Aves. NE, NE 180th Street, et al.	0.80	Local (reclassify west half of loop to Collector)	1,900 on 160th St. S/O WD Rd.	2,700 6,800	(2)	2	--	--	--		580	Ped-Bike improvements
RO-14	Base	NE 143rd Place	132nd Ave. NE to SR 202 (WR Rd.)	0.68	Collector (reclassify to Minor Art.)	6,700 E/O 132nd Avenue	5,700 12,200	(2)	2	--	--	--		231	Ped-Bike improvements

Table 9-2: Roadway System Projects (Continued)

Project No.	Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Improvement Cost in Thousands of 1995 Dollars	Notes		
						1994	2010 Scenario 1	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other				
																2010 Scenario 3	
ROADWAYS: MINOR WIDENING/OTHER (Continued)																	
RO-15	Base	164th Ave. NE	NE 175th Street to NE 180th Street	0.31	Collector (proposed)	--	1,800	(2)	2	--	--	--		167	Ped-Bike Improvements		
							2,900										
RO-16	Base	NE 195th Street	130th Ave. NE to WS Road	0.56	Collector	5,500 W/O 136th Ave.; 3,000 W/O 136th Ave.		(2-3)	--	2	2	1 North Side	Coord. with S-3 in Inch. segment	275	Ped-Bike Improvements		
RO-17	Base	124th Ave. NE	NE 146th St. to NE 169th St.	.96	Collector	13,500 S/O 160th St.	16,000	(2-3)	--	2*	2*	2*	Needs review re: features and City of Woodinville participation	1,456	Bothell and King County abut segment = King County proposal		
RO-18	Base	Wedge-Grace Nonmotorized Route Provides ped. and bike facilities connection from Wood. HS to SR 9 N/O SR 522	<ul style="list-style-type: none"> Begin: 136th Ave. NE at NE 195th (segments northward) 136th Ave. NE NE 205th St. 58th Ave. SE 238th St. SE 63rd Ave. SE 233rd Pl. SE End WS Rd. (Hwy. 9) 	2.27	Local streets	--	800	(2)		See	below	--		1,135 } Ped-Bike improvements	Sidewalk adjacent to high school only		
							600										
								(2)	2	--	--	--					
								(2)	2	--	--	--					
								(2)	2	--	--	in Sno. Co.					
								(2)	2	--	--	in Sno. Co.					
RO-19	Base	124th Ave. NE	NE 169th Street to SR 202 WR Road/127th Pl.	0.31 (+0.24)	Minor Arterial	4,900 W/O SR 202/127th Pl.	17,500	(2)	2	--	1	1		493 Cost includes segment*	Ped-Bike improvements. In CIP (1997) *Segment in Bothell		
							22,800										
RO-20	Base	NE 205th Street (244th St. SE in Snoh. County)	130th Ave. NE to 136th Ave. NE	0.37	Local	--	--	(2)	2	--	--	--		173 May be Shared w/Snoh. County	Ped-Bike improvements. On county line (244th St. SE)		
RO-21	Base	130th Ave. NE - 132nd Ave. NE	NE 182nd St. to NE 205th St.	0.68 (+0.53)	Collector	4,400 S/O 195th St.	3,600	(2)	2	--	--	--		260	Ped-Bike improvements		
							4,700										
RO-22	Base	NE 186th St. - 136th Ave. NE	132nd Ave. to NE 195th St.	0.66	Local	600 S/O 195th St.	--	(2)	2	--	--	--		210	Ped-Bike improv.; supplements high school access		
Total Cost Roadways-Minor Widening/Other (\$000): \$12,351																	

Table 9-2: Roadway System Projects (Continued)

Project No.	Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Improvement Cost in Thousands of 1995 Dollars	Notes
						1994	2010 Scenario 3 Scenario 1	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other		
INTERSECTIONS															
I-1	Base	Wood.-Duvall Road	At 168th Ave. NE		Major Art. at Collector	24,900*							Signalization and miscell. improvements. Interim improvement until RM-6 built?	388	1995 C.I.P
I-2	Base	Wood.-Duvall Road	At 156th Ave. NE		Major Art. at Collector	31,600*							Signalization and channelization. Interim improvement until RM-6 built?	60 (city estimate)	1995 C.I.P
I-3	Base	Wood.-Duvall Road	At NE 190th St.		Major Art. at Major Art.	35,500*							Channelization improvements	Approx. 200	Coordinate with RM-4, RM-6
I-4	Base	Wood.-Snoh. Road	At NE 200th St.		Minor Art. at Local (future Collector?)	16,500 (est. 3,000 on 200th St.)							Intersection and signal improvements	289* 325* 614	Per C.I.P.* Design, 1995; Const., 2000
I-5	Preferred	132nd Ave. NE	At NE 180th St.		Collector at Future Minor Arterial	4,400 (132nd only)							Signalize when RM-22 (NE 180th St. ext. is built by Bothell. Interconnected with interchange signals.	120	WD POT = \$1,000 EPA = \$600,000
I-6	Base	SR 202	At 127th Pl. NE		Major Art. at Minor Art.	26,100*							Signalize channelization. Profile and alignment work. Railroad crossing work.	City Share? WSDOT Share? Total: Approx. 2,000	ISTEA Grant = \$300,000 Mitigation = \$100,000 WSDOT = \$1,000 EPA = \$600,000
I-7	Base	131st Ave. NE	Midblock ped. crossing at south end of Gateway Park		Major Art.	10,200*							Pedestrian signal	Approx. 80	
I-8	Base	SR 202 Intersection	At NE 145th St./148th Ave. NE		Major Art. at Major Art.	27,100*							Channelization (additional turn and/or turn lanes)	City Share? WSDOT Share? Total: Approx. 400	

Table 9-2: Roadway System Projects (Continued)

I-9	Base	"Leota Loop" = WD Rd.	At 160th Ave. NE/WD Road intersection	Major Art. at Collector	25,800*							Signalization and channelization	350	1996 C.I.P., labeled as "Leota Loop".
I-10, 11		124th Ave. @ NE 148th St @ NE 157th St										Let-turn pockets	400	
I-12		Woodinville- Duvall Rd @ 152nd Ave. NE										Let-turn pockets	300	

Total Cost for Intersections (\$000): \$2,612

* VOLUME FOOTNOTE: Sum of the highest volumes of the two intersecting streets

SPOT IMPROVEMENTS/OTHER

S-1	Base	Annual Pavement Overlay Program	Various locations		--	--						Pavement overlay	Not Available	
S-2	Base	SR 202	From NE 175th St. to NE 182nd St.	Major Art.	31,400 N/O 175th St.	--						Traffic control system enhancement	100% WSDOT? or City Share? Include Cost under S-5 (downtown signal system)? 100	Facility is "built-out" geometrically.
S-3	Base	NE 195th St.	From SR 522 Inter. to WS Rd.	Minor/Principal	23,600 W/O WS Rd.	30,888						Traffic control system enhancement and misc. channelization/widening	City Share? WSDOT Share? 525	Needs and features will depend in part on provision of the North Ramp Set (RM-15)
S-4		(Vacant)												
S-5	Base	Downtown signal system/ interconnect										Interconnect existing and future signals (Downtown Grid projects' signals and non-Grid all other downtown signals), central control systems	Alt. A = time-based = 83 Alt. B = traffic-based = 430	
S-6	Base	NE 143rd Pl.	at 132nd Ave. NE									Channelization improvements. Signalize.	916	

Total Cost for Spot Improvements/Other (\$000): \$1,624 (low-cost alternatives) or \$1,971 (high-cost alternatives) and excludes project S-1.

GRAND TOTAL COST (61 Projects) \$66,918 (low-cost alternatives), or \$70,125 (high-cost alternatives), plus four projects not costed (RM-15, RM-20, RM-22, and S-1).

Table 9-3: Summary of Road System Plan by Project Type and Cost

	Number of Projects Costed	Project Costs (Thousands of 1995 dollars)		Percent of Grand Total (00)	
		with Low-Cost Alternatives	with High-Cost Alternatives	With Low-Cost Alternatives	With High-Cost Alternatives
I. GENERAL SYSTEM					
A. Roadways: Major Improvements					
1. New Links	3 ^a	5,787	6,244	8.6	8.9
2. Major Widening	8	<u>25,031</u>	<u>27,434</u>	<u>37.4</u>	<u>39.1</u>
A. Subtotal	11	30,818	33,678	46.1	48.0
B Roadways: Minor Widening/Other					
	18	11,190	11,190	16.7	16.0
C. Intersections					
	12	3,312	3,312	4.9	4.7
D. Spot Improvements					
	<u>4</u> ^b	<u>1,624</u>	<u>1,971</u>	<u>2.4</u>	<u>2.8</u>
General System Total	45	46,944	50,151	70.2	71.5
II. DOWNTOWN GRID SYSTEM					
A. New Roadway Links					
	16	18,926	18,926	28.3	27.0
B. Major Widening					
	<u>1</u>	<u>1,048</u>	<u>1,048</u>	<u>1.5</u>	<u>1.5</u>
Downtown Grid System Total	17	19,974	19,974	29.8	28.5
GRAND TOTAL	62	66,918	70,125	100.0	100.0

^a Excludes three uncostered projects: State Route 522 project RM-15 and both Bothell Projects (RM-20 and RM-22)

^b Excludes one uncostered project: S-1 (annual pavement overlay program).

Source: City of Woodinville and Entranco, Inc., 1995.

Local service improvement consists of a full or partial dial-a-ride van/small bus service. At a minimum this would be a "many-to-few" service, with door-front pick-up from throughout the entire planning area and delivery to major activity centers that could include: downtown; other major industrial/employment areas (including the Bothell North Creek industrial/office area); the Woodinville and Bothell park-and-ride lots, and future freeway interchange ramp bus stops. During a.m. and p.m. peak periods (6:00–9:00 a.m. and 4:00–7:00 p.m.) this local service may be provided via fixed-route or route-deviation service, with four candidate routes connecting downtown to:

1. The Wedge, Grace, and North Industrial neighborhoods
2. The State Route 202 Valley Industrial, West Ridge, North Kingsgate, and Tourist District neighborhoods
3. The Leota Neighborhood
4. Woodinville park-and-ride to Bothell Canyon Park Business Center

The recently released Metro Draft Six-Year Plan broadly outlines service alternatives which are generally consistent with these Woodinville transit service components.

Transit facilities improvements include the relocation of the downtown park-and-ride lot to NE 177th Place. The proposed new eastbound State Route 522 off-ramp to NE 177th Place will provide faster, more economical, and efficient transit access to the downtown area and the new park-and-ride facility. The new park-and-ride also will serve as an expanded transit center, with local fixed-route and demand responsive elements serving this facility on all runs. This location could be used in the future as a multi-modal facility when and if commuter rail service is provided to Woodinville.

The transit goals and policies also provide specific recommendations for improved transit stop design features and pedestrian access design features.

High Occupancy Vehicle Facilities

Park-and-ride and bus stop facilities are addressed under "Public Transit", above. Other high-occupancy vehicle facilities recommendations include preferential treatment for high-occupancy vehicles (bus, carpools, and vanpools) at intersections in terms of queue-bypass lanes and/or preferential signal timing and phasing for high-occupancy vehicles. Among candidate locations are:

- NE 195th Street and State Route 9 interchanges
- High-occupancy vehicle queue bypass lanes at State Route 522 on-ramp "meters"
- NE 175th Street/131st Avenue NE intersection
- New eastbound State Route 522 off-ramp/NE 177th Place intersection
- State Route 202/127th Place NE/Woodinville Drive intersection
- State Route 202/NE 145th Street/148th Avenue NE intersection
- Woodinville-Snohomish Road/NE 195th Street intersection
- NE 180th Street/NE 132nd Street intersection

In addition, peak-hour-only high-occupancy vehicle lanes along Woodinville-Duvall Road from the east city limits to NE 190th Street and the North Bypass are an option with this segment's widening to five lanes (RM-6).

Rideshare

Rideshare—vanpool and carpool travel—will be enhanced by the high-occupancy vehicle facility plan element discussed above. Ridesharing also will become an increasingly larger share of the work and school trip commute through the increased employer rideshare programs—both large employers covered by the Commute Trip Reduction Act, as well as smaller employers. Major new developments are required to address rideshare incentives under City-required,

on-site Transportation Demand Management programs (see Transportation Demand Management, below).

Transit and Rideshare Target

The percentages recommended as goals for the WPA's combined daily person trips via transit and rideshare for the years 2000 and 2010 are, respectively, 5 percent and 15 percent.

9.4.4 Nonmotorized Facilities Plan

Nonmotorized travel in the Woodinville Planning Area consists primarily of pedestrian and bicycle transportation, and secondarily, equestrian transportation. The first two modes have sizable "transportation" or "utility" trip purpose as well as recreation trip purpose, while equestrian travel is entirely recreational in nature. Pedestrian and bicycle improvements contribute to improved automobile traffic safety and reduced automobile delay, as well as enhancing the utility and safety of the walking and bicycling modes. Pedestrian and bicycle improvements also are important for access to transit routes and park-and-ride facilities.

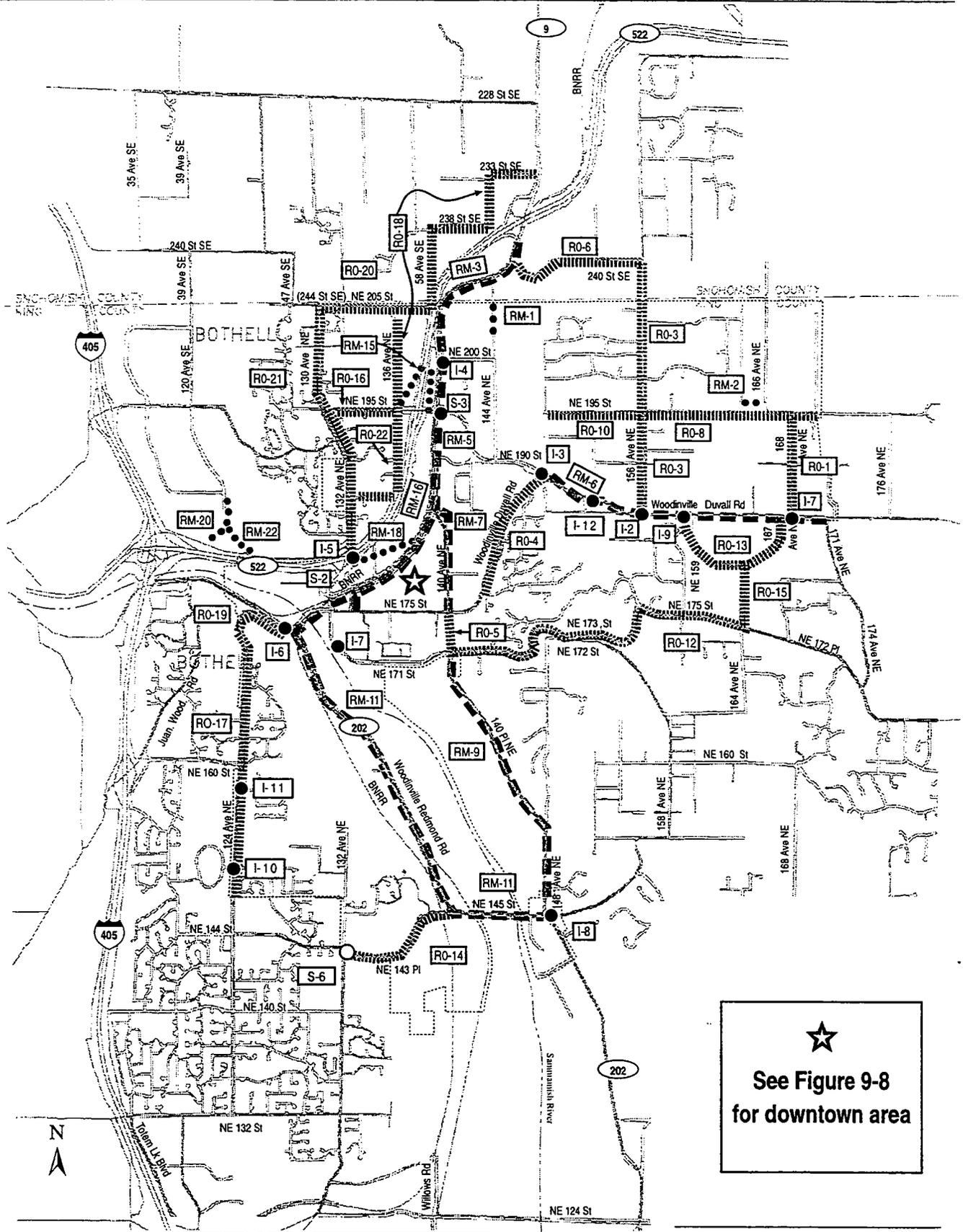
The potential for nonmotorized travel growth in Woodinville is indicated by a May 1995 12-hour 7:00 a.m. to 7:00 p.m. count of bicycle activity on the Sammamish River trail in Woodinville:

	1995 Bicycle Count	% Increase Over 1990 Count
Tuesday, May 23, 1995	1,510	185%
Saturday, May 20, 1995	2,980	44%

Source: *Cascade Bicycle Club Courier*, July 1995

Among principal objectives for the Nonmotorized Plan are:

1. Provide pedestrian and bicycle facilities on all new and existing links of the City's arterial system (see Figures 9-3, 9-7, and 9-8).
2. All current and future activity centers are to be linked by pedestrian and bicycle facilities. These centers include downtown, other employment concentrations, schools, parks, and the Tourist District.
3. Improve nonmotorized access to and across the Sammamish River Trail.
4. Improve pedestrian and bicycle circulation downtown.

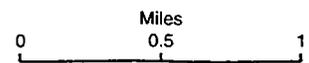


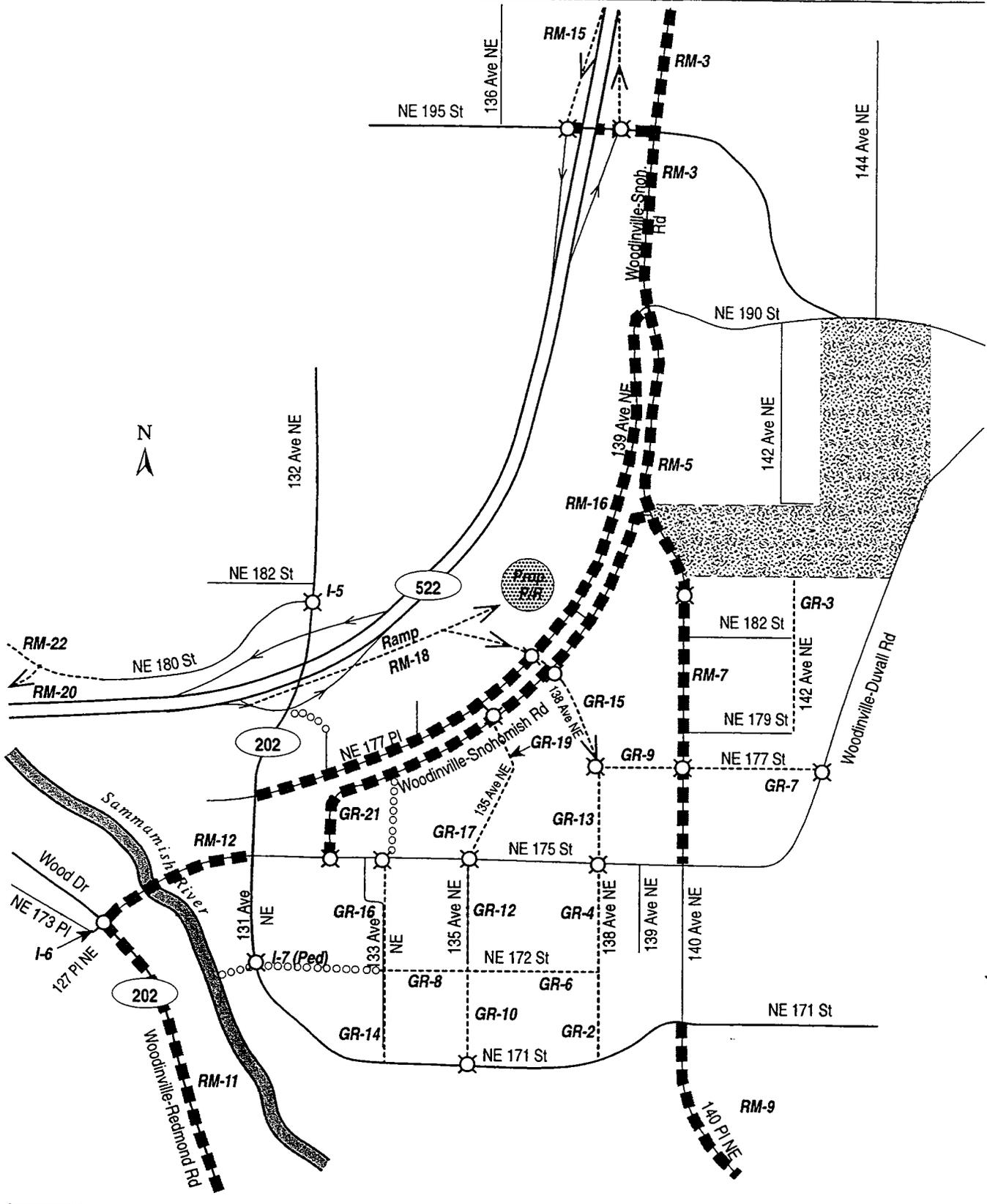
★
See Figure 9-8
for downtown area

LEGEND

- New Link/Road Segment
- Major Widening
- ▨ Minor Widening
- City Limits
- Intersection Improvement
- Spot Improvement
- RM-9 Improvement Project Number

Figure 9-7
Roadway Improvements Plan





LEGEND

- Existing Road Link
- - - - - New Road Link
- ■ ■ Major Widening
- ○ ○ ○ New trail
- ⊙ New Traffic Signal



Study Area*

*Street alignment and access to be determined upon development of parcels.

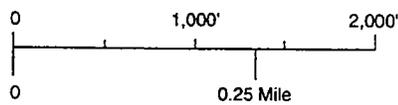


Figure 9-8
Roadway Improvements Plan
Downtown Area

Note: Sidewalks and bicycle lanes or equivalent on all Downtown Grid projects.

Nonmotorized improvements in the Transportation Element include:

- Paved sidewalks
- Paved multi-use trails (pedestrian and bicycle)
- Unpaved trails (pedestrian and equestrian, and bicycles in some instances)
- Paved five- to six-foot-wide road shoulders (for pedestrians and bicycles in most residential areas and other non-downtown locations)
- Wide curb lanes (13 to 15 feet) or five-foot-wide bicycle lanes adjacent to the curb
- Pedestrian trail and bicycle route signing and information kiosks

These improvements should be integrated and coordinated with the Parks, Recreation, and Open Space Element.

The Road System Facilities Plan includes “on-roadway” (i.e. non-trail) nonmotorized improvements under both Major Widening and Minor Widening project categories, with the Minor Widening mostly being the addition of paved shoulders. These are supplemented by trail (off-road) construction projects.

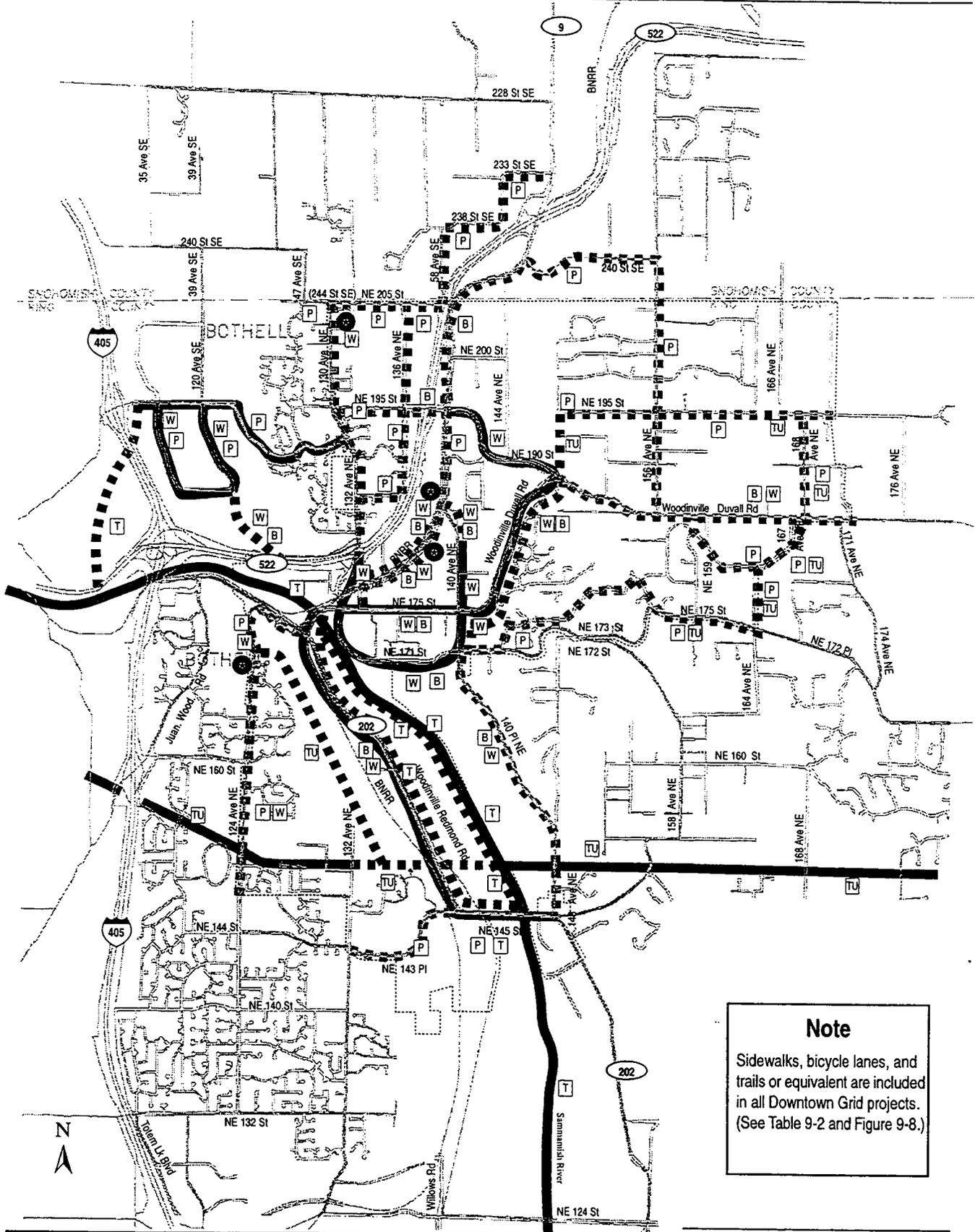
Figure 9-9 maps the nonmotorized plan. Table 9-2 also includes nonmotorized improvement features. High-need nonmotorized facility improvements for the Woodinville Planning Area are included in these road and trail facility projects:

- Woodinville-Duvall Road Projects (RO-4 and RM-6)
- 140th Place NE–148th Avenue NE Road Project (RM-9)
- Woodinville-Snohomish Road Projects (RM-1, RM-5, and RM-14)
- NE 143rd Place Road Project (RO-14)
- 124th Avenue NE Road Projects (RM-17 and RO-19)
- 156th Avenue NE Road Project (RO-3)
- NE 145th Street (State Route 202 corridor crossing of Sammamish River and its approaches), in Project RM-11
- West Ridge Hillside Trail Project
- Tolt Trail extensions to Sammamish River Trail
- Sammamish River Trail Connector Trail to North Creek Development (in City of Bothell)

Pedestrian and bicycle improvement elements in the Road System Facilities Plan account for about 10 percent of that plan’s total cost.

Regional and sub-regional project integration is represented by bicycle lanes and paved shoulders in the Woodinville-Snohomish Road Projects, which will link up with the “State Route 9/City of Snohomish to the King County Line Bikeway Project” in the Snohomish County Comprehensive Plan’s Transportation Element. Similarly, King County’s Nonmotorized Plan includes improvement of Woodinville-Duvall Road to Duvall, while Redmond’s nonmotorized element





Note
 Sidewalks, bicycle lanes, and trails or equivalent are included in all Downtown Grid projects. (See Table 9-2 and Figure 9-8.)

LEGEND

- Existing
- Proposed
- Paved shoulders for bicycles & pedestrians
- Sidewalk
- Bicycle lanes at curb
- Trail, paved
- Trail, unpaved
- Shoulder or sidewalk on one side of street only
- City limits

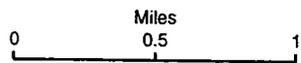


Figure 9-9
Nonmotorized Plan

includes bicycle lanes on State Route 202 (Woodinville-Redmond Road northward to NE 124th Street).

If any rail links are abandoned, they will be considered for trail conversion under the state's "rails-to-trails" program.

Bicycle-friendly design and parking features must be incorporated in transportation planning for on-site circulation and parking in private developments.

9.4.5 Transportation System Management

Transportation System Management has the objective of increasing the vehicular and person trip capacities of the existing street and highway system. It is closely integrated with the Transit/High-occupancy vehicle/Rideshare and the Transportation Demand Management plans and programs, as well as the Road System Facilities Plan. It includes all traditional traffic engineering measures along with improvements and measures of the other plan elements above. Spot and low-cost improvements are sometimes included under Transportation System Management, although such projects of more than minor cost have herein been included in the Road System Facilities Plan. Transportation System Management may include the Transportation Plan Monitoring, although here that element is treated separately in Section 9.5.

Functional Classification

The functional classification of Woodinville's streets is a Transportation System Management and capital planning element and is a tool to guide, unify, and prioritize improvements to the street system as well as address their transportation service needs, design features, and operational performance characteristics.

Figure 9-3 shows the existing functional classification of principal arterials, minor arterials, and collector streets. Recommended revisions to the arterial system classification are presented in Table 9-4. The recommended revisions are based on the various functional classification criteria, such as current and forecasted traffic volumes; speeds, truck, and transit usage; and associated trip/traffic geography such as the importance of local and sub-regional destinations and linkages served, trip length, and through traffic levels.

The existing routing of State Route 202, via the Woodinville-Redmond Road segment northwest of the NE 145th Street/148th Avenue NE intersection, does not coincide with the City's Land Use Goals and Policies. Several alternative routes are possible:

- (1) Shift the route to 140th Place NE - 148th Avenue NE to the NE 171st Street South Bypass, and along the latter and 131st Avenue NE to the State Route 522/132nd Avenue NE Interchange.

Table 9-4 Revisions to the Functional Classification System

	Road/Street Segments	Existing Functional Classification	Proposed Functional Classification	Notes
1.	140th Place NE–148th Avenue NE: NE 145th to NE 171st Sts.	Minor Arterial	Major Arterial	Items 1 to 4 assume State Route 202 designation will be moved to Segment 1, 140th Place NE–148th Avenue NE
2.	140th Ave.: NE 171st to NE 185th Sts./ (Wood-Snoh Rd.)	Minor Arterial	Major Arterial	
3.	Wood-Snoh Rd.: NE 185th St. to State Route 9	Minor Arterial	Major Arterial	
4.	State Route 202: NE 145th St./148th Ave. NE intersection to 131st Ave. NE	Major Arterial	Minor Arterial	
5.	NE 180th St.: 132nd Ave. NE to 120th Ave. NE	Local	Minor Arterial	With Bothell construction of Project RM-22.
6.	NE 144th St.–NE 143rd Pl.: 132nd Ave. NE to 148th Ave./ NE 145th St. intersection	Collector	Minor Arterial	
7.	156th Avenue NE: Wood-Duvall Rd. to 240th St. SE	Collector	Minor Arterial	Serves as Leota-Grace neighborhood's link to State Route 522 north.
8.	160th Ave. NE–NE 180th St. to 164th Ave. NE (west half of "Leota loop")	Local	Collector	
9.	Wood-Snoh. Rd.: NE 175th St. to NE 185th St./140th Ave. NE	Local	Collector	
<u>New Downtown Grid Street Links</u>				
10.	135th Avenue NE: Wood-Snoh Rd. to NE 171st St.	New Street Segment	Collector	
11.	144th Ave. NE Ext.: NE 190th St. to 140th Ave. NE	New Street Segment	Collector	

Source: City of Woodinville and Entranco, Inc., 1995.

(2) Shift the route to 140th Place NE, then to Woodinville-Snohomish Road to either State Route 522 at the NE 195th Street interchange or at the State Route 9 interchange.

(3) "Split the State Route 202 route" and assign it to both (1) and (2) above.

(4) Abandon as a State Route altogether.

This measure meets land use objectives for the Tourist District. Furthermore, potential costly and difficult widening of the existing State Route 202 routing to four or five lanes by the Washington State Department of Transportation can be avoided, with some of the savings shifted to improvements recommended herein

for the alternative routes, including a long-range potential four-lane boulevard treatment for the 140th Place NE–148th Avenue NE.

Access Control Management

Access control management is an ongoing Transportation System Management activity for the City's arterial system that includes these measures:

1. Regulating minimum spacing of driveway and local street intersections.
2. Encouraging consolidated access for adjacent properties, with good internal connections within the properties.
3. Controlling turning movements at driveways, with turn prohibitions via traffic control devices or raised medians and other channelization measures.

Routes warranting continued access management considerations include:

- State Route 202, Woodinville-Redmond Road
- Woodinville-Duvall Road
- 140th Place NE–148th Avenue NE
- 140th Avenue NE
- Woodinville-Snohomish Road (north of 140th Avenue NE)
- NE 190th to NE 195th Streets between State Route 522 and Woodinville-Duvall Road
- NE 171st and NE 175th Streets, downtown
- 131st Avenue NE

High-occupancy vehicle Facilities

The Transportation System Management plan includes planning and promotion of high-occupancy vehicle roadway and traffic control measures at selected arterial locations and includes the Washington State Department of Transportation's State Route 522 ramp metering improvement program, as described in the Transit/High-occupancy vehicle plan.

Design Standards

The transportation policies address design standards for public roads, transit, and on-site circulation and parking in private developments. Enhanced opportunities for improved road and parking facilities are afforded by the Downtown Grid Road program and the abutting new developments.

Traffic Impact Studies

A draft Traffic Impact Analysis Guideline has been prepared to guide developers in traffic impact assessment and mitigation studies and Environmental Impact Statement documentation.

Construction Traffic

Guidelines for management of construction traffic, including hours of construction, road and traffic lane closures and detours, and construction truck traffic routes, should be prepared by the City's traffic engineer. Road construction for both public and private projects should be addressed. Guidelines for traffic and parking management for major special events, such as the Bassett/Woodinville Days celebration and Independence Day fireworks displays should be included.

9.4.6 Transportation Demand Management and Parking

These plan elements receive considerable transportation policy coverage. Transportation Demand Management consists of measures for reducing peak-hour single-occupancy vehicle travel that are largely focused on major employers. The Washington Commute Trip Reduction Act requires Transportation Demand Management performance-targets for reducing single-occupancy vehicle travel for firms with over 100 employees.

It is recommended that the City formalize Transportation Demand Management requirements for medium-sized as well as large companies and employment developments, and allow developers the wide latitude of Transportation Demand Management program components that the Commute Trip Reduction Act allows. Major institutional uses also should be included, such as high school and future college campuses.

Transportation demand management programs have significance for the need for improvements in alternative non-single-occupancy vehicle travel modes and should therefore be coordinated with Transportation System Management, transit/high-occupancy vehicle/rideshare, nonmotorized transportation, and parking plan elements.

Parking management is closely related to Transportation Demand Management and includes policies for minimum and maximum parking supply ratios as well as reduction in parking supply where firm linkages to Transportation Demand Management performance objectives will be met. Parking cost also is a key determinant in the success of Transportation Demand Management, Transportation System Management, and high-occupancy vehicle/rideshare programs to reduce single-occupant usage and promote alternative transportation modes.

9.4.7 Freight and Goods Movement

Limited rail freight service is provided in the State Route 202 Valley Industrial Subarea and along the Woodinville-Snohomish Road corridor. Planned roadway and intersection improvements will accommodate these rail lines and their street crossing needs, including coordinated traffic signal/roadway intersection provisions as warranted.

The major and minor arterial improvements in the Road System Facilities Plan will generally benefit economical and safe truck movement. Particularly important here are the freeway ramp and interchange improvements (see

Figures 9-5 and 9-6, and Table 9-2), and improvement projects on State Route 202, the Woodinville-Snohomish Road, and the Woodinville-Duvall Road.

9.5 Plan Monitoring and Amendment

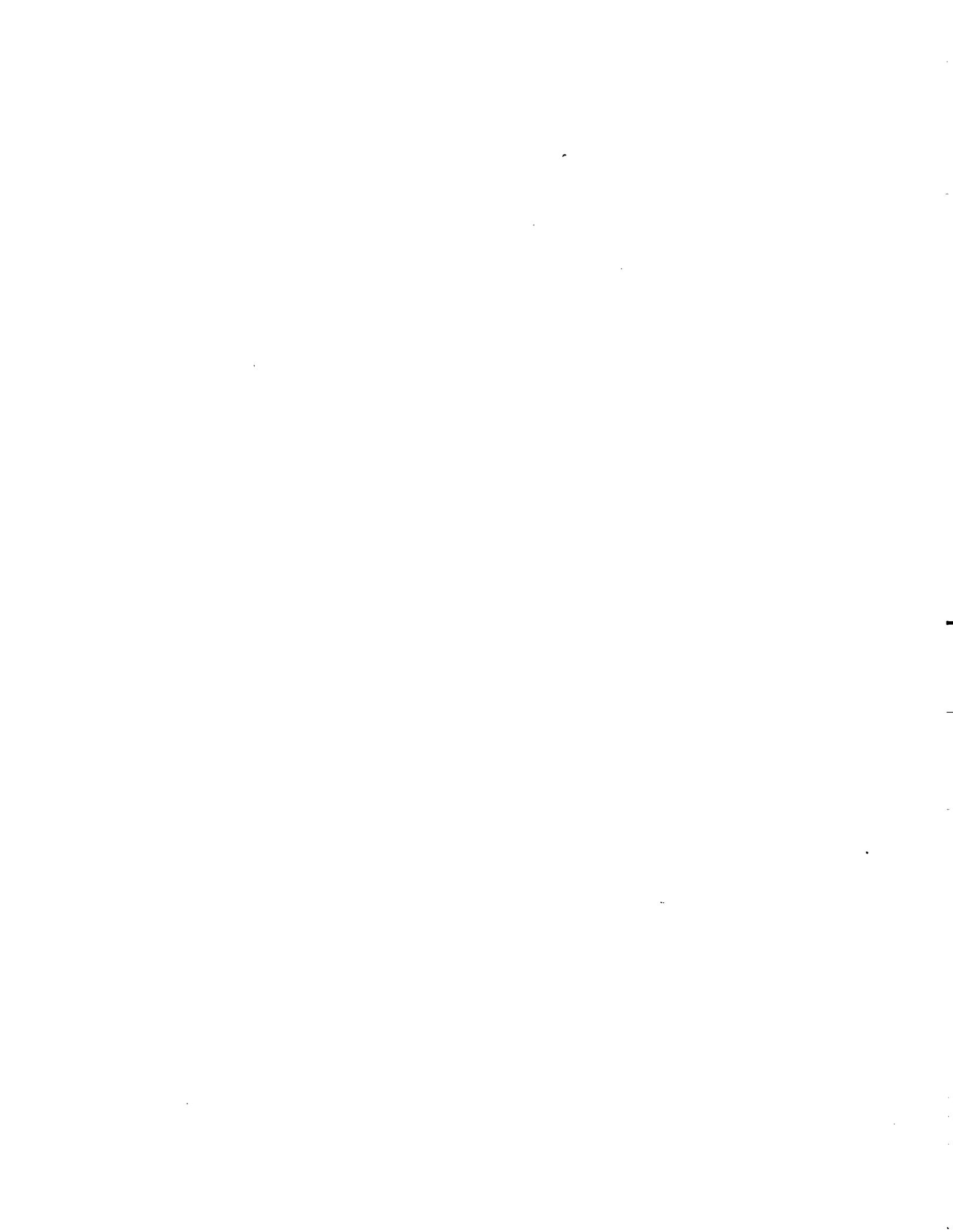
The transportation plan and its strategy components will be monitored for update and revision as local and regional growth in urban development and transportation continues. Some amendments likely will be necessary over time. Sources of data and other inputs to the monitoring and amendment process include:

- Revisions to Woodinville Transportation policies
- Revisions in policies, programs, and plans of the counties, adjacent cities, King County Department of Metropolitan Services, Eastside Transportation Programs, Puget Sound Regional Council, and Washington State Department of Transportation
- Annual Woodinville traffic volume count program
- Other periodic local studies: accidents, roadway condition, and Level of Service
- Traffic impact studies, transportation plan and project design studies by local municipalities, King County Department of Metropolitan Services, and Washington State Department of Transportation

The annual studies for the preparation of the Transportation Improvement Program and changes in project funding aid will also provide monitoring and amendment inputs. Changes in scale, character, staging, funding, and timing of major capacity projects for Woodinville and adjacent jurisdictions are especially important here. A comprehensive transportation plan update is recommended at five- to 10-year intervals.

Concurrency implementation and monitoring requires ongoing attention. This activity is addressed in depth in Chapter 10, Capital and Public Facilities.

The Transportation Citizen Advisory Panel or its equivalent should be considered for permanent establishment to assist staff as a sounding board and with advisory functions in plan monitoring and amendment. Special purpose citizen outreach programs (meetings, surveys, workshops, special advisory committees) for major projects, program formulation, and issues resolution also will be valuable resources.



Appendix 9 Transportation

APPENDIX 9: TRANSPORTATION

A-9.1 Existing Conditions

A-9.1.1 Street and Highway System

Functional Classification

Public streets are divided into groups having similar characteristics or function based on the length of trips and access to adjacent land parcels. 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: An inter-regional divided highway connecting major centers. They are typically 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. Interstate 405 and State Route 522 are classified as freeways with limited access.

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. NE Woodinville-Duvall Road, NE 175th Street, and State Route 202 are classified as principal arterials.

Minor Arterial: A street connecting centers and facilities within the community and serving some through traffic while providing high access to adjacent land uses. The south bypass of NE 171st Street/131st Avenue NE and 140th Avenue NE are classified as a minor arterials.

Collector: 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.

Major Roadways

Regional travel demand and travel patterns have resulted in a substantial amount of through-traffic in Woodinville. Through-traffic is defined as vehicle trips with both an origin and a destination outside of Woodinville. The roadways with significant through-traffic are State Route 522, State Route 202, and Woodinville-Duvall Road.

State Route 522 has two through travel lanes in each direction, a 55 mph speed limit, and serves as the major route from Seattle to southeast Snohomish County and central Washington via the Stevens Pass highway (State Route 2).

State Route 202 through the Sammamish River Valley is primarily a two-lane arterial with a 40 to 50 mph speed limit between State Route 908 in Redmond and State Route 522 in Woodinville. It functions as the only continuous north-south access east of the Sammamish River Between Redmond and Woodinville.

The NE Woodinville-Duvall Road/NE 175th Street arterial is primarily a two-lane, 40 mph roadway connecting Woodinville and State Route 522 with Avondale Road and State Route 203 at Duvall in the Snoqualmie River Valley to the east. This facility is heavily used by commuters who travel through the Woodinville Business District to reach State Route 522 and Interstate-405, as is also the parallel road link comprised of 148th Avenue NE - 140th Place NE north from NE 145th Street.

Downtown Grid

The City of Woodinville is currently studying the arterial street and pedestrian /bicycle pathway systems in downtown Woodinville. King County established a Grid Road Ordinance in May of 1987, establishing a network of collector streets to enhance circulation in the central business district of Woodinville, generally bordered by 140th Avenue NE, NE 177th Place, State Route 202, 131st Avenue NE and NE 171st Street. A grid network of new roadways and pedestrian/bicycle paths, or improvements to existing roadways is desired to improve overall circulation, improve safety, provide pedestrian and bicycle connections, improve operations of the existing park-and-ride, and provide an additional crossing of the Burlington Northern Railroad.

Neighborhood Streets

Residential streets for local access are constructed as part of residential subdivisions. As such, facilities for pedestrians, bikes and equestrians have been constructed in a piecemeal fashion and may not be consistent from one neighborhood to the next. Also, connections between neighborhoods are often indirect. While through traffic is to be discouraged, connections for pedestrians and bikes are desirable.

A-9.1.2 Parking

Within commercial areas, parking is generally provided in off-street parking lots. On-street parking is permitted on some streets. While NE 175th Street is the main arterial through the central business core on-street parking is not provided.

A-9.1.3 Traffic Volumes

King County, Snohomish County and Washington State Department of Transportation have detailed traffic volume information published in regular

intervals. A summary of 24-hour traffic volumes and historic growth rates is provided in Table A9-1. As shown, traffic volumes grew at a rate of 7 to 12 percent in the 1980s due to growth and the transition of this area from rural to suburban densities. As available capacity in roadways has diminished, growth in traffic volumes have become more stable, with average growth in traffic of 3 to 3.5 percent. Traffic volume on downtown NE 175th Street have dropped slightly due to the construction of the south bypass (131st Avenue NE - NE 171st Street; the south bypass carried 8,500 vehicles daily in 1994.

Table A9-1 Average Weekday Daily Traffic Volumes in the City of Woodinville

Location	Annual Growth Rate (1980-89)	1990	1991	1992	Annual Growth Rate (1990-92)	1994
NE Woodinville Duvall Road (east of 156th Avenue NE)	7.59%	21,543	20,164	21,676	0.31%	23,000
NE 175th Street (west of 140th Avenue NE)	7.59%	22,589	22,148	24,170	3.44%	21,100
State Route 202 (south of Woodinville Dr.)	7.03%	13,300	13,700	14,200	3.33%	10,700
State Route 522 (Snohomish Co. Line)	7.80%	30,700	32,100	30,400	-0.49%	34,000
State Route 9 (north of 212th Street)	8.09%	15,000	15,500	16,000	3.28%	18,000

Source: King County Historical Traffic Count Books and Washington State Department of Transportation Annual Traffic Reports.

A-9.1.4 Traffic Operations

The quality of operation of transportation facilities are measured in terms of level of service, where level of service A is considered good and level of service F is considered poor or congested conditions. Level of service can be quantified for street segments or intersections. Data from recent traffic impact studies and visual observations of traffic flow indicate that one or more major movements at the following arterial intersections currently operate at level of service E or F for one or both of the noon or p.m. peak hours: NE 175th Street/131st Avenue NE; NE 145th Street (State Route 202)/148th Avenue NE; State Route 202/127th Place NE/Woodinville Drive; Woodinville-Duvall Road/145th Avenue NE; Woodinville-Snohomish Road/State Route 522 eastbound ramps intersection.

A-9.1.5 Accidents

Hazardous road areas are generally related to poor sight distance, inadequate storage for turning vehicles, poor pavement conditions, and roadside structures such as walls, posts, signs or trees. Sight distance problems include obscuring trees and bushes, hidden driveways or streets, hill crests, and curves. These problems can be commonplace, particularly in some of the older neighborhoods and transitional or developing areas.

Accidents within the City were summarized in the Northshore Plan prepared by King County. The Northshore Plan indicates that between 1987 and 1989, 140th Avenue NE, segments of NE 175th Street and the Woodinville Duvall Road had very high concentrations of accidents. The intersections of NE 175th Street/140th Avenue NE, NE 177th Place/140th Avenue NE and NE 190th Street/140th Avenue NE all experienced more than 30 accidents within this same time frame (1987-1989). Injuries including fatalities are indications of the severity of accidents.

The Washington State Department of Transportation provided accident data on State Route 202. The Washington State Department of Transportation data indicates that in addition to the above intersections State Route 202/NE 175th Street has had 30 accidents in three years. Generally, segments of State Route 202 do not have exceptionally high rates of accidents in comparison to regional levels.

A-9.1.6 Non-Motorized Modes

Throughout King County, the role of bicycle and pedestrian travel has received increased attention in recent years as components of a balanced transportation system. Due to the presence of several key trail facilities, Woodinville and the surrounding Northshore area has traditionally been an active area for recreational bicycling and perhaps the most active equestrian area in the County.

Besides recreation, non-motorized transportation also offers advantages as an alternative to the automobile for certain types of trips and commutes. Whatever the purpose of the trip, however, it remains that non-motorized travel depends upon adequate road right-of-way to provide access to schools, jobs, shopping, parks and other community facilities. The compatibility of the transportation system (and particularly roads) with the needs of bicycling, walking, and (in certain areas) horseback riding, determines the safety and access provided by that system.

The Northshore community is served by several off-street multipurpose trails. The Burke-Gilman and the Sammamish River Trails are paved facilities, while the Tolt Pipeline Trail is unpaved and primarily serves hikers, equestrians and occasional mountain bicycle use.

The Green Gateway, a 3.7-acre proposed city park project, would provide access between the Woodinville central business district and the Sammamish River Trail. Another proposed project, the Woodinville-Valley trail would provide a 0.7-mile trail bordering State Route 202 at NE 145th Street to connect the Tolt Pipeline Trail and the Sammamish Regional Trail.

Sidewalks

Similar to many other suburban areas of unincorporated King County, prior residential development in Woodinville occurred with minimal provision for pedestrian facilities, such as sidewalks, separated crossings, and pedestrian-actuated signals. In many cases, there is no access to locations except from a

road, causing pedestrians to walk longer distances or to trespass on private property. An example is the lack of access from residential subdivisions to transit stops on adjacent arterials. There are still many areas where sidewalks or pathways do not exist, and where intersections do not have pedestrian-actuated signals.

Bicycles

The Sammamish River Trail has encouraged citizens to experience bicycling as a means of transportation, recreation, and fitness. As a part of the transportation system, separated trails can provide only limited access; however, under appropriate conditions, trails can serve as an effective transportation corridor.

In Woodinville, NE 175th Street incorporates a bike lane on both sides of the street through the commercial district. These bike lanes continue east up the hill on Woodinville-Duvall Road leading toward the popular bicycle touring areas of the Snoqualmie Valley.

Equestrians

Access to trails is the primary issue facing equestrians in the area. Private organizations, such as the Hollywood Hills Saddle Club, 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 to gain access to homes, stables, arenas, and formal trails.

Access to the equestrian trail on the Sammamish River Trail is a problem. Horses are prohibited from using NE 175th Street/sidewalks, and access further south along the Tolt Pipeline right-of-way is obstructed due to the steep grades between the Hollywood Hill neighborhood and the trail. NE 145th Street leads directly from the neighborhood to the trail, but the Washington State Department of Transportation is opposed to equestrian improvements at the intersection of NE 145th Street and Woodinville-Redmond Road (State Route 202) or on NE 145th Street leading to the trail itself.

Key equestrian streets include portions of 164th Avenue NE, 160th Place NE, 167th Avenue NE, 155th Place NE, and NE 195th Street.

A-9.1.7 Transit

Most transit service in North King County is provided by King County Department of Metropolitan Services, who operate several transit routes and park-and-ride lots in the Woodinville area. Woodinville, Bothell and Kenmore are also served by Community Transit (the Snohomish County Public Transportation Benefit Area). This service connects the Woodinville/Bothell/Kenmore area with south Snohomish County.

King County Department of Metropolitan Services is also responsible for coordinating ride sharing services. King County Department of Metropolitan

Services provides assistance to jurisdictions and private businesses on ride matching, park-and-pool, vanpools and subscription bus service. Several business parks in the area have transportation management coordinators who work closely with King County Department of Metropolitan Services in facilitating ride sharing for employees.

The Woodinville park-and-ride lot located on Woodinville Duvall Road provides parking for 500 vehicles and is served by bus routes 307, 340, 372, 931. Location and operation of this lot is an issue incorporated into the Grid Road study.

The Burlington Northern Railroad 18th Subdivision Branch Line provides passenger excursions by the Spirit of Washington Dinner Train. This train makes one round trip on weekdays and two round trips on weekends between downtown Renton and Columbia Winery in Woodinville.

King County identified the need for an additional park-and-ride facility north of NE 190th Street in the Northshore Plan. This plan also identifies the need for high occupancy vehicle treatments at the State Route 522 interchanges of State Route 202, and NE 190th Street. The Regional Transit Authority has been given the charge of pursuing regional transit alternatives including additional high-occupancy vehicle facilities and high capacity transit including Commuter Rail. The current alternatives are preliminary and do not include rail connections to Woodinville, however, considering current rail facilities exist within Woodinville and are used today for passenger excursions, high capacity transit may be considered.

A-9.1.8 Demand Management

The Commute Trip Reduction Act requires employers with in excess of 100 employees to comply with measures to reduce single occupant vehicle travel. The City of Woodinville has adopted an ordinance to govern and implement the Commute Trip Reduction Act. Four employers meeting the criteria – Stimpson Lane, which include the Columbia and Chateau Ste. Michelle Wineries; Microdisk; Mackie Designs; and Molbak's Greenhouse. These employers will be preparing and implementing plans consistent with the City's Commute Trip Reduction Act program.

A-9.1.9 Goods Movement

To support economic development in the region it is important to provide transportation infrastructure for efficient movement of freight and goods.

Roadways

State Route 522 and Interstate 405 are limited access roadways providing efficient movement for passenger vehicles as well as goods movement on trucks. In addition, State Route 202 and the Woodinville-Duvall Road are important corridors for trucks. State Route 202, 140th/148th Avenues NE, and the Woodinville Snohomish Road go through industrial areas where truck traffic

would be higher than other arterials. Movement of goods and movement of people occur simultaneously on the roadway network. Safety and maintenance are often issues on roads with a high mix of trucks and passenger vehicles.

Railroad

Burlington Northern Railroad maintains tracks which run from the Black River Junction area of Renton through Kirkland and Woodinville, and also from Woodinville to Issaquah, serving industrial customers in those areas. Trains run approximately three times a week on the track from Renton. The section of track from Woodinville to Kenmore known as the Kenmore Spur was abandoned in 1986 and its right-of-way will be used primarily for completion of the Sammamish River Trail (Northshore Community Plan Draft Environmental Impact Statement, 1991). As stated previously, Burlington Northern tracks also carry passengers.

A-9.2 Trends and Projections

Population in the Woodinville area doubled from the 1970 to the 1980 census, and grew by 50 percent again in the 1980s. In addition to population increases, miles of travel per household has increased, as more and more households have more than one wage earner. 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 traffic congestion, 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, and Interstate 405, the major north/south interstate serving the Eastside sub area and connecting to State Route 2 at Monroe in Snohomish County.

A-9.3 Planning Implications

A-9.3.1 The Land Use and Transportation Link

Many of today's transportation problems are the result of a historically inadequate link between land use and transportation objectives. The ability of the transportation system to provide a range of mobility alternatives relies on the manner in which land uses develop at the site, local, and regional levels.

The City needs to identify ways to coordinate land use and transportation plans and decisions to best meet the mobility needs of city residents. The relationships among travel behavior, housing density, population concentrations, and employment density should be used more effectively to accomplish Comprehensive Plan goals.

A-9.3.2 Environmental Stewardship

More and longer trips by motor vehicles, longer travel times, and congestion are major contributors to local and regional air quality problems, contamination of storm water runoff, noise pollution, energy consumption, and global climate change. Increased congestion has also affected residential neighborhoods as drivers leave major arterials for less congested residential streets. The automobile-dominated transportation system makes individual mobility and traveling long distances inexpensive and convenient, and so make suburban sprawl possible. Changes to the transportation system should improve local, regional, global environmental quality, protect the quality of life in residential areas, and reduce the use of energy and the consumption of undeveloped land.

A-9.3.3 Moving People and Goods

Automobiles

Air quality and efficient use of infrastructure are two issues that have driven the need to provide alternatives to the single occupant vehicle. Bikeways can be provided as separate recreation facilities or as transportation routes on major roadways. There must be an effective proportion of high-occupancy vehicle treatments versus purely general purpose lanes on freeways and some major arterials. Safety and comfort are two criteria that should be used when developing strategies to move people from single occupant vehicles to other, more efficient, modes.

Travel demand management strategies, such as the availability and cost of parking or employer bus pass subsidies, play an integral role in travel behavior decisions. It is not known to what extent people's travel choices can be changed by managing travel demand, rather than adding new transportation facilities or expanding existing ones.

Transit

The key to reducing reliance on single-occupant vehicles is the provision of viable options to using automobiles, such as improved transit service. Transit services need to better serve the 80 percent of weekday trips between home and the grocery store, the doctor's office, the day care center, and other destinations, in addition to the 20 percent between home and work. More neighborhood-to-neighborhood transit service needs to be provided.

Bicycles and Pedestrians

Developing safe, attractive, and efficient bicycle and pedestrian circulation environments is one of the most critical elements in supporting the use of public transit as an alternative to the automobile.

Additional steps are required to enhance bicycling within the city and region. Bicycling should be a more practical alternative to the automobile. The City

should take additional steps to make walking a real transportation choice for commuting and other trips.

A-9.3.4 Parking Management

Research has demonstrated that strategies involving parking supply and price are the most cost-effective of all transportation demand management program elements. Adequate parking should be protected while parking policies are changed to reduce automobile use.

A-9.3.5 Goods Movement

Measures should be taken to ensure the efficient movement of goods and information, given the importance of goods movement to the city's economic vitality.

A-9.3.6 Level-of-Service

How Level of Service standards for arterials, transit routes, equestrian facilities and non-motorized system elements should be measured and applied needs to be determined. Level of Service standards should be implemented that do not also encourage expansion of single-occupant automobile use, or expenditures toward such use, while at the same time achieving the city's other economic and environmental goals, as well as regional Level of Service consistency.

A-9.3.7 Concurrency

If Level of Service on arterials and transit routes declines below the standards adopted by the city, the Growth Management Act requires that measures to accommodate the development be implemented within six years, or the development must be prohibited. A balance should be sought between a desire to accommodate growth and the influence of traffic congestion in changing travel behavior.

A-9.3.8 Transportation Financing

Given the existing backlog of maintenance needs and forecasts for continued growth in the region, appropriate goals and needs should be identified that will guide the City's capital investment decisions for transportation improvements. The city will need to prioritize its investments for maintenance, growth, and alternatives to automobile travel - i.e., bicycles, pedestrians, goods movement, and transit.

A-9.4 Countywide Planning Policies for Transportation

Table A9-2 presents a comparison of King and Snohomish counties' transportation policies with the City of Woodinville's.

Policy Issues

Transportation Elements

	King County Comprehensive Plan, Public Review Draft 1994	Snohomish County Comprehensive Plan, General Policy Plan 1994	Redmond Comprehensive Plan Update, Transportation Chapter 2nd Draft 1994	Kirkland, Early policy direction is expected November 1994	Bothell Proposed Comprehensive Plan, Transportation Element 1994	City of Woodinville
Policy Issues						
Transportation and Land Use	Y	Y	Y		N	
District Management	N	N	Y		N	
Service Standards and Concurrency	Y	Y	Y		Y	
Transportation Facility Plan	Y	Y	Y		Y	
Growth Phasing Plans	Y	N	Y		N	
Regional Public Transportation	Y	Y	Y		Y	
Local Public Transportation	Y	Y	Y		Y	
Bicycle and Pedestrian Transportation	Y	Y	Y		Y	
Transportation Demand Management	Y	Y	Y		Y	
Parking Management	N	Y	Y		N	
Circulation System Management	Y	N	Y		Y	
Air Quality	Y	Y	Y		N	
Neighborhood Protection	N	N	Y		Y	
Regional Coordination	Y	Y	Y		N	
Transportation and Economics	N	Y	N		N	
Aviation, Freight, and Ferries	Y	Y	N		N	
Public Health, Safety, and Welfare	N	Y	N		N	
Y = addressed in Transportation Element						
N = not addressed in Transportation Element						

Working Plan Sheets

Local Jurisdictions

Policy Issues of the Transportation Elements

<i>GMA Goal</i>	<i>Sheet No.</i>	<i>Policy Issues</i>	Redmond				
			King County Comprehensive Plan, Public Review Draft 1994	Snohomish County Comprehensive Plan, General Policy Plan 1994	Comprehensive Plan Update, Transportation Chapter 2nd Draft 1994	Bothell Proposed Comprehensive Plan, Transportation Element 1994	
	1, 2	Transportation and Land Use	Y	Y	Y	N	
	3, 4	Planning Process	Y	N	Y	Y	
	5	Service Standards and Concurrency	Y	Y	Y	Y	
	6	Transit	Y	Y	Y	Y	
	7, 8	Nonmotorized	Y	Y	Y	Y	
	9	Transportation Demand Management	Y	N	Y	Y	
	10	Movement of goods, services, employees, and customers	Y	Y	N	N	
	11	Air Quality	Y	Y	Y	N	
	12	Coordination	Y	Y	Y	N	
	13	Finance	Y	Y	N	N	
	14	Parking Management	N	Y	Y	N	
	15	Public Health, Safety, and Welfare	N	Y	N	N	
		Y = addressed in Transportation Element					
		N = not addressed in Transportation Element					

Chapter 10 Capital and Public Facilities



CHAPTER 10 CAPITAL AND PUBLIC FACILITIES

10.1 Introduction

Capital facilities, defined as public facilities considered necessary for development, represent much of the infrastructure necessary for accommodating a community's growth. The Growth Management Act requires that communities prepare and adopt a Capital Facilities Element in their comprehensive plans (Revised Code of Washington 36.70A.070). This Capital Facilities Element has been prepared in accordance with applicable King County and Snohomish County countywide planning policies.

This element and its appendix provide an inventory of capital facilities in the Woodinville Planning Area, analyze the City's current and future requirements; present goals and policies related to the continuation, development, and expansion of capital facilities; and provide a strategy for meeting the capital facility needs of the City.

10.1.3 Surface Water Management

The Woodinville Planning Area is part of an important network of rivers, streams, lakes, and wetlands that feed into the Puget Sound. In addition to the natural water system, the area contains a complex system of built conveyance, water quality protection, and storage facilities. The increase in population in this area, with a resulting increase in impervious surface, has led to degraded water quality, erosion, flooding, and loss of habitat for fish and wildlife. Resources are also impacted by point-source pollution such as industrial tank leaks, development activities, and nonpoint sources of pollution from streets, parking lots, commercial areas, lawns, and failing septic systems. Conveyance and storage systems require maintenance and upgrading to meet new demands.

Upon incorporation, the City established a storm water utility to manage flooding, erosion, sedimentation, aquatic habitat, and water quality. The King County Surface Water Management Division of King County Public Works has been retained under contract to provide technical and administrative services related to this utility. Duties include facilities maintenance, drainage investigation, public education and involvement, billing and revenue collection, and planning.

Completed basin planning affecting the Woodinville Planning Area has been limited to the Bear Creek Basin Plan. This is a multi-jurisdictional study which has developed a management policy and capital improvement plan for the basin. A portion of the Woodinville Planning Area is located within the Cottage Lake and Bear/Evans sub-basins.

Along with the other affected agencies in the region, the City of Woodinville will participate in any future river system planning for the Sammamish River and basins within the service area. These plans might identify programs or capital projects necessary to protect or restore aquatic habitat and water quality, prevent flooding, or correct storage and conveyance deficiencies. Until these basin or

river system plans are adopted, the City will work to maintain the existing surface water system in accordance with local, state, and federal regulations.

10.2 Goals and Policies

GOAL CF-1: To enhance the quality of life in Woodinville through the planned provision of public and private capital facilities, either directly by the City or via coordination with other public and private entities.

Policies

CF-1.1

When planning, developing, and administering the City's capital investment program, give primary consideration to the following:

1. Protect public health and safety;
2. Provide infrastructure to support the vision of Woodinville's future as articulated in the Comprehensive Plan;
3. Support the provision of City services consistent with the expectations of the community, as expressed in the City's adopted level of service standards;
4. Maintain, rehabilitate, or replace the City's facilities and infrastructure as necessary to extend the useful life of existing facilities and ensure continued efficiency and conservation of energy and resources; and
5. Provide facilities which meet special needs of the community, such as those supported by voter-approved bonds.

CF-1.2

Require water and sewer utilities, as well as those special-purpose districts for which the City collects fees, to prepare a Capital Facilities Plan that includes:

1. A long-range plan for capital improvements and construction needed to support the level and distribution of the adopted 20-year population and employment growth target;
2. A demonstration of how facility and service needs are determined;
3. At least a six-year finance plan, which is to be updated on an annual basis, demonstrating how needs are to be funded;
4. Population and employment projections consistent with those used in developing the Woodinville Comprehensive Plan; and

5. A strategy for achieving consistency between the land use and the capital facility plan beyond the six-year capital improvement program, including identified potential funding sources.
- CF-1.3** Maintain an inventory of existing capital facilities owned by public entities. This inventory should include the locations and capacities of such facilities, and will be updated annually.
- CF-1.4** Project needed capital facilities based on adopted level of service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan. This projection, along with project costs and financing should be updated annually. To ensure concurrency, the Northshore School District #417 and the Lake Washington School District #414 shall submit their Six-Year Capital Facilities Plans to the City annually and the Plans shall be adopted by reference annually as a sub-element of the Capital Facilities Element of the Comprehensive Plan. Accordingly, the 1995 Capital Facilities Plans of Northshore School District #417 and the Lake Washington School District #414 are adopted by reference.
- CF-1.5** Identify deficiencies in public facilities serving existing development, based on adopted level of service standards, and the means and timing by which those deficiencies will be corrected.
- CF-1.6** Prepare and adopt a six-year Capital Facilities Plan annually () that identifies projects, outlines a schedule, and designates realistic funding sources for all City capital projects.
- CF-1.7** Include acquisition and development costs for trails projects specified in the City Comprehensive Park and Recreational Facilities Plan within its six-year Capital Facilities Plan.
- CF-1.8** Require new development to include storm water facilities in compliance with city ordinances and regulations and incorporate low-cost, long-term maintenance methods and, whenever possible, recreational facilities and good aesthetics.
- CF-1.9** Encourage public and private community service providers to share or reuse facilities when appropriate, to reduce costs, conserve land, and provide convenience and amenity for the public. Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, swimming pools, and other social and recreational facilities.

GOAL CF-2: To ensure that public facilities (other than transportation) necessary to support new development are adequate or available without compromising public health and safety to serve the development at the time the development is available for occupancy and use, based on locally adopted level of service standards and guidelines and in accordance with State law.

Policies

- CF-2.1** Maintain a long-term Capital Facilities Plan that demonstrates "plan-level" concurrency. "Plan-level" concurrency shall mean the demonstrated financial capacity to provide adequate capital facilities in support of the adopted Land Use Plan, 20-year growth targets, and adopted facility service standards.
- CF-2.2** Eliminate concurrency determinations at the project level where feasible in instances where the City's Capital Facilities Plan demonstrates "plan level" concurrency. (This policy does not apply to transportation concurrency assessments, whose requirements are defined in the Transportation Element.)
- CF-2.3** Request the applicable service providers to adopt a capital improvement program to remedy the deficiency when an area-wide service deficiency is identified.
- CF-2.4** Evaluate the adequacy of school facilities when reviewing new residential development in accordance with RCW 58.17.110, using the annual inventories noted in CF-1.3 and other sources.

GOAL CF-3: To achieve consistency in capital facilities level of service standards within the Woodinville Planning Area for each public service provided by multiple purveyors.

Policies

- CF-3.1** Require capital facility service standards to be established by the providing agency for the following types of facilities to determine long-term (Capital Facilities Plan) facility and funding requirements.
1. Water system:
Woodinville Water District - 229 gallons per capita per day
 2. Sewer system:
Woodinville Water District - 80 gallons per capita per day (where sewered)
 3. Storm and surface water management:
Establish level of service standards that meet those standards as adopted in the Puget Sound Water Quality Authority/Department of Ecology "Best Management Practices Manual."
 4. Transportation:
Level of Service E or better Citywide

5. Parks and recreation:
 - Neighborhood Parks*
 - 1996 - 2001: 0.72 developed park acres per 1,000 population
 - 2016: 1.5 developed park acres per 1,000 population
 - Community Parks*
 - 3.0 developed park acres per 1,000 population
6. Schools:
 - Northshore School District*
 - Elementary Students per Teaching Station
 - Regular = 24.5
 - Special Education = 15
 - Handicapped = 9
 - Junior High Students per Teaching Station
 - Regular = 23.8
 - Special Education = 14
 - Contained Learning Center = 12
 - Senior High Students per Teaching Station
 - Regular = 23.07
 - Special Education = 14
 - Contained Learning Center = 12
 - Secondary Alternative School = 12.75
 - Vocational Education = 24
 - Lake Washington School District*
 - K - 3rd = 26 students per station
 - 4th - 6th = 28 students per station
 - 7th - 9th = 30 students per station
 - 10th - 12th = 32 students per station
7. Municipal buildings:
 - City Offices*
 - Utilize a level of service guideline of a minimum of 1,150 square feet of office space per 1,000 population for the purposes of calculating costs for the capital facilities finance plan. Prior to construction the City should reassess the level of service guideline.
 - City Maintenance Shops*
 - Utilize a level of service guideline of a minimum of 1,000 square feet of maintenance shop space per 1,000 population for the purposes of calculating costs for the Capital Facilities Plan. Prior to construction the City should reassess the level of service guideline at that time.

CF-3.2

Reassess the Capital Facilities Plan annually to confirm that long-term financial capacity exists to provide adequate capital facilities and to ensure consistency between the Capital Facilities Plan and the Land Use Element.

GOAL CF-4: To achieve consistency in capital facilities level of service standards between the Woodinville Planning Area and surrounding jurisdictions' planning areas.

Policies

- CF-4.1** Coordinate with other public entities which provide public services outside the Woodinville Planning Area, but within the designated urban growth area. Due to varying levels of progress on comprehensive plan updates among affected jurisdictions, this process may not be completed by the initial adoption of this plan. As other jurisdictions' comprehensive plan updates are completed, the City shall incorporate any necessary revisions in a subsequent updating of this plan.

GOAL CF-5: To ensure that development pays a proportionate share of the cost of new facilities needed to serve such growth and development.

Policies

- CF-5.1** Develop funding strategies for government infrastructure in cooperation with other jurisdictions that take into account economic development goals and consider the costs to, and benefits for, the jurisdictions and the region.
- CF-5.2** Utilize the following guidelines for any imposition of impact fees on new development by the City of Woodinville:
1. Fees shall be imposed only for system improvements that are reasonably related to the new development;
 2. Fees shall not exceed a roughly proportionate share of the costs of system improvements that are reasonably related to the new development;
 3. Impact fee revenues must be balanced with other public revenue sources to finance system improvements which serve new development;
 4. Proceeds shall be used for system improvements that will reasonably benefit the new development; and
 5. Proceeds shall not be used to correct any existing capital facility deficiencies.
- CF-5.3** Consider the exemption of certain land uses which have broad public purpose from payment of impact fees when adopting any impact fee ordinance.
- CF-5.4** Aggressively pursue funding from other levels of government and private agencies to accomplish its capital investment program while optimizing use of City resources.

CF-5.5

Fund regional and area-wide storm water facilities through an adequate and equitable set of user charges.

10.3 Six-Year Capital Facilities Plan

10.3.1 Proposed Capital Improvement Projects: Costs and Revenues

This section presents capital improvements projects of the City of Woodinville, and the financing plan to pay for those projects. This six-year capital facilities plan is a draft that will be revised after review by the City Council. The Council will prioritize proposed capital improvement projects and balance project costs with revenues pursuant to Revised Code of Washington 36.70A.070(3)(e). If probable funding falls short of the costs of needed projects, the City must reassess the Land Use Element, and ensure consistency and coordination among the Capital Facilities Plan, the Capital and Public Facilities Element, and the Land Use Element.

The capital improvements will eliminate existing deficiencies, make available adequate facilities for future growth and repair or replace obsolete or worn out facilities through December 31, 2001. Each capital improvement project contains the name of the project, its cost, and the source(s) of revenue that will be used to pay for the project. At the end of the list is the total cost and a summary financing plan that shows the subtotal of each revenue source, and the total of all revenues.

The process of identifying specific revenues for the financing plan is:

1. Match restricted revenues sources to the projects to which they are restricted.
2. Apply anticipated new restricted revenue sources to the projects for which they can be used.
3. Calculate the "un-funded" balance: subtract all restricted revenues from total costs.
4. Allocate unrestricted revenue sources to projects that have "un-funded" balances.

The costs and revenues are shown in thousands of dollars (x \$1,000). All cost data is in current dollars: no inflation factor has been applied because the costs will be revised as part of the annual review and update of the Capital Facilities Plan.

The current draft of the Six-Year Capital Facilities Plan includes unfunded projects. At the end of the tables listing proposed capital improvements projects is a summary of the unfunded balances and a description of revenue options that

are available to the City. The City can also balance the capital facilities plan by reducing or eliminating some proposed capital improvements projects.

Table 10-1: Cost/Revenues for Municipal Buildings

(All Amounts Are Times \$1,000/Projects are not prioritized)

COST/REVENUES		1996	1997	1998	1999	2000	2001	TOTAL
1. Sorenson Campus Acquisition and Renovation								
COSTS		\$8,100	\$1,100		\$5,300			\$14,500
REVENUES	Bonds	\$7,500			\$5,300			\$12,800
	Cap. Res.	\$500	\$1,100					\$1,600
	General	\$100						\$100
2. Public Works Site Acquisition								
COSTS			\$965					\$965
REVENUES	SWM Capital Res.*		\$490					\$490
	SWM**		\$475					\$475
* Surface Water Management Capital Reserve Fund								
** Surface Water Management Assessments								
SUMMARY								
COSTS		\$8,100	\$2,065		\$5,300			\$15,465
REVENUES	Bonds	\$7,500	\$1,500		\$5,300			\$12,800
	Cap. Reserve	\$500	\$1,100					\$1,600
	General	\$100						\$100
	SWM Capital Res.		\$490					\$490
	SWM		\$475					\$475
	Total	\$8,100	\$2,065		\$3,400			\$15,465
BALANCE		\$0	\$0		\$0			\$0

Source: Henderson, Young & Company

Table 10-2: Cost/Revenues for Parks and Recreation
(All Amounts Are Times \$1,000)

COST/REVENUES		1996	1997	1998	1999	2000	2001	TOTAL
1. Community Park Development (9.5 acres)								
COSTS		\$100	\$1,500				\$1,000	\$2,600
REVENUES	General	\$100						\$100
	Cap. Proj.						\$500	\$500
	Spec.Cap.		\$1,000					\$1,000
	Donation		\$500					\$500
	Inter-Agency Committee						\$500	\$500
NOTE: The cost acquisition of 7 of the 9.5 acres is included in the Sorenson Campus acquisition project. (See Municipal Buildings project number 1).								
2. Neighborhood Park Acquisition (6 acres) and Development (5 acres)								
COSTS		\$58			\$80		\$80	\$218
REVENUES	General	\$58						\$58
	Spec. Cap.				\$80			\$80
	Cap. Proj.						\$80	\$80
SUMMARY								
COSTS		\$158	\$1,500		\$80		\$1,080	\$2,818
REVENUES	General	\$158						\$158
	Spec. Cap.		\$1,000		\$80			\$1,080
	Donation		\$500					\$500
	Cap. Proj.						\$580	\$580
	Inter-Agency Committee						\$500	\$500
Total		\$158	\$1,500		\$80		\$1,080	\$2,818
BALANCE		\$0	\$0		\$0		\$0	\$0

Source: Henderson, Young & Company

Table 10-3: Cost/Revenues for Surface Water Management***
 (All Amounts Are Times \$1,000) (Projects are not prioritized)

COST/REVENUES	1996	1997	1998	1999	2000	2001	TOTAL
Capacity Projects:							
1. Stream/Storm Enhancement: SR202 - Woodinville Lake Artificial Wetland							
Cost	200.0						200.0
Rev- SWM *	200.0						200.0
2. Stream/Storm Enhancement: Unidentified							
Cost		50.0	50.0	50.0	50.0		200.0
Rev- SWM		50.0	50.0	50.0	50.0		200.0
3. Detention and Quality Improvements							
Cost				165.0	165.0		330.0
Rev- SWM Capital Reserve **				165.0	165.0		330.0
4. Sammamish Basin Plan							
Cost		330.0	330.0				660.0
Rev- SWM		330.0					330.0
Rev- SWM Capital Reserve**			330.0				330.0
SUMMARY OF COSTS AND REVENUES							
Cost	200.0	380.0	380.0	215.0	215.0		1,390.0
Rev- SWM	200.0	380.0	50.0	50.0	50.0		730.0
Rev- SWM Capital Reserve**			330.0	165.0	165.0		660.0
Total Revenues	200.0	380.0	380.0	215.0	215.0		1,390.0
Balance	0.0	0.0	0.0	0.0	0.0		0.0

* Surface Water Management assessments

** Surface Water Management Capital Reserve Fund

*** See Table 10-5 for SWM participation in transportation projects.

Source: Henderson, Young & Company

Table 10-4: Cost/Revenues for Off-Road Non-Motorized Trails
 (All Amounts Are Times \$1,000) (Projects are not prioritized)

COST/REVENUES	1996	1997	1998	1999	2000	2001	TOTAL
1. 132nd Ave. NE Trail: 0.1 mile pedestrian link between Town Center and the "Wedge"							
COSTS							\$89
REVENUES ISTEA*							\$71
Capital Street							\$18
2. Tolt Pipeline Train Extension: 0.6 miles from Sammamish River Trail to 132nd Ave. NE (pedestrian/bicycle/equestrian trail)							
COSTS							\$247
REVENUES King County							\$247
3. Woodinville Valley Trail							
COSTS		\$375					\$375
REVENUES ISTEA*		\$200					\$200
Capital Res.		\$50					\$50
King Co.		\$125					\$125
4. Powerline Trail							
COSTS						\$137	\$137
REVENUES Capital Res.						\$137	\$137
SUMMARY							
COSTS		\$375				\$137	\$848
REVENUES ISTEA*		\$200					\$271
Capital Street							\$18
Capital Res.		\$50				\$137	\$187
King County		\$125					\$372
Total		\$375				\$137	\$848
BALANCE		\$0				\$0	\$0

NOTE: The timing of projects within the 6-year planning period has not been identified.

*Intermodal Surface Transportation Efficiency Act

Table 10-5: Cost/Revenues for Transportation (1996-2015)
 (All Amounts Are Times \$1,000)

COST/REVENUES	1996	1997	1998	1999	2000	2001	TOTAL
1. NE 177th St.: 140th Ave. NE - 138th Ave. NE (0.12 miles)							
COSTS							\$1,103
REVENUES Developer Provide							\$1,103
2. NE 195th Street: 164th Ave. NE - 166th Ave. NE (0.12 miles)							
COSTS							\$367
REVENUES Capital Res.							\$286
SWM							\$81
3. Woodinville-Duvall Road: NE 190th St. - 171st Ave. NE (east city limit)							
COSTS							\$7,120
REVENUES ISTEA ¹							\$3,320
TIA/UATA							\$2,380
Capital Res.							\$1,014
SWM ²							\$156
LID ³							\$250
4. NE 177th St.: 140th Ave. NE - Woodinville-Duvall Road (0.19 miles)							
COSTS							\$1,497
REVENUES Developer Provide							\$1,497
5. 140th/148th Ave.: NE 171st St. - NE 145th St. (1.40 miles)*							
COSTS							\$2,129
REVENUES ISTEA							\$852
TIA/UATA							\$852
King County							\$319
Capital Res.							\$100
SWM							\$6
* Dependent on annexation.							
6. SR 202 (WR Road): 127th Place NE - 131st Ave. NE (0.25 miles)							
COSTS							\$1,744
REVENUES WSDOT ⁴							\$1,744
7. 138th Ave. NE: NE 175th St. - NE 177th St. (0.15 miles)							
COSTS							\$1,108
REVENUES Developer Provide							\$1,108
8. 138th Ave. NE: NE 177th St. - NE 177th Place (0.18 miles)							
COSTS							\$1,769
REVENUES Developer Provide							\$1,769
9. Woodinville-Snohomish Road NE 195th St. - 185th Ave. NE (0.53 miles)							
COSTS							\$2,037
REVENUES ISTEA							\$815
TIA/UATA							\$815
Capital Res.							\$367
SWM							\$40

Table 10-5: Cost/Revenues for Transportation (1996-2015) – (continued)
 (All Amounts Are Times \$1,000)

10.	SR 522 EB Off Ramp: 131st Ave. Interchange (0.34 miles)		
	COSTS		\$5,410
	REVENUES	LID	\$2,705
		WSDOT	\$1,353
		RTA	\$1,353
11.	140th Ave. NE: 185th Ave. - NE - North of 175th Ave. - NE (0.47 miles)		
	COSTS		\$1,993
	REVENUES	LID	\$1,493
		TIA/UATA	\$500
12.	SR 202 (WR Road): NE 145th St./148th Ave. NE I/S - 127th Pl. NE (2.12 miles)		
	COSTS		\$4,127
	REVENUES	WSDOT	\$4,127
13.	SR 522/NE 195th St.: "North" Ramps Set		
	COSTS		N/A
	REVENUES		\$0
14.	133rd Ave. NE: NE 171st St. - NE 172nd St. (0.14 miles)		
	COSTS		\$968
	REVENUES	Developer Provide	\$968
15.	Woodinville-Snohomish Road: SR 522 - NE 195th St. (1.09 miles, 4/5 lanes to 3/2 lanes)*		
	COSTS		\$3,420
	REVENUES	ISTEA	\$3,136
		Sno. Co.	\$444
		Capital Res.	\$307
		SWM	\$33
	*Dependent on annexation.		
16.	133rd Ave. NE: NE 172nd St. - NE 175th St.		
	COSTS		\$1,121
	REVENUES	Developer Provide	\$1,121
17.	135th Ave. NE: NE 177th St. - Woodinville-Snohomish Road (0.08 miles)		
	COSTS		\$578
	REVENUES	Developer Provide	\$578
18.	135th Ave. NE: NE 171st St. - NE 172nd St (0.14 miles)		
	COSTS		\$1,088
	REVENUES	Developer Provide	\$1,088
19.	135th Ave. NE: NE 175th St. - NE 177th St. (0.14 miles)		
	COSTS		\$1,028
	REVENUES	Developer Provide	\$1,028

Table 10-5: Cost/Revenues for Transportation (1996-2015) – (continued)
 (All Amounts Are Times \$1,000)

20.	144th Ave. NE: South of county line		
	REVENUES	Developer Provide	\$467
			\$467
21.	Woodinville-Snohomish Road: NE 175th St. - 140th Ave. NE		
	COSTS		\$1,048
	REVENUES	Developer Provide	\$1,048
22.	144th Ave. NE Extension: NE 190th St. - 140th Ave. NE (0.55 miles)		
	COSTS		\$2,920
	REVENUES	Developer Provide	\$2,920
23.	NE 177th Place - 139th Ave. NE: 131st Ave. NE - 190th St. (0.94 miles)		
	COSTS		\$1,878
	REVENUES	Developer Provide	\$939
		LID	\$939
24.	NE 172nd St.: 135th Ave. NE - 133rd Ave. NE		
	COSTS		\$793
	REVENUES	Developer Provide	\$793
25.	138th Ave. NE: NE 171st St. - NE 172nd St. (0.13 miles)		
	COSTS		\$887
	REVENUES	Developer Provide	\$887
26.	NE 172nd St: 138th Ave. NE - 135th Ave. NE (0.18 miles)		
	COSTS		\$1,293
	REVENUES	Developer Provide	\$1,293
27.	NE 180th St. - 120th Ave. NE (link)		
	COSTS		Bothell project
	REVENUES		\$0
28.	138th Ave. NE: NE 172nd St. - NE 175th St.		
	COSTS		\$1,095
	REVENUES	Developer Provide	\$1,095
29.	142nd Ave. NE: NE 179th St. - 144th Ave. NE Extension (0.24 miles)		
	COSTS		\$627
	REVENUES	Developer Provide	\$627
30.	NE 180th Street Ramp to SB I-405		
	COSTS		Bothell project
	REVENUES		\$0
31.	SR 202 at 127th Place NE: Intersection Improvements		
	COSTS		\$2,000
	REVENUES	ISTEA	\$300
		Mitigation	\$100

Table 10-5: Cost/Revenues for Transportation (1996-2015) – (continued)
 (All Amounts Are Times \$1,000)

	WSDOT	\$1,000
	EDA	\$600
32.	Downtown Signal System Interconnect	
	COSTS	\$430
	REVENUES TIA/UATA	\$258
	Capital Proj.	\$172
33.	SR 202 Traffic Control Enhancement: NE 175th St. - NE 182nd St.	
	COSTS	\$100
	REVENUES WSDOT	\$100
34.	SR 202 Intersection at NE 145th St./148th Ave. NE	
	COSTS	\$400
	REVENUES ISTE	\$200
	WSDOT	\$100
	Mitigation	\$100
35.	Pavement Overlay Project	
	COSTS	N/A
	REVENUES	\$0
36.	156th Ave. NE Pedestrian-Bike Improvements: Woodinville Road to NE 205th St.	
	COSTS	\$414
	REVENUES TIA/UATA	\$100
	Councilmatic	\$314
37.	NE 195th St. Pedestrian-Bike Improvements: 156th Ave. NE - 170th Ave. NE	
	COSTS	\$622
	REVENUES Capital Res.	\$606
	SWM	\$16
38.	NE 195th St.: SR 522 Interchange - WS Road Traffic Control System	
	COSTS	\$525
	REVENUES WSDOT	\$525
39.	NE 143rd Place at 132nd Ave. NE: Intersection Improvements	
	COSTS	\$916
	REVENUES Mitigation	\$100
	TIA/UATA	\$400
	ISTEA	\$300
	SWM	\$104
	Capital Res.	\$12
40.	131st Ave. NE: Mid-block Pedestrian Crossing at S. End of Gateway Park	
	COSTS	\$80
	REVENUES Capital Res.	\$80

Table 10-5: Cost/Revenues for Transportation (1996-2015) – (continued)
 (All Amounts Are Times \$1,000)

41.	124th Ave. NE Pedestrian-Bike Improvements: NE 169th St. - SR 202 WR Rd./127th Pl. (Reduce to 3/2)		
	COSTS		\$493
	REVENUES	Capital Res.	\$443
		SWM	\$50
42.	124th Ave. NE: NE 146th St. - NE 169th St.		
	COSTS		\$1,456
	REVENUES	ISTEA	\$582
		TIA/UATA	\$582
		Capital Res.	\$143
		SWM	\$100
		Bothell	\$48
43.	Woodinville-Duvall Road at 168th Ave. NE: Signalization & Misc. Improvements*		
	COSTS		\$388
	REVENUES	Mitigation	\$117
		General	\$271
		*Project will not be needed if Project No. 3 is done within the 6-year planning period.	
44.	132nd Ave. NE at NE 180th Street: Signalization (when project No. 30 is completed)		
	COSTS		\$120
	REVENUES	Bothell	\$120
45.	Woodinville-Duvall Road at 156th Ave. NE: Signalization & Channelization		
	COSTS		\$60
	REVENUES	General	\$60
46.	130th Ave. NE - 132nd Ave. NE Pedestrian-Bike Imprvs: NE 182nd St. - NE 205th St.		
	COSTS		\$300
	REVENUES	TIA/UATA	\$100
		Bothell	\$100
		General	\$100
47.	NE 195th Street Pedestrian-Bike Improvements: 130th Ave. NE - WS Road		
	COSTS		\$350
	REVENUES	ISTEA	\$280
		Capital Res.	\$70
48.	168th Ave. NE Pedestrian-Bike Improvements: WD Road - NE 195th St.		
	COSTS		\$127
	REVENUES	TIA/UATA	\$102
		Capital Res.	\$15
		SWM	\$10
49.	Woodinville-Snohomish Road at NE 200th St.: Intersection/Signal Improvements		
	COSTS		\$325
	REVENUES	Mitigation	\$100

Table 10-5: Cost/Revenues for Transportation (1996-2015) – (continued)
 (All Amounts Are Times \$1,000)

	Capital Res.	\$175
	TIA/UATA	\$50
50.	NE 171st St. - 175th St. Pedestrian-Bike Improvements: 140th Ave. NE - 164th Ave. NE	
	COSTS	\$2,373
	REVENUES TIA/UATA	\$200
	Councilmatic	\$1,923
	SWM	\$250
51.	Woodinville-Duvall Road at NE 190th St.: Channelization Improvements	
	COSTS	\$200
	REVENUES TIA/UATA	\$100
	Capital Res.	\$100
52.	"Leota Loop" at NE/WD Road Intersection: Signalization & Channelization*	
	COSTS	\$350
	REVENUES General	\$225
	SWM	\$25
	TIA/UATA	\$100
	*Project will not be needed if Project No. 3 is done within the 6-year planning period.	
53.	124th Ave. NE at 149th St. and 157th St. - Left-turn pockets	
	COSTS	\$400
	REVENUES Capital Res.	\$400
54.	Woodinville-Duvall Road at 152nd Ave. - Left-turn pocket	
	COSTS	\$300
	REVENUES Capital Res.	\$300
SUMMARY		
	COSTS	\$62,844
	REVENUES Developer Provide	\$20,329
	WSDOT	\$8,949
	ISTEA	\$10,056
	TIA/UATA	\$6,539
	EDA	\$600
	SWM	\$871
	General	\$656
	Capital Res.	\$4,418
	Capital Proj.	\$172
	Mitigation	\$517
	Councilmatic	\$2,237
	LID	\$5,387
	RTA	\$1,353
	King County	\$314

Table 10-5: Cost/Revenues for Transportation (1996-2015) – (continued)
(All Amounts Are Times \$1,000)

Snohomish County	\$444
Bothell	\$268
Total	\$62,844
BALANCE	\$0

Notes:

- ¹ Intermodal Surface Transportation Efficiency Act
- ² Surface Water Management
- ³ Local Improvement district
- ⁴ Washington State Department of Transportation

10.3.2 Capital Facilities Plan PROJECTS AND FINANCING PLAN SUMMARY

The following is a summary of Tables 10-1 through 10-5. It subtracts known revenues from total costs to show the un-funded balances by facility type.

Table 10-6: CFP Summary of Costs
(All Amounts Are Times \$1000)

COSTS	1996	1997	1998	1999	2000	2001	TOTAL
MUNICIPAL BUILDINGS	\$8,100	\$2,060		\$5,300			\$15,460
PARKS AND RECREATION	\$158	\$1,500		\$80		\$1,080	\$2,818
SURFACE WATER MANAGEMENT	\$200	\$380	\$380	\$215	\$215		\$1,390
OFF ROAD NON-MOTORIZED TRAILS		\$375				\$137	\$848
TRANSPORTATION							\$62,844
TOTAL	\$8,458	\$4,315	\$380	\$5,595	\$215	\$1,217	\$83,360

10.3.3 Revenue Options and Forecasts (1996-2001)

The following is a description of each revenue option identified in the preceding Capital Facilities Plan Projects and Financing Plan Summary, along with assumptions used in the forecasts.

Park Impact Fees (1996-2001): \$562,530

Revised Code of Washington 82.02.050-090 authorizes a charge to be paid by new development for its "fair share" of the system (off-site) improvements cost of parks and recreational facilities that are required to serve the development.

Park impact fees are flat rates charged on the basis of the type of dwelling unit in each type of residential development. They are usually collected at the issuance of building permits or certificates of occupancy. Adjustments must be made to

fee calculations to account for parks and recreational facilities costs that are paid by other sources of revenue, and additional "credits" can be given to developers who contribute land, improvements, or other assets.

Impact fees do not include any other form of developer contributions or exactions, such as mitigation or voluntary payments authorized by State Environmental Policy Act (Revised Code of Washington 43.21C), local improvement districts or other special assessment districts, linkage fees, or land donations or fees in lieu of land.

Impact fees must be used for capital facilities needed by growth, and not for current deficiencies in levels of service, and cannot be used for operating expenses. Impact fees must show a "rationale nexus of benefit" between the payer of the fee and the expenditure of the fee.

Forecast of Impact Fee Revenue

1. Cost Per Capita:

Capital Facilities Plan			
Level of Service per Type of Facility	Cost Capita	Cost Per Acre	Per Acre
Neighborhood Park	0.00072	255,000	\$183.60
Community Park	0.00300	102,410	307.23
Total			490.83

The cost per acre data is consistent with the capital facilities projects in the Parks and Recreation Element and Capital Facilities Plan of this Comprehensive Plan.

2. Cost per Dwelling Unit:

The City of Woodinville presently averages 2.61 persons per dwelling unit, therefore the cost per dwelling unit is 2.61 times the \$490.83 cost per capita: \$1,281.07.

3. Impact Fee Revenue:

Approximately 464 new dwelling units will be built in the City of Woodinville during the 6-year planning period (1996-2001). At \$1,281.07 per dwelling unit the revenue from 464 new dwelling units will be \$594,417 (Neighborhood Park = \$222,349; Community Park = \$372,068).

The impact fee revenue does not take into account any "adjustments" (i.e., reduction in the impact fee due to development's contribution to other revenue sources, such as property taxes, which are also used to pay for additional capacity). Therefore the actual impact fee amount would be less than shown here, depending on types of revenues selected to fund the capital projects.

**Parks and Recreation General Obligation Debt Capacity (1996-2001):
\$27,743,828**

In addition to general purpose debt capacity, described later, cities may issue voter-approved general obligation bonds for parks and open space. General obligation bonds are backed by the value of the property within the jurisdiction (full faith and credit). Voter-approved bonds will increase the property tax rate, with the increased revenues dedicated to paying principal and interest on the bonds.

Local governments are authorized "excess levies" (increases in the regular property tax levy (Revised Code of Washington 84.52) above the \$3.60 per \$1,000 statutory limit) to repay parks and recreation voter-approved bonds. There is no dollar limit for this levy. However, the total amount of debt for open space and park facilities is restricted by law to 2.5% of taxable value of property (Revised Code of Washington 39.36.020[2][a][iii]). This is in addition to the 2.5% for general purpose debt. A 60% majority vote is required for voter-approved bonds/excess levy.

Forecast of Park and Recreation Debt Capacity

The estimated park and recreation general obligation debt capacity (2.5% of assessed valuation) is \$27,743,828. The basis for the forecast is the City's 1996 assessed valuation of \$869,520,606 (Source = King County Department of Assessments). The forecast assumes 5% annual growth (i.e., inflation plus new construction). This growth rate is consistent with the City's growth estimates for 1995-1996.

Interagency Committee for Outdoor Recreation (Interagency Committee)

Federal and state grants primarily for acquisition, development and renovation of outdoor recreation and habitat conservation areas. There are five accounts or programs funded by grants provided by the Interagency Committee:

1. Boating Facility Grants: acquisition, development and renovation of public access boating facilities;
2. Firearms Range Account: acquisition, development and renovation of public and private non-profit firearm ranges and archery facilities;
3. Non-Highway Off-Road Vehicles: planning, education and/or enforcement, acquisition and/or development, and maintenance/operation of off-road vehicle trails and facilities.
4. Traditional Park Grants
5. Wildlife and Recreation Program:
 - a. Habitat Conservation Account: acquisition and development of urban wildlife habitat

- b. Outdoor Recreation Account: acquisition and development of local parks, including existing parks, regional trails, trail head facilities and water access sites

A comprehensive parks and recreation plan or a parks and recreation component in a local comprehensive plan is required for Boating Facility and Outdoor Recreation Account grants. A 50% local match is required for all grants.

Forecast for Interagency Committee Revenue

Revenue estimates are dependent on project eligibility for these funds.

Intermodal Surface Transportation Efficiency Act

The Intermodal Surface Transportation Efficiency Act provides federal funding for enhancement projects which include alternative transportation modes such as bicycle paths. The grant program funds 80% of the project and requires the local government to fund the remaining 20%.

Forecast of Intermodal Surface Transportation Efficiency Act Enhancement Project Revenue

Revenue estimates are dependent on project eligibility for these funds.

Capital Street Reserve (1995 Fund Balance): \$2,242,500

This fund was established to set aside revenues for future transportation capital projects. Budgeted revenues for 1996 include:

Beginning Balance	\$ 1,458,500
Miscellaneous	84,000
General Fund Transfer	<u>700,000</u>
TOTAL	2,242,500

There are no fund expenditures planned for 1995, therefore the 1995 revenue is available for future transportation capital projects.

Gas Tax \$418,248

Revised Code of Washington 82.36 authorizes this tax, which is administered by the Department of Licensing, and paid by gasoline distributors. Cities and counties receive 11.53% and 22.78%, respectively, of the motor vehicle fuel tax receipts.

Revenues must be spent for *highway purposes including the construction, maintenance, and operation of city streets, county roads, and state highways.

Forecast of Gas Tax Revenue

The City allocates this gas tax revenue to the Arterial Street Fund for reconstruction and renovation of arterial streets.

The basis for the 1996-2001 revenue forecast is the 1995 budgeted revenue of \$69,708. The forecast assumes the City's allocation will remain constant (i.e., 0% annual growth). City staff anticipate that any increase in fuel tax receipts will be offset by an anticipated increase in the number of municipalities sharing the city allocation of gas tax revenue during the 6-year planning period.

Transportation Mitigation Fees: \$600,000

The City has enacted mitigation fees which are assessed to developers for their share of street improvements.

Forecast of Transportation Mitigation Fee Revenue

The 1996-2001 revenue forecast assumes mitigation fees totaling \$100,000 per year (1995 budgeted revenue is \$127,700).

Real Estate Excise Tax: 1st and 2nd 1/4% (1996-2001): \$2,398,500

Revised Code of Washington 82.46 authorized real estate excise tax levy of 1/4%. The Growth Management Act authorized another 1/4% for capital facilities, and requires the existing 1/4% real estate excise tax to be used primarily for financing capital facilities specified in the local government's capital facilities plan. Revenues from this tax must be used for financing capital facilities specified in the local government's capital facilities plan.

Both the first and second 1/4% real estate excise tax revenue may be used for the following capital facilities:

1. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of:

Streets;
Roads;
Sidewalks;
Street and Road Lighting Systems; and
Storm and Sanitary Sewer Systems

2. The planning, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities.

In addition, the first 1/4% real estate excise tax may be used for the following capital facilities:

1. The acquisition of parks and recreation facilities;

2. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of:

Law Enforcement Facilities;
 Fire Protection Facilities;
 Trails;
 Libraries;
 Administrative and Judicial Facilities;
 River and/or Waterway Flood Control Projects (if the jurisdiction has expended funds for this purpose prior to June 11, 1992); and
 Housing Projects (until December 31, 1995, and only if the jurisdiction has expended funds for this purpose prior to June 11, 1992).

Forecast of Real Estate Excise Tax Revenue

The City of Woodinville has enacted both the first and second 1/4% real estate excise tax. The revenue is allocated to the Capital Projects Fund and the Special Capital Projects Fund.

The basis for the 1996-2001 revenue forecast of \$2,398,486 is the 1995 estimated revenue of \$360,000. The forecast assumes continuation of the allocation of revenue for capital improvements.

The forecast assumes 3.0% annual growth in real estate transactions. There are two components in this weighted average growth rate:

1. Revenue generated from existing property and development (1995) is projected to remain constant (i.e., 0% annual growth). It is virtually impossible to predict with any accuracy a wide variety of economic conditions, such as interest rates, unemployment rates, household formation rates or housing inventories, which will affect real estate transactions. As a result we assume that real estate transactions for the resale of existing property will remain at the same level;
2. Revenue generated from new construction will grow by 3.0% per year. This is consistent with the City's average annual population growth rate for the 1995-2001 planning period.

Capital Projects Fund (1996 Fund Balance): \$1,414,400

This fund was established to set aside revenues for future capital projects. Budgeted revenues for 1995 include:

Beginning Balance	\$ 1,099,400
1st 1/4% Real Estate Excise Tax	150,000
Miscellaneous	65,000
<u>General Fund Transfer</u>	<u>100,000</u>
TOTAL	1,414,400

There are no fund expenditures planned for 1996, therefore the 1996 revenue is available for future capital projects.

Special Capital Projects Fund (1996 Fund Balance): \$761,700

This fund was established to set aside revenues for future capital projects. Budgeted revenues for 1995 include:

Beginning Balance	\$ 579,700
2nd 1/4% Real Estate Excise Tax	150,000
<u>Miscellaneous</u>	<u>32,000</u>
TOTAL	761,700

There are no fund expenditures planned for 1996, therefore the 1996 revenue is available for future capital projects.

General Obligation Debt Capacity (1996-2001): \$27,743,828

General Obligation (GO) Bonds are backed by the value of the property within the jurisdiction (full faith and credit). There are two types of General Obligation Bonds: councilmanic and voter-approved.

Councilmanic bonds are authorized by the jurisdiction's legislative body without the need for voter approval. Principal and interest payments for councilmanic bonds come from general government revenues, without a corresponding increase in taxes, which means that this method of bond approval does not utilize a dedicated funding source for repaying the bondholders.

Voter-approved bonds will increase the property tax rate, with the increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized "excess levies" (increases in the regular property tax levy [Revised Code of Washington 84.52] above the \$3.60 per \$1,000 assessed valuation statutory limit to repay voter-approved bonds). There is no dollar limit for this levy, however the total amount of debt (councilmanic and voter-approved combined) is restricted by law to 2.5% of taxable value of property. (Of the 2.5% for general purpose debt, the City may issue up to 1.5% in the form of councilmanic bonds).

Forecast of General Obligation Debt Capacity

The City has no voted general obligation or councilmanic general obligation debt. The City's remaining general obligation debt capacity for the 1996-2001 planning period is \$27,743,828. The forecast is based on a computation of statutory debt limitations as of May 1996 (Source = King County Department of Assessments).

Councilmanic Debt Capacity: \$16,646,297 (Maximum)

The estimated councilmanic debt capacity (based on 1.5% of taxable valuation of property) is \$16,646,297. The basis for the forecast is the 1996 assessed

valuation for the City of \$869,520,606. The forecast assumes 5% annual growth (i.e., inflation plus new construction). This growth rate is consistent with the City's growth estimates for 1995-1996.

Voted Debt Capacity: \$11,097,531 (or more if councilmanic debt capacity is submitted to voter approval for excess levy).

The estimated voted debt capacity (assuming additional councilmanic debt of \$16,646,297) is \$11,097,531 (i.e., 1.0% of taxable value). The City could exceed the 1.0% limit for voter approved general obligation debt by using part or all of the 1.5% councilmanic debt service capacity as long as the total does not exceed 2.5%.

The basis for the forecast is the 1995 assessed valuation for the City of Woodinville of \$868,520,606. The forecast is based on the same growth rate assumptions as were used for the councilmanic debt capacity forecast (see above).

10.4 Plan Implementation and Monitoring

The following programs shall be implemented adopted by the City to ensure that the goals and policies established in the Capital Facilities Plan will be achieved or exceeded, and that the capital improvements will be constructed. Each implementation program will be adopted by ordinance, resolution, or executive order, as appropriate for each implementation program.

10.4.1 Update of Capital Facilities Plan

The Capital Facilities Plan shall be reviewed and updated annually. The Plan shall be updated in conjunction with the budget process and the release of the official population estimates and projections by the State of Washington Office of Financial Management. The update shall include:

1. Revision of population figures;
2. Update of inventory of public facilities;
3. Update of costs of public facilities;
4. Update of public facilities requirements analysis (actual levels of service compared to adopted standards);
5. Update of revenue forecasts;
6. Revision and development of capital improvements projects for the next six fiscal years; and
7. Update of financing plan.

Implements Policies CF-1.1, CF-1.3 through CF-1.6, CF-2.1, CF-2.3, and CF-3.2.

10.4.2 Impact Fees

All impact fee ordinances needed to support the public facilities identified in this element shall be adopted, or amended to support the adopted standard for the level of service as part of the implementation process. Impact fee ordinances shall:

- Require the same standard for the level of service as required by Policy CF-3.1, and may include standards for other types of public facilities not addressed under Policy CF-3.1.
- Require any special purpose districts for which the City is collecting impact fees to comply with the provisions of Policy CF-1.2, where appropriate.
- Consider exemptions from payment of impact fees consistent with Policy CF-6.3.

Implements Policies CF-1.2, CF-5.2 and CF-5.3.

10.4.3 Annual Budget

The annual budget shall include in its capital appropriations all projects in the schedule of capital improvements that are planned for expenditure during the subsequent fiscal year, if they can be funded in the year's budget. If funds are not available, re-evaluation of the Capital Facilities Plan will be necessary.

Implements Policies CF-1.6, CF-2.1, and CF-3.2.

10.4.4 Concurrency Implementation and Monitoring System

The City shall establish and maintain a Concurrency Implementation and Monitoring System. The System shall consist of the following components.

1. An adopted concurrency ordinance pursuant to Revised Code of Washington 36.70A.070(6) to address the following:

- a. Identify which public facilities and services are subject to concurrency.

The concurrency test is statutorily required only for transportation facilities. The City may designate other capital facilities and services, in addition to transportation facilities for which concurrency is required.

- Specify public facilities and services that are "plan-level" concurrency.
- Specify public facilities and services that are case-by-case concurrency.
- Specify public facilities and services that are not subject to either "plan-level" or case-by-case concurrency.

- b. Identify which development applications are subject to concurrency.
- (1) Establish the point in the development cycle at which the concurrency test applies (i.e., final development approvals versus preliminary development approvals, or, as an alternative, concurrency test optional for preliminary development approval but can be deferred at the applicants request, until final development approval).
 - (2) Define exemptions which may include the following:
 - Vested development approvals (statutory as well as other non-statutory vested properties)
 - Proposed development that causes no added impacts on capital facilities
 - Proposed development that causes minor impact on capital facilities ("de minimus")
- c. Establish procedures and guidelines for reserving capacity and issuing certificates of concurrency which address:
- (1) A procedure for prioritization of development applications for concurrency testing (i.e., first application submitted, first applicant approved, or first applicant to pay a capacity reservation fee).
 - (2) Coordination of the review and awarding of capacity of capital facilities to prevent awarding of the same capacity to more than one applicant.
 - (3) A mechanism to document the availability and reservation of capital facilities (i.e., separate certificate, a recorded document, etc.).
 - (4) Duration of the reservation of capacity (i.e., at what point does the reservation expire and capacity become available to another development applicant).
 - (5) Transferability of the reservation of capacity to new owners of the tested property or other parcels.
 - (6) Assurances that other providers will reserve and construct public facility capacity.
- d. Establish a fee structure which includes:
- (1) Processing fees to recover the cost of performing the concurrency tests.

- (2) Capacity pre-purchase or capacity reservation fees to insure that capacity is prepaid by a specific parcel (i.e., mitigation or impact fees, connection fees, irrevocable letter of credit, performance bond, etc.).
 - (3) Definition of which fees are totally or partially refundable.
 - (4) Identification of any development exempt from fees, eligible for reduced fees, or allowed to defer payment until construction or occupancy.
- e. Identify the parameters by which level of service standards are concurrent with development.
- (1) Define the point at which capital facilities are "available" for capacity reservation. In the case of transportation, the specified period of time is six years from the time of development.
 - (2) Identify geographical areas (city-wide versus service areas) that will be used to test the concurrency of each public facility.
 - (3) Identify phasing of adopted level of service standards (i.e., a gradual increase in the level of service over time until the desired level is achieved) when the availability of revenue does not allow for the provision of required capacity until a future date.
- f. Establish a concurrency determination appeal process which includes the following:
- (1) Grounds for appealing a denial of concurrency
 - (2) A procedure for processing an appeal (i.e., hearing examiner, government legislative body, courts, etc.)
 - (3) Status of requested capacity during an appeal.
2. An annual Report on the Capacity and Levels of Service of Public Facilities.
 3. A public Facility Capacity Review of Development Applications.
 4. A review of Changes in Planned Capacity of Public Facilities.
 5. A concurrency Test.
- a. Plan Level Concurrency Test: for those capital facilities which the City has designated as "plan level" concurrency, the City will prepare an annual report which compares development approvals during the preceding year and projections of new development for the next year to

planned capital improvement capacities and adopted level of service standards.

- b. Case-By-Case Concurrency Test: for those capital facilities which the City has designated as requiring a "case-by-case" concurrency test the City will compare the public facility capacity required by each applicant for development to the uncommitted capacity that is available.
 - (1) If the uncommitted available capacity is equal to, or greater than, the capacity required, the applicant passes the concurrency test.
 - (2) If the uncommitted available capacity is less than the capacity required, the applicant fails the concurrency test. There are several alternatives available to the applicant if the concurrency test is failed.
 - a) The applicant can mitigate the impacts to achieve a satisfactory level of service,
 - b) The applicant can revise the proposed development to reduce the impacts and maintain a satisfactory level of service,
 - c) The applicant can phase the proposed development to coincide with the availability of increased public facility capacity, or
 - d) The applicant is denied, and the proposed development does not occur.

Implements Policies CF-1.1, CF-2.1, CF-2.2, CF-2.4, and CF-3.1.

10.4.5 Evaluation of Projects and Programs

Establish guidelines and procedures for the evaluation of potential capital projects and programs based on the following criteria:

1. Protection of public health and safety
2. Cost effectiveness
3. Benefit to the City and/or Region
4. Consistency with and support of economic development goals
5. Sharing or reuse of facilities

Implements Policies CF-1.1, CF-1.9, and CF-5.1.

10.4.6 Consistency of Level of Service Standards

Review the standards of King County and Snohomish County and other applicable district within the urban growth area and compare for consistency with City level of service standards.

Implements Policies CF-3.1 and CF-4.1.

10.4.7 Interlocal Agreements

Negotiate and enter into interlocal/joint planning agreements with all applicable districts and service providers within the urban growth area to:

1. Coordinate level of service standards
2. Coordinate planning of joint siting of public facilities
3. Coordinate shared use of facilities
4. Establish cooperative capital funding strategies (including any applicable impact fees)
5. Ensure that the level of service required and the financial responsibility of other providers to pay the cost of their facilities is clearly delineated.
6. Coordinate preparation of capital facility plans

Implements Policies CF-1.2, CF-1.3, CF-1.8, CF-1.9, CF-2.3, CF-3.1, CF-4.1, and CF-5.5.

10.4.8 Evaluation Reports

Evaluation reports will address the implementation of the goals and policies of the Capital Facilities Plan. The monitoring procedures necessary to enable the completion of evaluation include:

1. Review of Annual Reports of the Concurrency Implementation and Monitoring System.
2. Review of Annual Updates of this Capital Facilities Plan and the long range capital improvements plans of other providers of public services and facilities, including updated supporting documents.

This Implementation Program evaluates and monitors the implementation of all Capital Facilities Plan Policies.

10.4.9 Detailed Plans

The City shall develop sub-area plans and facility master plans at a level of detail that will support plan level concurrency.

Implements Policies CF-2.1, CF-2.2, and CF-3.1.

10.4.10 Contractor Performance Monitoring System

The City will develop a system of monitoring the actual performance of contractors who design and/or construct public facilities for the City. The monitoring system shall track such items as actual vs. planned time schedule, and actual vs. bid cost. The performance of contractors shall be considered when the City awards contracts for public facilities.

Implements Policies CF-1.5, CF-1.6, CF-2.1, CF-2.3, and CF-3.2.

10.4.11 Revenues

The City shall utilize the following revenue sources for capital facilities financing:

1. The revenue sources specified in the financing plan section of the Capital Facilities Plan, including the adoption of new sources of revenue (when required).
2. Grants, public-private partnerships, and intergovernmental joint funding arrangements.

Implements Policies CF-5.1 through CF-5.5.

10.4.12 Shared Facilities

1. The City should pursue the development of shared facilities or joint use of facilities to meet future municipal building needs. The Woodinville Fire and Life Safety District is proposing a new station in the more urbanized areas of the District which includes Woodinville. A public safety facility which includes police, fire, and EMS could be considered.
2. The City could pursue the development of a public works site for both the City and the School District. According to City staff, the Northshore School District is looking for a site for its bus maintenance.

10.5 Concurrency Analysis

This section presents an analysis of concurrency for roads, water, sewer, parks and schools. (Note: the concurrency analysis covers a 6-year planning period for all facilities except roads. Capacity data for roads is not available for the year

2001, therefore the following concurrency analysis is based on the City's 15-year transportation plan.)

10.5.1 Roads

Table 10-7 provides a 15-year (1995-2010) concurrency analysis of capacity-related road projects from the Transportation Element. The Table identifies the amount of facility capacity that is required to achieve and maintain the standard for level of service for roads within the City of Woodinville, along with the amount of capacity which each road segment will have once the proposed capacity-related projects are completed.

The project description or road segment is found in Column 1. The project description includes the project number from Table 9-2 of the Transportation Element (i.e., the project number from Table 9-2 is "GR-9" for capacity project number 1 in Table 10-7). Column 2 identifies the projected 2010 traffic volume for each road segment. The current (i.e., 1994) capacity for each road segment is shown in Column 3. The road capacity is based on an operating level of service of E. In some cases the project represents a new road segment, therefore the 1994 capacity is zero (i.e., project number 1).

Column 4 provides an analysis of roadway level of service without planned improvements. In Column 4 the 2010 projected roadway volume (from Column 2) is divided by the current (i.e., 1994) roadway capacity at operating Level of Service E (from Column 3) to determine the future volume to capacity ratio (V/C ratio) if no improvements were made to the road segment. If the V/C ratio in Column 4 is 1.00 or less (i.e., current capacity is equal to or greater than projected volume) the roadway segment will operate at or above Level of Service E during the 15-year planning period without any improvements. Whenever the V/C ratio is greater than 1.00 (i.e., capacity at Level of Service E is less than 2010 traffic volume) the roadway segment is deficient (i.e., operates below Level of Service E). In many instances the V/C ratio cannot be calculated in Column 4 because the project represents a new road segment, therefore there is no current capacity.

Column 5 represents the projected 2010 capacity (based on Level of Service E) for each roadway segment after the planned improvements have been completed.

In Column 6 the year 2010 V/C ratio is calculated based on the 2010 capacity with planned improvements (i.e., Column 2 is divided by the 2010 capacity from Column 5). As explained above, a V/C ratio of 1.00 or less means that the road segment will operate at or above Level of Service E (i.e., 2010 planned capacity is equal to or exceeds 2010 projected volume). Conversely, a V/C ratio greater than 1.00 means the road segment is projected to be operating below Level of Service E (i.e., 2010 projected volume exceeds 2010 planned capacity).

In summary, even with completion of the planned road capacity projects, 7 of the 34 road segments listed in Table 10-6 (i.e., projects number 3, 5, 6, 9-11, and 13) are projected to operate below Level of Service E.

Table 10-7 Transportation Concurrency Evaluation

(1)	(2)	(3)	(4)	(5)	(6)
Project	2010 Volume	Capacity (Col 2/Col 3)	2010 Without Improvements ¹ V/C Ratio	Capacity	With Improvements ² V/C Ratio (Col 2/Col 5)
Capacity Projects					
1. NE 177TH St. (GR-9) 140th Ave NE - 138th Ave NE	11,200	0	NA	26,000	0.43
2. NE 195th Street (RM-2) 164th Ave. NE - 166th Ave. NE	800	0	NA	13,000	0.06
3. Woodinville - Duvall Rd (RM-6) NE 190th St. - 171st Ave. NE	36,600	20,000	1.83	36,000	1.02
4. NE 177th Street (GR-7) 140th Ave. NE - Wood.-Duv. Rd.	2,500	0	NA	16,000	0.16
5. Wood. - Hollywood Rd (RM-9) NE 171st St. - NE 145th St.	36,700	16,000	2.29	20,000	1.84
6. SR202 (WR Road) (RM-12) 127th Place NE - 131st Ave. NE	39,200	20,000	1.96	32,000	1.23
7. 138th Ave. NE (GR-13) NE 175th St. - NE 177th St.	1,900	0	NA	16,000	0.12
8. 138th Ave. NE (GR-15) NE 177th St. - NE 177th Place	13,100	0	NA	26,000	0.50
9. Wood.-Snohomish Rd (RM-5) NE 195th St - 185th Ave. NE	26,100	16,000	1.63	20,000	1.30
10. State Route 522 EB Off Ramp (RM-18) 131st Ave. Interchange	19,200	0	NA	15,000	1.28
11. 140th Ave. NE (RM-7) 185th Ave. NE- N/O 175th Ave. NE	21,900	16,000	1.37	20,000	1.10
12. State Route 202 (WR Road) (RM-11) NE 145th St/148th Ave. NE I/S- 127th Place NE	14,900	16,000	0.93	20,000	0.75
13. State Route 522/NE 195th St (RM-15) "North" Ramps Set	3,500	0	NA	15,000	0.23
14. 135th Ave. NE (GR-12) NE 172nd St. - NE 175th St.	12,800	0	NA	16,000	0.80
15. 133rd Ave. NE (GR-14) NE 171st St. - NE 172nd St.	0	0	NA	16,000	0.00
16. Wood. - Snohomish Rd (RM-3) State Route 522 - NE 195th St.	32,100	16,000	2.01	36,000	0.89
17. 133rd Ave. NE (GR-16) NE 172nd St. - NE 175th St.	900	0	NA	16,000	0.06
18. 135th Ave. NE (GR-19) NE 177th St. - Wood. Snoh. Rd.	2,100	0	NA	NA	NA

¹ Existing 1994 Street System² Assumes 15-Year Planned Improvements for Street System

Table 10-7 Transportation Concurrency Evaluation (continued)

(1)	(2)	(3)	(4)	(5)	(6)
Project	2010 Volume	Capacity (Col 2/Col 3)	2010 Without Improvements ¹	Capacity	2010 With Improvements ²
			V/C Ratio		V/C Ratio (Col 2/Col 5)
Capacity Projects (continued)					
19. 135th Ave. NE (GR-10) NE 171st St. - NE 172nd St.	3,200	0	NA	16,000	0.20
20. 135th Ave. NE (GR-17) NE 175th St. - NE 177th St.	2,100	0	NA	16,000	0.13
21. 144th Ave. NE (RM-1) South of county line	NA	0	NA	13,000	0.00
22. Wood. - Snohomish Rd (GR-21) NE 175th St. - 140th Ave. NE	10,200	15,000	0.68	18,000	0.57
23. Woodinville - Duvall Rd (RO-4) NE 178th St. - NE 190th St.	13,300	20,000	0.67	20,000	0.67
24. 144th Ave. NE Exten (GR-1) NE 190th St. - 140th Ave. NE	600	0	NA	16,000	0.04
25. NE 177th Pl. - 139th Ave. NE (RM-16) 131st Ave. NE - NE 190th St.	2,800	16,000	0.18	20,000	0.14
26. NE 172nd St. (GR-8) 135th Ave. NE - 133rd Ave. NE	900	0	NA	16,000	0.06
27. NE 177th St. (GR-11) 138th Ave. NE - 135th Ave. NE	0	0	NA	16,000	0.00
28. 138th Ave. NE (GR-2) NE 171st St. - NE 172nd St.	2,600	0	NA	16,000	0.16
29. NE 172nd St. (GR-6) 138th Ave. NE - 135th Ave. NE	2,800	0	NA	16,000	0.17
30. NE 180th St. - 120th Ave. NE (RM-22) (link between)	12,600	0	NA	36,000	0.00
31. 138th Ave. NE (GR-4) NE 172nd St. - NE 175th St.	100	0	NA	16,000	0.01
32. 142nd Ave. NE (GR-3) NE 179th St. - 144th Ave. NE Extension	200	0	NA	16,000	0.01
33. 141st Ave. NE (GR-5) NE 177th St. - NE 179th St.	800	0	NA	16,000	0.05
34. NE 180th St. Ramp - SB Interstate-405 (RM-20)	13,000	0	NA	15,000	0.87
35. 124th Ave. NE (RM-17) NE 146th St. - NE 169th St.	16,000	16,000	1.0	32,000	0.5

¹ Existing 1994 Street System² Assumes 15-Year Planned Improvements for Street System

Source: Transportation Element and ENTRANCO

10.5.2 Water

Woodinville Water District

The Woodinville Water District purchases treated water from the Seattle Water Department (which will make available whatever amount of water the District demands). The District provides storage facilities for the treated water, pumping stations and water transmission mains. Table 10-8 analyzes facility capacity requirements for water supply and transmission. The three lines of statistical analysis at the top calculate the amount of water capacity that is required to achieve and maintain the standard for level of service during the 6-year planning period.

The Woodinville Water District population forecast for the 6-year planning period (1996-2001) is shown in Column 2.

In Column 3 the amount of water which is required to serve the existing and future district population is calculated by multiplying the population from Column 2 by the standard for level of service of 229 gallons per capita per day (GPCPD). This level of service standard is a weighted average rate of use which includes non-residential demand as well as residential demand. The standard is based on peak summer demand (because it represents the highest demand that the system must deliver while maintaining proper fire flow standards.

The District's current capacity (i.e., gallons per day) is shown in Column 4.

In Column 5 the required gallons per day (from Column 3) is subtracted from the available capacity (from Column 4) to determine the amount of reserve capacity or the system deficiency during the 6-year planning period.

The capital improvement projects that provide the required capacity are listed below the requirements analysis, along with the additional capacity they will provide (the project capacity is shown in Column 4). The capacity projects listed in Table 10-8 (i.e., storage facility and transmission main) reflect the infrastructure which the District provides in order to deliver water to its customers. The District requires developers to provide the necessary distribution system to connect to the District's transmission mains, and thus receive adequate water.

Column 5 shows the impact each project's additional capacity has on the District's net reserve or deficiency (i.e., the additional project capacity is added to the 2001 net reserve or deficiency). The additional storage tank and transmission main will enable new development to connect to the system as service is needed.

Table 10-8 Water Concurrency Evaluation - Woodinville Water District

(1) Time Period	(2) District Population	(3) GPD* Requirement @ 229 GPCPD **	(4) Capacity Available (GPD)	(5) Net Reserve or Deficiency
1995 Estimate	47,963	11,000,000	13,000,000	2,000,000
1996-2001 Growth	12,872	2,952,109	0	-2,952,109
Total as of 2001	60,835	13,952,109	13,000,000	-952,109

Capacity Projects

1. Aspenwood Water Tank (1997) (Capacity is included in Project Number 2)
2. NE 171st Street Transmission Main 952,109 0***

* Gallons per Day

** Gallons per Capita per Day

prefer to text accompanying Table 10-7 for further explanation of project capacities.

Source: Woodinville Water District

10.5.3 Sewer**Woodinville Water District**

The Woodinville Water District collects wastewater and conveys it to King County Metro (which provides wastewater treatment and disposal as well as interception/transmission of collected wastewater). The District provides a pumping station, siphon stations and sewer lines. Table 10-9 analyzes facility capacity requirements for wastewater collection. The three lines of statistical analysis at the top calculate the amount of wastewater collection capacity that is required to achieve and maintain the standard for level of service during the 6-year planning period.

The Woodinville Water District sewer service area population forecast for the 6-year planning period (1996-2001) is shown in Column 2.

In Column 3 the amount of wastewater collection capacity which is required to serve the existing and future district population is calculated by multiplying the population from Column 2 by the standard for level of service of 80 gallons per capita per day (GPCPD). This level of service standard represents the highest average demand which is currently 50 to 80 GPCPD.

The District's current capacity (i.e., gallons per day) is shown in Column 4.

In Column 5 the required gallons per day (from Column 3) is subtracted from the available capacity (from Column 4) to determine the amount of reserve capacity or the system deficiency during the 6-year planning period.

The capital improvement projects that provide the required capacity are listed below the requirements analysis, along with the additional capacity they will provide (the project capacity is shown in Column 4). The capacity projects listed in Table 10-9 (i.e., pump station and sewer lines) reflect the infrastructure which the District provides in order to collect wastewater for its customers. Developers provide the necessary conveyance system to connect to the District's collection system, and thus receive adequate wastewater collection service.

Column 5 shows the impact each project's additional capacity has on the District's net reserve or deficiency (i.e., the additional project capacity is added to the 2001 net reserve or deficiency). The additional pump station and sewer lines will enable new development to connect to the system as service is needed.

Table 10-9: Sewer Concurrency Evaluation - Woodinville Water District

(1) Time Period	(2) District Population	(3) GPD* Requirement @ 80 GPCPD **	(4) Capacity Available (GPD)	(5) Net Reserve or Deficiency
1995 Estimate	11,872	949,760	949,760	0
1996-2001 Growth	3,984	318,720	0	-318,720
Total as of 2001	15,856	1,268,480	949,760	-318,720
Capacity Projects				
1.	Basin 99: 2,000 linear feet of 8-inch, 2,700 linear feet of 10-inch, 4,400 linear feet of 14-inch & 3,700 linear feet of 18-inch gravity sewer, a submersible pump station with 3,400 linear feet of 12-inch force main, manholes and service connections.		318,720	0
* Gallons per Day				
** Gallons per Capita per Day				
*** Refer to text accompanying Table 10-8 for further explanation of project capacities.				

Source: Woodinville Water District

Northshore Utility District

The Northshore Utility District, through an interim service agreement with the Woodinville Water District provides wastewater collection services within a small residential section of the City (i.e. part of the Westridge Neighborhood). The Woodinville Water District does not have any long range plans to take over servicing of this area, because it is easiest to serve this area via the gravity system which the Northshore Utility District has in place and which is not available through the Woodinville Water District. An analysis of facility capacity requirements has not been done because the Northshore Utility District states that the area it serves is nearly built out.

10.5.4 Parks and Recreation

Neighborhood Parks

Table 10-10 analyzes facility capacity requirements for neighborhood parks. The three lines of statistical analysis at the top calculate the amount of neighborhood park capacity that is required to achieve and maintain the standard for level of service during the 6-year planning period.

The City's population forecast for the 6-year planning period (1996-2001) is shown in Column 2.

In Column 3 the amount of developed neighborhood park acres which is required to serve the existing and future population is calculated by multiplying the population from Column 2 by the level of service standard of 0.72 developed neighborhood park acres per 1,000 population (or 0.00072 acres per capita). The City has adopted a two-tiered neighborhood park level of service. The long range goal (i.e., 20-year plan) is to achieve a level of service of 1.5 developed neighborhood park acres per 1,000 population (0.0015 acres per capita). Due to fiscal constraints and the need to allocate funding to replace existing neighborhood park acres which will soon convert to community park land, the City has adopted a level of service of 0.72 developed neighborhood park acres per 1,000 population for the initial 6-year planning period.

The City's current available inventory of developed neighborhood park acres is shown in Column 4. Note that during the 1996-2001 growth period 7 acres, which are part of the Sorenson School campus, will convert to community park acres, resulting in a reduced neighborhood park inventory of 3.6 acres.

In Column 5 the required acres (from Column 3) is subtracted from the acres available (from Column 4) to determine the number of reserve acres, or the amount of acres the City must add to its inventory (i.e., the deficiency) during the 6-year planning period.

The capital improvement projects that provide the required developed neighborhood park acres are listed below the requirements analysis along with the additional capacity they will provide (the project capacity is shown in Column 4). Column 5 shows the impact each project's additional capacity has on the City's net reserve or deficiency (i.e., the additional project capacity is added to the 2001 net reserve or deficiency).

In summary, the City needs 8.6 developed neighborhood park acres by the end of the 6-year planning period. The current inventory of 10.6 acres will be reduced by 7 acres once these acres are converted to a community park, leaving the City with a deficiency of 5 neighborhood park acres. The City's Capital Facilities Plan includes acquisition of 6 additional neighborhood park acres of which 5 will be developed within the 6-year planning period.

Table 10-10 Neighborhood Parks and Recreation Concurrency Evaluation

(1) Time Period	(2) City Population	(3) Requirement @ 0.00072 Developed Acres/capita	(4) Developed Acres Available	(5) Net Reserve or Deficiency
1995 Actual	10,000	7.2	10.6	3.4
1996-2001 Growth	1,945	1.4	-7.0	-8.4
Total as of 2001	11,945	8.6	3.6	-5.0
Capacity Projects				
1. Acquire acres (6) and develop (5 acres) neighborhood parks		5.0	0.0	

Source: Woodinville Parks and Recreation Element

Community Parks

Table 10-11 analyzes facility capacity requirements for community parks. The three lines of statistical analysis at the top calculate the amount of community park capacity that is required to achieve and maintain the standard for level of service during the 6-year planning period.

The City's population forecast for the 6-year planning period (1996-2001) is shown in Column 2.

In Column 3 the amount of developed Community park acres which is required to serve the existing and future population is calculated by multiplying the population from Column 2 by the City's adopted level of service standard of 3.0 developed community park acres per 1,000 population (0.003 acres per capita).

The City's current available inventory of 30.4 developed community park acres is shown in Column 4.

In Column 5 the required acres (from Column 3) is subtracted from the acres available (from Column 4) to determine the number of reserve acres, or the amount of acres the City must add to its inventory (i.e., the deficiency) during the 6-year planning period.

The capital improvement projects that provide the required developed community park acres are listed below the requirements analysis along with the additional capacity they will provide (the project capacity is shown in Column 4). Column 5 shows the impact each project's additional capacity has on the City's net reserve or deficiency (i.e., the additional project capacity is added to the 2001 net reserve or deficiency).

In summary, the City needs 35.8 developed community park acres by the end of the six-year planning period. The current inventory of 30.4 acres is deficient by

5.4 acres. The City's Capital Facilities Plan includes acquisition and development of 7 community park acres resulting in a reserve of 1.6 acres by the year 2001.

Table 10-11: Parks and Recreation Concurrency Evaluation: Community Parks

(1) Time Period	(2) City Population	(3) Requirement @ 0.003 Developed Acres/capita	(4) Developed Acres Available	(5) Net Reserve or Deficiency
1995 Actual	10,000	30.0	30.4	0.4
1996-2001 Growth	1,945	5.8	0.0	-5.8
Total as of 2001	11,945	35.8	30.4	-5.4
Capacity Projects				
1. Acquisition of Sorenson Campus to include 7 acres of park land			7.0	1.6

Source: Woodinville Parks and Recreation Element

10.5.5 Schools: Northshore School District

Elementary

Table 10-12 analyzes facility capacity requirements for elementary schools (i.e., grades K-6). The three lines of statistical analysis at the top calculate the amount of elementary student capacity that is required to achieve and maintain the standard for level of service. Column 1 identifies the 6-year planning period which is based on the school year (i.e., an October 1st enrollment date) rather than the City's fiscal year.

The District's actual enrollment as of October 1, 1995, along with a 5-year district enrollment projection, is shown in Column 2. The elementary student enrollment projection is expressed as "full time equivalent" (FTE) because kindergarten students attend half day sessions, therefore only requiring 1 student station for 2 kindergarten students. As can be seen in Column 2 of Table 10-12, the District's enrollment forecast indicates a decline in elementary students during the 5-year planning period.

The District's enrollment capacity (i.e., number of student stations) is shown in Column 3. The 10,229 available student stations include permanent and portable facilities. During the 5-year growth period the District is planning to eliminate the use of 19 portables at the elementary level.

In Column 4 the district enrollment forecast from Column 2 is subtracted from the available capacity (i.e., student stations) in Column 3 to determine the net

reserve or deficiency of student stations as of October 1, 1995 and for the 5-year planning period.

The capital improvements projects that provide the needed elementary student station capacity are listed below the requirements analysis along with the additional capacity they will provide (the capacity is listed in Column 3). Column 4 shows the impact each of the project's additional capacity has on the District's net reserve or deficiency.

In summary, the District is eliminating the use of 19 portables and adding eight new classrooms in permanent facilities to serve 195 additional students. This results in a revised capacity of 9,935 student stations by the 2000-2001 school year. Even with the net reduction of 294 student stations (i.e., 195 additional permanent student stations minus 489 portable student stations) the District will have a reserve of 751 student stations due to the projected decline in elementary school students during the same 5-year planning period.

Table 10-12 Elementary Concurrency Evaluation - Northshore School District

(1) Time Period	(2) District Enrollment	(3) Available Capacity (Student Stations)	(4) Net Reserve or Deficiency
1995-1996 (Oct 1, 1995)	9,627	10,229	602
5 Year Growth	-443	-294*	-149
Total as of 2000-2001	9,184	9,935	751
Capacity Projects			
1. Add 8 classrooms (1999)		195	751
Total	9,184	9,935	751

* Based on current enrollment projections and classroom usage, the District projects that it will eliminate the use of some portables (i.e., 19 portables), replacing some with permanent classrooms over the next five-year period.

Source: Northshore School District 1995 Capital Facilities Plan, Table 7, page 35.

Junior High

Table 10-13 analyzes facility capacity requirements for junior high schools (i.e., grades 7-9). The three lines of statistical analysis at the top calculate the amount of junior high student capacity that is required to achieve and maintain the standard for level of service. Column 1 identifies the 6-year planning period which is based on the school year (i.e., an October 1st enrollment date) rather than the City's fiscal year.

The District's actual enrollment as of October 1, 1995, along with a 5-year district enrollment projection, is shown in Column 2. As can be seen in Column 2 of

Table 10-13, the District's enrollment forecast indicates an increase of 58 junior high students during the 5-year planning period.

The District's enrollment capacity (i.e., number of student stations) is shown in Column 3. The 4,594 available student stations include both permanent and portable facilities. Based on current enrollment projections and classroom usage, the District projects that it will eliminate the use of 27 portables at the junior high level.

In Column 4 the district enrollment forecast from Column 2 is subtracted from the available capacity (i.e., student stations) in Column 3 to determine the net reserve or deficiency of student stations as of October 1, 1995 and for the 5-year planning period.

The capital improvements projects that provide the needed junior high student station capacity are listed below the requirements analysis along with the additional capacity they will provide (the capacity is listed in Column 3). Column 4 shows the impact each of the projects additional capacity has on the District's net reserve or deficiency.

In summary, based on current enrollment projects and classroom usage, the District projects that it will eliminate the use of 27 portables and add 841 permanent student stations (i.e., 1 new school plus two additional classrooms), resulting in a revised capacity of 4,652 student stations by the 2000-2001 school year. The District will have a reserve of 40 student stations at the end of the 5-year planning period.

Table 10-13: Junior High Concurrency Evaluation - Northshore School District

(1) Time Period	(2) District Enrollment	(3) Available Capacity (Student Stations)	(4) Net Reserve or Deficiency
1995-1996 (Oct 1, 1995)	4,554	4,594	40
5 Year Growth	58	58*	0
Total as of 2000-2001	4,612	4,652	40
Capacity Projects			
1. New Junior High #6 (1997)		817	88
2. Add 1 Classroom @ Leota Jr High (1998)		24	57
Total	4,612	4,652	40

* Based on current enrollment projections and classroom usage, the District projects that it will eliminate the use of some portables (i.e., 27 portables), replacing them with permanent classrooms.

Source: Northshore School District 1995 Capital Facilities Plan, Table 7 page 35

High School

Table 10-14 analyzes facility capacity requirements for high schools (i.e., grades 10-12). The three lines of statistical analysis at the top calculate the amount of high school student capacity that is required to achieve and maintain the standard for level of service. Column 1 identifies the 6-year planning period which is based on the school year (i.e., an October 1st enrollment date) rather than the City's fiscal year.

The District's actual enrollment as of October 1, 1995, along with a 5-year district enrollment projection, is shown in Column 2. As can be seen in Column 2 of Table 10-14, the District's enrollment forecast indicates an increase of 535 high school students during the 5-year planning period.

The District's enrollment capacity (i.e., number of student stations) is shown in Column 3. The 4,251 available student stations include both permanent and portable facilities. Based on current enrollment projections and classroom usage, the District plans that it will eliminate the use of 4 portables at the high school level.

In Column 4 the district enrollment forecast from Column 2 is subtracted from the available capacity (i.e., student stations) in Column 3 to determine the net reserve or deficiency of student stations as of October 1, 1995 and for the 5-year planning period.

The capital improvements projects that provide the needed high school student station capacity are listed below the requirements analysis along with the additional capacity they will provide (the capacity is listed in Column 3). Column 4 shows the impact each of the projects additional capacity has on the District's net reserve or deficiency.

In summary, based on current enrollment projections and classroom usage, the District plans that it will eliminate the use of 4 portables and add 722 permanent student stations (i.e., 31 classrooms at various locations) resulting in a revised capacity of 4,814 student stations by the 2000-2001 school year. The District will have a reserve of 244 student stations at the end of the 5-year planning period.

Table 10-14: High School Concurrency Evaluation - Northshore School District

(1) Time Period	(2) District Enrollment	(3) Available Capacity (Student Stations)	(4) Net Reserve or Deficiency
1995-1996 (Oct 1, 1995)	4,035	4,251	216
5 Year Growth	535	-563*	-28
Total as of 2000-2001	4,570	4,814	-244
Capacity Projects			
1. Add 10 Classrooms @ Inglemoor HS (1995)		237	216
2. Add 10 Classrooms @ Bothell HS (1997)		237	162
3. Add 10 Classrooms @ Woodinville HS (2000)	237	244	
4. Convert 1 Special Education Classroom to Basic Education (1999)		11	158
Total	4,570	4,814	244

* Based on current enrollment projections and classroom usage, the District projects that it will eliminate the use of some portables (i.e., 4 portables) and replace them with permanent student stations.

Source: Northshore School District 1995 Capital Facilities Plan, Table 7, page 35

Appendix 10 Capital Facilities

APPENDIX 10: CAPITAL FACILITIES

The Capital Facilities Plan is a 6-year plan for capital improvements to support the City's current and future population and economy. The capital improvements are fully funded (i.e., not a "wish list"). One of the principal criteria for identifying needed capital improvements are standards for levels of service. The Capital Facilities Plan also contains broad goals and specific policies that guide and implement the provision of adequate public facilities. The requirement to fully finance the Capital Facilities Plan (or revise the land use plan) provides a reality check on the vision set forth in the comprehensive plan. The capacity of capital facilities that are provided in the Capital Facilities Plan affects the size and configuration of the urban growth area.

The purpose of the Capital Facilities Plan is to use sound fiscal policies to provide adequate public facilities consistent with the land use element and concurrent with, or prior to, the impacts of development in order to achieve and maintain adopted standards for levels of service, and to exceed the adopted standards, when possible.

The Growth Management Act requires the Capital Facilities Plan to identify public facilities that will be required during the six years following adoption of the comprehensive plan (1995 through 2000). The Capital Facilities Plan includes the location and cost of the facilities, and the sources of revenue that will be used to fund the facilities. The Capital Facilities Plan must be financially feasible; in other words, dependable revenue sources must equal or exceed anticipated costs.

Other requirements of the Growth Management Act mandate forecasts of future needs for capital facilities, and the use of minimum standards for levels of service of facility capacity as the basis for public facilities contained in the Capital Facilities Plan (see Revised Code of Washington 36.70A.020 (12)). As a result, public facilities contained in the Capital Facilities Plan must be based on quantifiable, objective measures of capacity. While the Growth Management Act does not specify the particular measures to be used, examples can include traffic volume capacity per mile of road, and acres of park per capita.

Specific citations regarding public facilities planning and concurrency requirements are discussed below.

A-10.1 Existing Conditions

Capital facilities included in this chapter include fire and rescue, schools, surface water management and municipal buildings. Additional capital facilities described elsewhere in this Comprehensive Plan include transportation, parks and recreation, and human services. Other capital facilities such as libraries, police, corrections, criminal justice, and hospitals are not addressed in this comprehensive plan as they are contract services provided to the city as part of a regional service.

A-10.1.1 Fire and Rescue

The City of Woodinville has annexed into the Woodinville Fire and Life Safety District. A portion of the larger Woodinville Planning Area is located in Snohomish County Fire District #7. Fire districts and stations are shown in Figure A10-1.

Woodinville Fire and Life Safety District (King County)

The source of the background information for this report is the King County Fire District #36/#42 *Fire Services Study* (March 11, 1992, Hughes, Heiss and Associates) and additional information provided by the Fire District.

Fire District #36 serves the City of Woodinville and unincorporated areas of northeastern King County. The District serves a population of approximately 42,500 in a 36 square mile area.

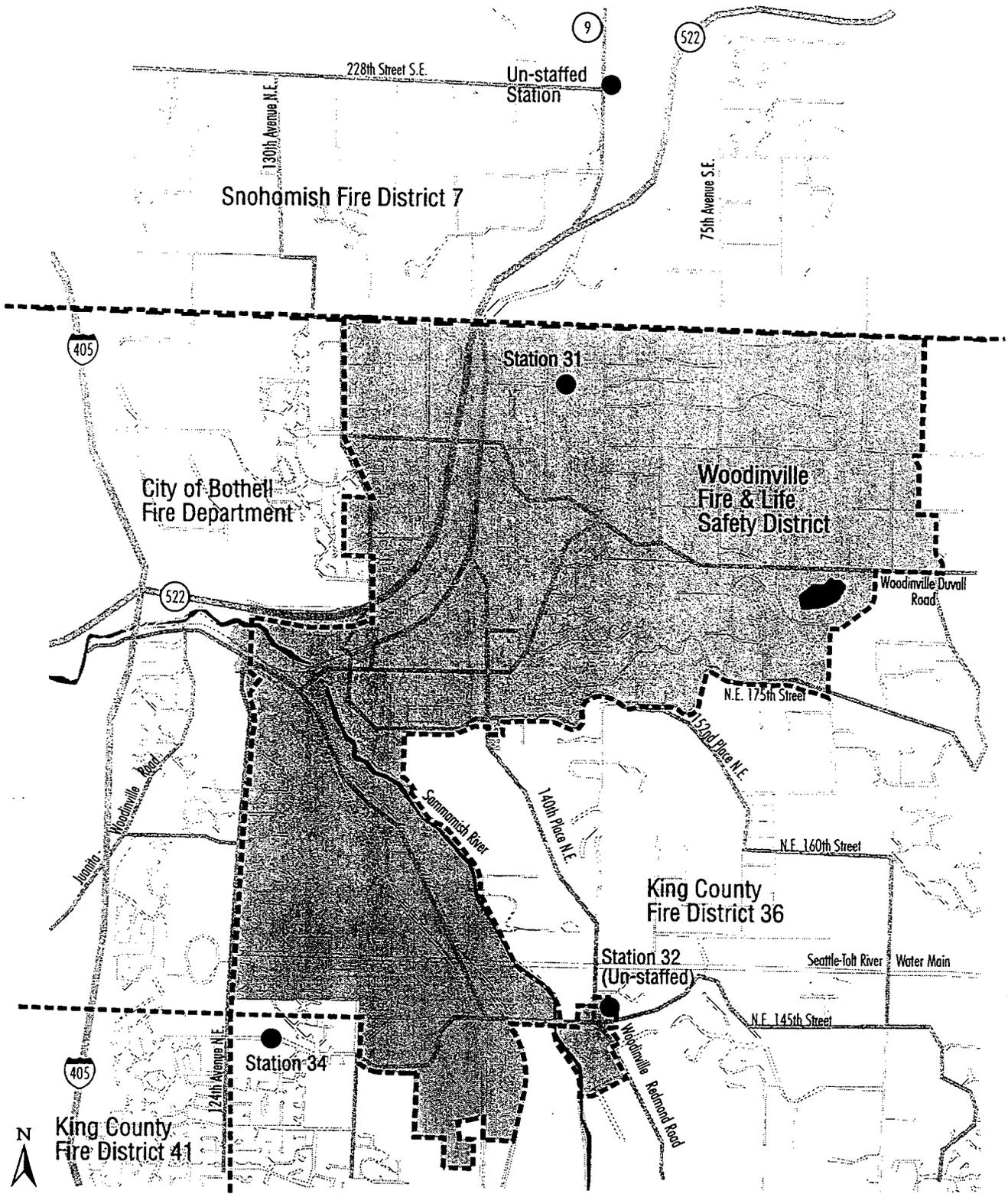
The Woodinville Fire and Life Safety District has a Class 3 insurance rating through the Washington State Survey and Rating Bureau. The Fire District's inventory includes 8 fire engines, 1 ladder truck, 5 aid vehicles, 5 utility vehicles, 1 heavy rescue vehicle, 1 salvage vehicle and administrative support vehicles. The fire district operates out of 5 stations (Stations 31-35). The administrative headquarters is located at 19900 144 Ave. NE, Woodinville (Station 31). The 5 stations total 31,621 square feet on approximately 10 acres of land. Four of the stations are staffed full time and one is staffed with volunteer personnel. A training tower is located at the headquarters station.

The Woodinville Fire and Life Safety District is a full service fire district. The services are provided by a Fire Prevention Bureau, Training Division, Administrative Division and an Operations Division. The Fire Prevention Bureau is located at Woodinville City Hall and shares office space with the Building Division. The Fire Prevention Bureau has two full time inspectors, a part-time inspector, a Deputy Fire Marshal and two clerical support personnel.

The District provides full emergency medical services as well as an Emergency Medical Technician (Paramedic Unit which is located at Fire Station 35. The Emergency Medical Technician/Paramedic Unit also provides service to the communities of King County Fire District 45 (Duvall), Redmond, Bothell and Kirkland. The Fire District employs 48 union employees, a Fire Chief, Deputy Chief, 4 full time and 1 part time administrative support personnel, and approximately 30 volunteer firefighters. The administrative office is co-staffed with a community police officer.

The Woodinville Fire and Life Safety District has an active Citizens Advisory Committee. The Board of Fire Commissioners meets regularly on the first and third Monday of every month.

In 1993 the District responded to 2,824 calls for service which equates to 66 CFS per 1,000 population (based on a service area population of approximately 42,840). According to the King County Fire District #36 *Fire Services Study*, the 1990 total average response time per call for service (i.e., dispatch and travel



Source: City of Woodinville and EDAW, Inc., 1995.

LEGEND

-  City Limits
-  Fire District Bounds
-  Fire Stations

Figure A10-1
Fire Districts and Stations
in the Woodinville
Survey Area

time) was 6.97 minutes for fire/other calls and 6.47 minutes for emergency medical services (EMS) calls.

Fire District #7 (Snohomish County)

Fire District #7 serves the portion of the Woodinville Planning Area north of the City limits in Snohomish County. The source of the background information for this report is the Snohomish County Fire District #7 *Fire Station Location Plan*.

The total number of fire stations within the District is presently unclear. The Plan includes prioritized recommendations for seven fire stations but it is not clear if these represent all stations within the District. Station #77 is located in the Woodinville Planning Area. It is not an operating fire station but is leased to a private ambulance company.

The Plan does not identify staffing levels or level of service (i.e., response times, or number and/or types of calls for service).

The Plan includes a fleet replacement plan which lists the following inventory of apparatus:

Pumpers	7
Tankers	1
Aerials	1
Quints	1
Aid Vehicles	4
Utility/Rescue/Other	3
Staff Vehicles	<u>5</u>
Total Vehicles	22

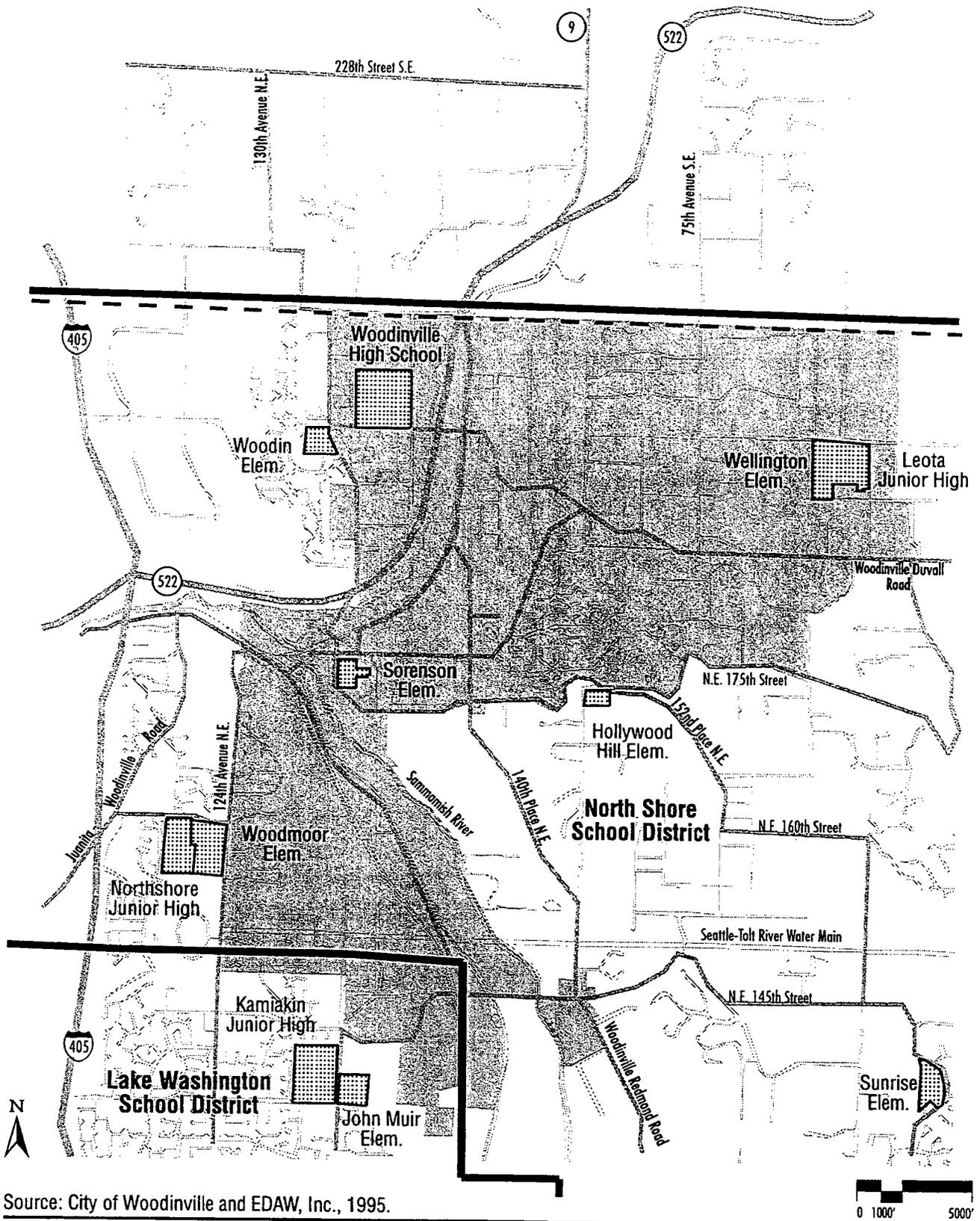
A-10.1.2 Schools

The Woodinville Planning Area is serviced by two school districts: the Northshore School District, and the Lake Washington School District.

Northshore School District

The Northshore School District serves students residing in the City of Woodinville as well as King County, Snohomish County and the City of Bothell. The source for the background information for this report is the Northshore School District #417 *Capital Facilities Plan*, adopted by the School Board on May 22, 1995.

The school district operates nineteen elementary schools, one special school for handicapped elementary students, five junior high schools, three high schools, one secondary alternative school, an administrative building and a media resources center and graphics center.



Source: City of Woodinville and EDAW, Inc., 1995.

LEGEND

-  City of Woodinville
-  Schools
-  School District Boundary
-  County Line

Figure A10-2
Public Schools and School Districts
in the Woodinville Survey Area

The following nine elementary schools, three junior high schools and one high school are within the Woodinville Planning Area:

Elementary Schools	Junior High Schools	High Schools
Bear Creek	Leota	Woodinville
Canyon Creek	Northshore	
Hollywood Hill	Skyview	
Kokanee (#20)		
Sorenson		
Sunrise		
Wellington		
Woodin		
Woodmoor		

See Figure A10-2 for the location of school facilities. The total student capacity is 19,074. The district's current enrollment (1995) is 18,216.

In addition to the existing schools, the district owns a 34.8 acre site on which it intends to locate Junior High School No. 6, and potentially, Elementary X. The district also has funds remaining from its last bond issue for the purchase of additional property.

The district's current standard of service (based on average class size) is as follows:

Elementary Students per Teaching Station

- Regular = 24.5
- Special Education = 12
- Handicapped = 9

Junior High Students per Teaching Station

- Regular = 23.67
- Special Education = 12
- Contained Learning Center = 12

Senior High Students per Teaching Station

- Regular = 23.16
- Special Education = 12
- Contained Learning Center = 12
- Secondary Alternative School = 12.75
- Vocational Education = 24

Lake Washington School District

The Lake Washington School District serves students residing in the City of Kirkland, and the City of Redmond as well as King County. The southern portion of the Woodinville Planning Area is located in the north central area of the Lake Washington School District. District boundaries are shown in Figure A10-2. The source for the background information for this report is the Lake Washington School District #414 *Capital Facilities Plan 1994/1995 - 1999/2000*, adopted by the School Board on September 18, 1995.

The school district operates twenty-three elementary schools, one community school, one pre-kindergarten facility, eight junior high schools, and five high schools. The following two schools are within the Woodinville Planning Area:

Elementary Schools

Muir

Junior High Schools

Kamiakin

The location of school facilities is also shown in Figure A10-2. The total student capacity is 28,091 including transitional housing (i.e., portables) for 4,723 students. The District's current enrollment (1995) is 22,903.

The district's standard of service is as follows:

Elementary School Class Size

- Grades K-3 should not exceed 26 students
- Grades 4-6 should not exceed 28 students

Junior High School Class Size

- Grades 7-9 should not exceed 30 students

Senior High School Class Size

- Grades 10-12 should not exceed 32 students

The Lake Washington School District is currently undertaking a school restructuring effort which will affect the District's standard of service. The restructuring efforts will involve how time is used (hours of the day, days of the week, months of the year), services, class size, grade level or spans, technology, and other physical aspects of the facilities. The result of this restructuring effort will be reflected in a revised standard of service in future capital facilities plans for the District, and may affect future capacity projections of the District.

A-10.1.3 Surface Water Management

The Woodinville Planning Area is part of an important network of rivers, streams, lakes, and wetlands that feed into Puget Sound. In addition to the natural water system, the area contains a complex system of built conveyance, water quality protection, and storage facilities. The increase in population in this area, with a

resulting increase in impervious surface, has led to degraded water quality, erosion, flooding, and loss of habitat for fish and wildlife. Resources are also impacted by point-source pollution such as industrial tank leaks, development activities; and nonpoint sources of pollution from streets, parking lots, commercial areas, lawns; and failing septic systems. Conveyance and storage systems require maintenance and upgrading to meet new demands.

Upon incorporation, the City established a storm water utility to manage flooding, erosion, sedimentation, aquatic habitat, and water quality. The King County Surface Water Management Division of King County Public Works (SWM) has been retained under contract to provide technical and administrative services related to this utility. Duties include facilities maintenance, drainage investigation, public education and involvement, billing and revenue collection, and planning.

Completed basin planning affecting the Woodinville Planning Area has been limited to the Bear Creek Basin Plan. This is a multi-jurisdictional study which has developed a management policy and capital improvement plan for the basin. A portion of the Woodinville Planning Area is located within the Cottage Lake and Bear/Evans sub-basins.

Along with the other affected agencies in the region, the City of Woodinville will participate in any future river system planning for the Sammamish River and basins within the service area. These plans might identify programs or capital projects necessary to protect or restore aquatic habitat and water quality, prevent flooding, or correct storage and conveyance deficiencies. Until these basin or river system plans are adopted, the City will work to maintain the existing surface water system in accordance with local, state, and federal regulations.

A-10.1.4 Municipal Buildings

The City's inventory of municipal buildings is limited to the City Hall. City Hall is housed in the C.O. Sorenson Annex, a two story and full basement structure built in 1933. The City shares this building with the Chamber of Commerce. Of the total 23,508 square feet (including the basement), the Chamber of Commerce occupies approximately 1,300 square feet. The City and the Chamber of Commerce also share the use of a conference room and the employee lunch room.

According to City staff, the building, which was used as an elementary school, has structural design characteristics which limits the City's ability to fully utilize the space available. The basement and the second floor do not meet fire, building and Americans with Disabilities Act codes. Therefore the current usable square feet is approximately 15,700. However, City staff believe that the total square footage of 23,508 would meet the City's needs for the 6-year Capital Facilities Plan planning period if (1) the total amount of space were available to the City (i.e., no longer a shared facility with the Chamber of Commerce) and (2) the building were renovated to allow fuller utilization of space.

A-10.2 Trends and Projections

A-10.2.1 Fire and Rescue

Woodinville Fire and Life Safety (King County)

As population increases and more areas within the Fire District service area become urbanized, additional demand will occur. According to the *Fire Services Study* the population within the service area is projected to nearly double to 82,211 by the year 2010 (as compared to the population forecasts presented in Chapter 6 which indicate a 57% increase for the City of Woodinville from the year 1990 to 2010). The calls for service per 1,000 population is projected to increase by 12.5% from 56 (1992) to 63 (2010) calls for service per 1,000 population. In addition the *Fire Services Study* proposes the following moderate improvements in response times over 1990 performance levels. The study did not present comparable response times for current operations (i.e., for 80% of emergency responses):

- Provide a total response time of five minutes or less to 80% of emergency responses in urbanized areas of the District (e.g., Woodinville, King County Fire District #42, etc.);
- Provide a total response time of six minutes or less to 80% of emergency responses in more rural areas (e.g., eastern half of King County Fire District #36).
- Deploy three engine companies to the scene of a fire within 10 minutes.
- Provide a minimum of three personnel per engine company.

The District is remodeling two existing fire stations and will be building two new fire stations. The District is currently searching for suitable land to purchase for the stations. One station will be located in the eastern portion of the District at approximately 226 NE and Woodinville/Duvall Highway. A specific site has not been determined for the other fire station, but it will be located in or near the City of Woodinville. The District would prefer to locate the station close to the C.O. Sorenson School site. If this is not feasible due to cost constraints, an alternative site would be at approximately 144 Avenue NE and the South Woodinville bypass. Both new fire stations are funded from the 1992 bond issue.

Fire District #7 (Snohomish County)

According to the *Fire Station Location Plan* the District has experienced rapid development over the past several years, resulting in a critical need to implement the majority of the recommendations. Although quantitative information such as demand or population projections are not included in the Plan, the plan does include recommendations that the fire stations be manned 24 hours per day and there be no significant changes in established response times.

The recommendations include \$1,940,000 in capital projects and a 10-year fleet replacement plan (1994 - 2003). No improvements are planned for Station #77. The Plan recommends that the District monitor the City of Woodinville's annexation efforts and study the possibility of opening Station #77 as an operating fire station, rather than its current use as a private ambulance company.

A-10.2.2 Schools

Northshore School District

The Northshore School District recently adopted the enrollment projection calculation method and figures used by the Washington State Superintendent of Public Instruction (SPI). SPI uses a "Cohort Survival" method of calculating enrollment, meaning groups of students are followed through the school system, and their populations noted and adjusted to account for year-to-year changes.

The District's six-year enrollment projections (1995-2000) indicate a 0.82% increase in enrollment from the current enrollment of 18,216 (1995) to 18,366 students in the year 2000 (i.e., an additional 150 students).

The Northshore School District's Six-Year Capital Facilities Plan totals \$176 million (1993 dollars) and includes the following capacity related projects as shown in table A10-1.

Table A10-1: Capacity Related Projects for the Northshore School District

School	Capacity	In Woodinville Planning Area
Kokanee Elementary	530	yes
Close C.O. Sorenson School	(319)	yes
Construct 10 classrooms at Inglemoor High School	237	no
Open Junior High School Number 6	805	no
Construct 8 elementary school classrooms	196	Location Unknown
Construct 10 classrooms at Bothell High School	237	no
Construct 9 elementary school classrooms	211	Location Unknown
Construct 1 classroom at Leota Junior High School	24	yes
Construct 10 classrooms at Woodinville High School	237	yes
Construct 5 elementary classrooms	123	Location Unknown

Source: Northshore School District and Henderson, Young and Co. (1994)

Lake Washington School District

The Lake Washington School District's growth projections were calculated by analyzing a 15-year history of the District. Kindergarten enrollments for the next six year period are based on historical percentages of King County live births.

The District enrollment growth rate is projected to be 2.59% in 1995, comparable to the District's fifteen-year average growth of 1.80%. The future enrollment projection is based on an annual average increase of 444 students per year, compared with the historical average of 428 per year.

Based on the annual growth rates described above, the District's 6-year enrollment projections (1995-2000) indicate an 11% increase in enrollment from the current enrollment of 23,857 (1994) to 26,520 students in the year 2000 (i.e., an additional 2,663 students).

The Lake Washington School District's six-year Capital Facilities Plan totals \$38.6 million (1994 dollars) and includes two elementary schools and one new junior high school. Approximately 89.5% of the cost of the projects are financed with existing revenue sources. The balance of financing required is identified as state funds, additional bond issues and impact fees. No school projects are planned for the portion of the District which includes the Woodinville Planning Area.

A-10.2.3 Surface Water Management

Capital improvements related to the protection, restoration, or enhancement of surface water within the Woodinville Planning Area are limited to those identified by the Bear Creek Basin Plan in the Cottage Lake sub-basin area affecting Cottage Lake Creek.

Cottage Lake Creek Habitat (fence, revegetate stream corridor, add LOD, perform biological study)	\$1,172,000
197th Ave NE Erosion (construct berm to contain flows in road ditch)	\$2,000
Tributary 0127 Ditch (modify into biofiltration swale; provide educational materials)	\$37,000
Total	\$1,211,000

Along with the other affected agencies in the region, the City of Woodinville will participate in any future river system planning for the Sammamish River. Adopted Plans might include capital projects within the service area or joint projects which the City might undertake with other agencies to protect and enhance surface water resources.

A-10.2.4 Municipal Buildings

The City and the Community have had discussions regarding the development of a Community Center which would include a government center and multi-purpose community/recreational facility. The discussions have included consideration of the C.O. Sorenson School building which is directly behind the current Annex (City Hall and Chamber of Commerce building). This facility, which totals 36,336 enclosed square feet, was a school facility for the physically and developmentally disabled. Its amenities include a swimming pool (maximum depth of 4 feet) and a small gymnasium. Due to the nature of this facility it could meet some of the City's recreational facility needs.

Other facilities in the planning stage include the purchase of a public works site for the storage of materials. Approximately \$915,000 has been included in the current budget request for acquisition of a 3-acre site (unspecified location) for a public works yard.

A-10.3 Planning Implications

A-10.3.1 Planning Consistency

The Capital Facilities Plan needs to be consistent with the land use, transportation, utilities and parks, recreation and open space elements of the Comprehensive Plan, and with the plans of other governments and agencies.

Consistency means that the elements do not contradict each other, contain compatible policies, and use a common basis of objective data. In other words, the elements use the same urban growth boundaries, forecasts of population and other demand factors, standards for levels of service, costs of capital facilities, and forecasts of sources and amounts of revenue. If the transportation or utilities element lists proposed capital improvements projects, the same projects must appear in the Capital Facilities Plan, and vice versa.

A-10.3.2 Planning Coordination

Coordination will be guided by the Countywide Planning Policies developed pursuant to the 1991 amendments to the Growth Management Act.

Among the subjects to be coordinated that affect the City's Capital Facilities Plan include level of service standards on facilities that interface or are adjacent, operation and financing of facilities of regional significance, and identification of service area for facilities that would otherwise overlap or compete.

The Capital Facilities Plan will need to be carefully coordinated with a variety of other agencies (i.e., fire districts, school districts, water and sewer districts, King County, etc.), to assure consistency in growth and demand projections, service areas, the provision of level of service, and adequate funding for planned capital facilities. Not all of the source material referenced in this report used like data or growth projections. For example, The Woodinville Water District's water and sewer comprehensive plans, the Cross Valley Water District's water and sewer comprehensive plans, and the King County solid waste master plan analysis were all completed prior to the 1990 census, while the Fire District 7 planning document did not contain growth projections. These differences in data should be considered when preparing the Capital Facilities Plan. In addition some of the plans identified types of revenue which could be used to finance capital projects, but did not forecast revenues or identify a financing plan.

A-10.3.3 Level of Service Standards

The development of standards for levels of service will require the resolution of several issues:

Sources of Standards

Standards can be obtained from many sources, including State regulatory agencies, professional associations, and other local governments. Caution must be exercised when using standards to ensure that the City can afford the most appropriate facilities. Local sources of standards are existing plans, policies, or studies that are being used by the City and/or other local providers of public facilities. These standards are valuable because they are locally accepted, particularly if the process of public review and debate has already occurred. It should be noted, however, that such standards should be re-evaluated in light of the requirement for financial feasibility of the Capital Facilities Plan. Another standard is the current actual level of service in the City. If the current service is inadequate, it may not be appropriate as a standard for the future, but it may be revealing to prepare an analysis using the current level of service as the standard to see the cost of continuing the current level of service.

Quality versus Quantity of Service

Level of service standards are typically quantitative: they measure the size, amount, or capacity of the capital facility. Many such standards do not address the quality of the facility. Care must be taken to insure that the quality of capital facilities is considered along with their quantity.

Standards for Facilities Owned by Other Providers

The Growth Management Act applies to general purpose local governments. The act requires the local government to plan for some capital facilities that are provided by another organization (i.e., school district, utility district). The need for coordination of standards cannot be over stated. If the City selects a high standard that the other agency cannot achieve, the failure to achieve the standard will violate the concurrency requirement, and cause a moratorium on development. If the City selects a standard lower than the other agency has adopted, the City may fail to require new development to meet the other agency's standards (i.e., through State Environmental Policy Act and/or impact fees).

Service Areas

Service areas of each public facility should be mapped in order to determine whether or not 1) any areas are not receiving service, and 2) services are provided equitably throughout the jurisdiction (except for differences due to policies regarding urban vs. rural service levels).

A-10.3.4 Analysis of Public Facilities and Services and Concurrency

Taken as a whole, the statutory provisions of the Growth Management Act may be interpreted as requiring concurrency for all public facilities and services.

Concurrency is one of the few tools provided to implement the requirements of the Growth Management Act. Even if concurrency is not required of all public

facilities, it is not prohibited for all public facilities. Therefore the City may choose to impose a concurrency requirement on many public facilities to implement its comprehensive plan. The achievement of concurrency should be sought with respect to capital facilities in addition to transportation facilities. The list of such additional facilities should be locally defined. The Department of Community, Trade and Economic Development recommends that at least domestic water systems and sanitary sewer systems be added to concurrency lists applicable within urban growth areas.

The experience of other cities and counties shows a potential for problems if some public facilities are subject to concurrency and others are not. Specifically, when revenues are limited, the facilities that are required for concurrency receive the priority for funding, and the "non-concurrency" facilities experience greater difficulty obtaining funding.

A-10.3.5 Shared Facilities

The City could consider pursuing the idea of shared facilities or joint use of facilities to meet future municipal building needs. The Woodinville Fire and Life Safety District is proposing a new station in the more urbanized areas of the District which includes Woodinville. A public safety facility which includes police, fire and Emergency Medical Service could be considered.

According to City staff the Northshore School District is looking for a site for its bus maintenance. The City could pursue the joint use of a public works site for both the City and the School District.

A-10.4 Summary of Countywide Planning Policies for Capital and Public Facilities

A-10.4.1 King County

The Countywide planning policy regarding siting of capital facilities (i.e., Chapter VII of the King County Growth Management Planning Council's Countywide Planning Policies, adopted July 6, 1992) ensures that capital facilities of a countywide or statewide nature be located to support the countywide land use pattern, economic activities and minimize public costs. These facility types include, but are not limited to, utility and transportation corridors, airports, wastewater treatment plants, solid waste landfills, higher education facilities, correctional facilities, in-patient treatment facilities and energy-generating facilities. The Growth Management Planning Council will establish an interjurisdictional process by which facilities of a countywide or statewide nature will be prioritized, coordinated, planned and sited.

Chapter VI of the King County Growth Management Planning Council's Countywide Planning Policies ("Contiguous and Orderly Development and Provision of Urban Services to Such Development") provides guidelines which require that the planning and financing of services are coordinated and phased among jurisdictions in order to (1) ensure that development within urban areas is provided with a full range of urban services (using, as guidelines, the definitions of "public services", "public facilities" and "urban governmental services" in

Revised Code of Washington 36.70A.), (2) ensure that infrastructure improvements are not provided in such a way as to undermine the countywide development process, and (3) protect natural resources.

Countywide policies in Chapter VI also encourage the sharing of facilities and the participation of jurisdictions in countywide/regional projects such as the development of a regional surface water management system.

A-10.4.2 Snohomish County

The Countywide planning policy regarding siting of capital facilities of a countywide or statewide nature provides guidance for an interjurisdictional review process to be established by Snohomish County Tomorrow. The policy calls for a common site review process to be incorporated into the comprehensive plans of each jurisdiction within the County.

The Countywide planning policy regarding fiscal impact analysis requires jurisdictions within the County to assess long term financial impacts of comprehensive plans and capital facility investments through a jointly developed methodology.

Chapter 11 Utilities

CHAPTER 11 UTILITIES

11.1 Introduction

The Utilities Element of the City of Woodinville Comprehensive Plan is intended to provide a framework for the efficient and predictable provision and siting of utility facilities and services within the City of Woodinville and the Woodinville Planning Area. The Utilities Element must be consistent with the other elements of the Comprehensive Plan, as well as with countywide planning policies.

The Utilities Element is required to include an inventory of all existing and proposed service lines and facilities. The plan must include an analysis of capacity and the potential impacts of expected growth in the city and any areas where annexation is anticipated. The utilities included in this plan are water, sewer, solid waste, electricity, natural gas, and telecommunications. All utilities are considered important because they are necessary to preserve the health, safety, and welfare of the community, as well as to ensure a desirable level of quality of life.

The City of Woodinville is currently served by special districts which provide such services as water and sewer. These special districts are included in the Utilities Element analysis even though they are independent districts. The analysis of the potential impacts of growth on the provision of utilities is pertinent regardless of who provides the service in the future.

11.2 Goals and Policies

The Utilities Element of the Comprehensive Plan is required under the Growth Management Act (Revised Code of Washington 36.70A.070). Utilities are the numerous services provided to a community that allow for a safe and comfortable lifestyle, including water, sewer, surface water management, solid waste, electricity, natural gas, telecommunications, cable television, and satellite transmission. These services are provided by the City, other public agencies, and private providers. For private utilities, rates, operations, and levels of service are overseen by the Washington Utilities and Transportation Commission, and, in some cases, the Federal Energy Regulatory Commission and the Federal Communications Commission.

This element and its appendix discuss the current availability and provision of utility services in Woodinville, analyze the anticipated expansion and improvement of services to accommodate growth, present goals and policies addressing the provision of utility services, and provide an implementation strategy so that the City can meet its future utility needs while maintaining community character and protecting the natural environment.

GOAL U-1: To enhance the efficiency and quality of service from public and private utility providers through the coordination of utility, land use, and transportation planning so that utilities including water, sewer, surface water, solid waste, electricity, natural gas, telecommunications, cable television, and satellite transmission are available or can be provided to serve in a manner which is fiscally and environmentally responsible, aesthetically acceptable to the community, and safe for nearby inhabitants.

Policies

- U-1.1** Facility plans for non-City-owned utilities should reflect and support Woodinville's land use plan.
- U-1.2** Notify utility providers of potential inconsistencies between their system plans and the Comprehensive Plan;
- U-1.3** Work with utility providers to find acceptable solutions when inconsistencies exist.
- U-1.4** Work with utility providers to ensure that resources are available to support the land uses, including consideration of alternatives to new facilities and alternative locations for the new facilities.
- U-1.5** Indicate the general location of existing and proposed major components of the electric system on Urban Growth Area/resource plan maps.
- U-1.6** Allow utility facilities as a permitted use where appropriate to ensure that land is available for the siting of such facilities.
- U-1.7** Base the extension and sizing of public facilities upon the Land Use Plan. In those cases where engineering standards are in excess of the requirements for the immediate development, but are required to meet established levels of service for proposed uses and future needs, the excess capacity shall not be a reason to allow growth out of sequence with the land use plan.
- U-1.8** Coordinate and seek to cooperate with other jurisdictions when transmission facility additions or improvements cross jurisdictional boundaries.
- U-1.9** Regulate construction of utilities within sensitive areas in accordance with the Sensitive Areas Regulations.
- U-1.10** Encourage the joint use of utility corridors consistent with limitations of applicable law and prudent utility practice and, where possible, in conjunction with non-motorized and recreational uses.
- U-1.11** Coordinate public road construction and maintenance projects with utility construction and maintenance.
- U-1.12** Require utility providers to design, locate, and construct facilities within City-owned properties and rights-of-way to reasonably minimize significant, individual, and cumulative adverse impacts to the environment and to protect environmentally sensitive areas. Requirements should include the following:

- Locate sewer lines and use construction methods and materials to prevent or minimize the risk of spillage into watercourses and water bodies.
- Locate utility corridors in existing cleared areas, when possible.
- Locate utility facilities and corridors outside of wetlands, when possible.
- Minimize sewer and water line crossings of fish-bearing watercourses, when possible.
- Use bio-stabilization, riprap, or other innovative engineering techniques to prevent erosion where lines may need to follow steep slopes.
- Minimize corridor width.

U-1.13

Recognize the electrical facilities document known as the Northshore Electrical Subarea chapter of Puget Sound Power and Light Company's "King County Growth Management Act Electrical Facilities Plan," February 1993 including maps of existing, in-progress, and proposed facilities with the August 1995 amended Woodinville/Bothell area map, recognizing:

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

GOAL U-2: Review new projects requiring land use or construction permit approval for the availability of an adequate water supply.

Policies

- U-2.1** Require connection to the municipal water system for all new development permitted by the City.
- U-2.2** Encourage the hookup to the municipal water system for those properties on existing private well systems.
- U-2.3** Update building codes and plumbing codes to require water-conservation devices for new construction.
- U-2.4** Encourage and support conservation strategies aimed at reducing average annual and peak day water use. These can include such strategies as:
- Billing rate structures which encourage conservation.
 - Water restrictions at appropriate times.

- Wastewater reclamation for irrigation use.
- Public education and the use of appropriate signage where beneficial.
- Use of drought-tolerant plantings and native vegetation in City landscaping.

U-2.5 Recognize the water facilities document known as the Woodinville Water District 1992 Comprehensive Water Plan as part of this Comprehensive Plan.

U-2.6 Recognize the sewer facilities document known as the Woodinville Water District 1993 Comprehensive Sewer Plan as part of this Comprehensive Plan.

GOAL U-3: Require connection to the wastewater system when development or subdivision of land occurs, only for land that has a density greater than one unit per acre, except when the connection is not feasible.

Policies

U-3.1 Encourage conversion from on-site wastewater disposal systems as sewer lines become available.

U-3.2 Limit the use of on-site wastewater disposal systems to agricultural areas or areas where the zoned density is one unit per acre and allow them only if soil conditions are suitable and groundwater would not be negatively impacted.

U-3.3 Support a regional approach to wastewater treatment for transmission and treatment of Woodinville's wastewater.

U-3.4 If on-site waste water disposal system failures occur in low-density areas of one dwelling unit per acre, septic tank management and/or alternative methods of sewage disposal should first be considered. If these alternatives are not feasible and a sewer must be placed through low density areas of one dwelling unit per acre, sewer service should be extended to serve only the specific problem area that has experienced failures in existing disposal systems and may be sized to serve future areas where disposal system failure might occur.

GOAL U-4: A watershed approach should be taken to surface water management, with responsibility shared among the counties and affected jurisdictions. This approach should emphasize prevention of water quality degradation through education programs and implementation of Best Management Practices to reduce pollution entering surface waters.

Policies

U-4.1 Work with the other agencies to undertake joint planning, financing and development of regional storm water detention and flood control projects to mitigate run-off impacts on streams, rivers and their ecosystems, and reduce damage to adjoining properties.

- U-4.2 Follow a facilities strategy that preserves and supplements, as necessary, the natural drainage ways and other natural storm water systems to minimize run-off impacts from development.
- U-4.3 Allow storm water retention/detention facilities to be used as partial fulfillment of open space requirements when aesthetically acceptable. In determining the degree to which this is allowed, consideration will be given to the nature of the development. Where the development is more urban or non-residential, a greater percentage may be allowed for fulfillment.
- U-4.4 Design storm water facilities such that peak rate of flow from a property shall approximate pre-development levels.
- U-4.5 Approximate pre-development levels of infiltration and recharge in areas where appropriate in the design of storm water management facilities.
- U-4.6 Retain open channel drainage systems, natural or man-made, and encourage new systems when feasible.
- U-4.7 Design and construct storm water management systems to minimize adverse impacts to natural water courses and ground water aquifers.
- U-4.8 Establish Stormwater Utility standards to address methods to control run-off during construction to limit erosion, siltation, and stream channel scouring.
- U-4.9 Work with state and regional agencies to develop and implement policies in the Stormwater Management Manual for the Puget Sound Basin.
- U-4.10 Work with state and regional agencies to implement policies in the Bear Creek Basin Plan and any subsequent plans that may be developed for the other basins in the Woodinville area.
- U-4.11 Continue to use and officially adopt the King County Surface Water Design Manual, as amended, or other manual consistent with the State Department of Ecology's Stormwater Technical Manual.

GOAL U-5: Provide incentive programs to encourage recycling of materials. If incentive programs fail to reach reasonable reductions in waste, consider mandatory programs to the extent allowable by State law.

Policies

- U-5.1 Establish public education programs on solid waste management, including recycling opportunities, ways to reduce solid and chemical waste, and related environmental issues.
- U-5.2 Establish waste reduction/recycling programs for City departments and encourage procurement of recycled-content products by the City.

U-5.3 Support and provide recycling opportunities throughout the community.

GOAL U-6: Encourage reduced energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions.

Policies

- U-6.1** Consider cost-effective energy conservation technologies including, but not limited to, site plans, construction methods and materials, and landscaping in land use policies and development regulations. Such technologies for methods and materials shall also promote practices that do not compromise human health conditions when occupied or used, reduce the need for future additional utility distribution facilities, and leave options for increasing conservation technologies in the future.
- U-6.2** Coordinate with the current electrical provider when considering land use designations or new development in the vicinity of proposed facilities locations that might affect the suitability of the designated areas for location of facilities or the need for electrical facilities.
- U-6.3** Support the availability of telecommunications systems and telecommuting to facilitate communication between and among members of the public, public institutions, and business as a means to mitigate the transportation impact of development and growth.
- U-6.4** Require the underground installation of new electrical distribution lines where reasonably feasible and not a health or safety concern, and encourage underground placement of existing distribution lines as streets are widened and/or areas are redeveloped through such tools as local improvement districts, consistent with Washington Utilities and Transportation Commission tariffs.
- U-6.5** Devote resources to encourage and enforce the Washington State Energy Code during the building permit process.
- U-6.6** Ensure that utility purveyors limit disturbance to vegetation within major utility transmission corridors to that necessary for safety and maintenance of transmission lines.
- Encourage pruning of trees to direct growth away from utility lines.
 - Encourage phased replacement of vegetation located improperly in the right-of-way.
 - Encourage pruning of trees in an aesthetic manner to the extent possible and according to the professional arboricultural specifications and standards.
 - Encourage the selection of tree species recommended by the City's Tree Board that can withstand wind and are compatible with utility lines.

11.3 Plan Implementation and Monitoring

The following programs shall be implemented by the City to ensure that the goals and policies established in the Utilities Element will be achieved or exceeded. Each implementation program will be adopted by ordinance, resolution, or executive order, as appropriate for each implementation program.

11.3.1 Coordinate Review of Development Applications

The City shall establish and implement a development review system which ensures review of development applications by the appropriate utility provider. The development review system should include:

1. Reasonable review periods to facilitate coordinated reviews and ensure timely responses by reviewers; and
2. Assurances that other public utility providers will reserve and construct public facility capacity consistent with the City's concurrency requirements.

Implements Policies U-1.11, U-2.1, U-2.2, U-3.1 through U-3.3, and U-6.2.

11.3.2 Interlocal/Joint Planning Agreements

The City shall make every reasonable effort to negotiate and enter into interlocal/joint planning agreements with all applicable utility providers within the urban growth area to:

1. Coordinate planning for the siting of new facilities;
2. Coordinate planning of capital facilities for consistency with the City's land use map;
3. Establish cooperative and coordinated planning strategies when utility expansions affect more than one jurisdiction;
4. Coordinate joint and/or shared use of utility corridors and facilities;
5. Establish cooperative planning, development, and financing strategies for regional storm water detention and flood control projects;
6. Coordinate public utility level of service standards;
7. Ensure that the level of service required and the financial responsibility of other public utility providers to pay the cost of their facilities is clearly delineated; and

8. Support and implement state and regional plans which affect the Woodinville planning area.

Implements Policies U-1.2 through U-1.4, U-1.6, U-1.8, U-2.1, U-2.2, U-3.1 through U-3.4, U-4.1, U-4.3, U-4.9, and U-4.10.

11.3.3 Planning Consistency

The City shall establish a system for review of plans of other utility providers. This system should include:

1. City review of the system plans of all utility providers for consistency with the Comprehensive Plan and distribution of the City's Comprehensive Plan for review by utility providers;
2. Guidelines for resolving any inconsistencies between utility providers plans and the City's Comprehensive Plan;
3. Maintenance of up-to-date maps of the existing and proposed locations of utility facilities; and
4. Provision of the City's sensitive area maps and relevant zoning codes to utility providers.

Implements Policies U-1.1 and U-1.2.

11.3.4 Coordination of Construction Projects

The City shall establish a procedure to plan the timing and scope of construction projects in a manner which:

- Allows for the coordination of City construction and utility construction; and
- Provides ample notification to utility providers of construction maintenance or repair of streets and other City facilities to coordinate City projects and the work of utilities.

Implements Policy U-1.7.

11.3.5 Utility Siting Regulations

The City shall amend its land use regulations to specify appropriate siting criteria for utility infrastructure including regulations that:

1. Eliminate any barriers to the installation of utilities facilities consistent with the policies of the Comprehensive Plan;

2. Require compliance with the Sensitive Areas Regulations when constructing utilities;
3. Eliminate undue restrictions regarding alternative technologies and energy sources including conservation;
4. Support telecommunications systems and telecommuting as means to mitigate transportation impacts;
5. Incorporate location criteria as identified in Policy U-1.12 to minimize adverse effects to the environment and protect environmentally sensitive areas;
6. Require utilities to share corridors in new development when reasonable and possible; and
7. Encourage utilities to co-locate distribution lines when completing upgrades, or when utility relocations are considered as part of major street improvements.

Implements Policies U-1.6, U-1.7, U-1.9, U-6.3 and U-6.4.

11.3.6 Design Criteria

The City shall amend its land use regulations to specify appropriate design guidelines for building construction, including utility infrastructure, and landscaping. The guidelines should include criteria that incorporate the design and construction guidelines as outlined in the Utilities Element policies to minimize adverse impacts to the environment and protect environmentally sensitive areas and conserve energy and water resources.

Implements Policies U-1.8, U-2.3, U-2.4, U-4.2, and U-4.4 through U-4.8.

11.3.7 Adequate Facilities

The City shall its amend land use regulations to ensure the availability of adequate public facilities consistent with the following:

1. Require new development to connect to the municipal water system and encourage the same for existing development; and
2. Limit the use of on-site wastewater disposal systems and require hook-up to sewer lines as they become available; and
3. Require that peak rate of flow of storm water from a property approximates pre-development flow.

Implements Policies U-1.2, U-2.1, U-2.2, U-2.4, U-3.1, U-3.2, and U-4.4.

11.3.8 Establish Programs

The City shall commit resources to establish the following programs to encourage conservation, the reduction of energy consumption, best management of storm and ground waters, and proper pruning of trees within the public rights-of-way:

1. Solid waste reduction/recycling programs: City Departments;
2. Solid waste reduction/recycling programs: Community-wide;
3. Revise City procurement policies to encourage the use of recycled-content products;
4. Public education programs about solid waste management, recycling, water conservation, energy conservation, best management of storm and ground waters, and proper pruning of trees within the public rights-of-way;
5. Energy code enforcement; and
6. Environmental responsibility.

Implements Policies U-2.4, U-5.1 through 5.3 and U-6.5.

11.3.9 Vegetation and Tree Pruning in Utilities Corridors

The City shall review, and amend if necessary, its street tree plantings and pruning guidelines and policies and coordinate with utility providers to:

1. Minimize the potential for interference with utility lines;
2. Ensure compliance with the placement and aesthetics criteria set forth in Policy U-6.6;
3. Require utilities to provide the City with the utility's policies and guidelines regarding tree pruning; and
4. Require sufficient prior notification of tree pruning activities in order for the City to review the proposed pruning and propose alternative measures.

Implements Policy U-6.6.

Appendix 11 Utilities

APPENDIX 11: UTILITIES

A-11.1 Existing Conditions

Utilities included in this chapter include water, sewer, solid waste, electricity, natural gas, and telecommunications. Existing conditions for each are described below.

A-11.1.1 Water

Woodinville Water District

The City of Woodinville is served by the Woodinville Water District. The source for the background information in this report is the Woodinville Water District *1992 Comprehensive Water Plan*, Alpha Engineering Group, Inc., November 1992.

The Woodinville Water District was established by special election in 1959. The District boundaries encompass approximately 18,400 acres, which includes all of the City of Woodinville as well as the Woodinville Planning Area in King County and outside of the City of Bothell.

The District purchases its water from the Seattle Water Department and is supplied from the Tolt River Pipeline and the Tolt Eastside Supply Line. The District operates and maintains 7 storage facilities with a total storage capacity of 11.8 million gallons, 2 permanent booster pumping stations (Hollywood and Ringhill), 42 pressure reducing stations, and 232 miles of water mains ranging in diameter from 4 inches to 18 inches.

Current water consumption in the District is estimated to be 2,579 gallons per minute. The Seattle Water Department, in a July 24, 1991 letter to the Woodinville Water District, estimated an average annual demand (i.e., amount of water purchased) for the District of 4.23 million gallons per day for the year 1990. The data and analysis in the *Comprehensive Water Plan* was broken down into 20 service zones. The City of Woodinville is partially included in service zones 3,4,5,6 and 9.

King County Code 17.08 establishes the following fire flow standards for all development in King County (Note: the Insurance Service Office guidelines were referenced in the *Comprehensive Water Plan*; actual standards were not included):

Type of Development	Standard
Rural	None
Residential	1,000 gallons per minute for 2 hours at 20 pounds per square inch
Multi-family greater than 4,000 Sq Ft	Insurance Service Office guidelines
Commercial	Insurance Service Office guidelines
Industrial	Insurance Service Office guidelines

Cross Valley Water District

The northern portion of the Woodinville Planning Area is served by the Cross Valley Water District. The source for the background information in this report is the Cross Valley Water District *Comprehensive Water System Plan*, S T Engineering Inc., P.S., December 1989 (a plan update will be available some time in 1995).

The original Cross Valley Water Association was a private non-profit corporation providing water service to an area in south Snohomish County. The initial system was completed in 1966 with a membership of 394 with 234 connections. Presently, there are 3,347 members with connections. The Cross Valley Water District formation issue was voted on and passed in the primary election of September, 1989. The District boundaries encompass approximately 48 square miles in Snohomish County and includes part of the Grace Neighborhood. More than eight square miles are located in the flood plain of the Snohomish River. The service area is divided into the north, or Fobes Hill, area, covering about 3.5 square miles, and the south service area, covering about 36 square miles (excluding the flood plain).

The general proximity of the south service area to the metropolitan Seattle-Bellevue-Everett region has tended to encourage urban-scale activities to locate in the southern part of Snohomish County near the King/Snohomish County line. Industrial and warehousing activities, requiring good road and rail access, in addition to large areas of low cost land, have spread northeast along the State Route 522 corridor from the Woodinville/Bothell area to Maltby.

The majority of the population within the District resides in the area south of the Snohomish River Valley along the State Route 9 corridor. Population projections from the Cathcart, Maltby, Clearview Comprehensive Plan, which includes most of the District's South Service area, are shown in Table 3-1 of the Plan. According to the Plan, the population projection for the Cathcart/Maltby/Clearview area in 1990 is 24,800. Most anticipated growth will occur in the south service area, although changing County planning policies should encourage a more homogeneous distribution of population than presently exists (1989).

The entire supply for the south service area is from the Cross Valley aquifer. The present water system (1989) includes 107.1 miles of distribution and transmission piping, 8 operating wells, 2 non-operating well sites, 500,000 gallon Echo Lake standpipe, 125,000 gallon Lee Forest standpipe, 1,000,000 gallon Vine Street Reservoir; Vine Street Booster Station; and Vine Street Office and Shop facilities.

The level of public services and utilities available in the service area is consistent with its predominantly rural character. The District provides water to meet the following quality standards required by the State Department of Social and Health Services and rules and regulations relating to public water supply (WAC 248-540-005 through 248-54-285):

<u>Water Supply (State Department of Social and Health Services)</u>	800 gallons/connection/day which is equivalent to 276 gallons/capita/day in the Cross Valley Water District
<u>Water Demand:</u>	
Average Annual Demand	100 gallons per day per capita
Maximum Daily Demand	200 gallons per day per capita
Maximum Hourly Demand	350 gallons per day per capita
<u>Water Treatment</u>	Per WAC 248-54-240

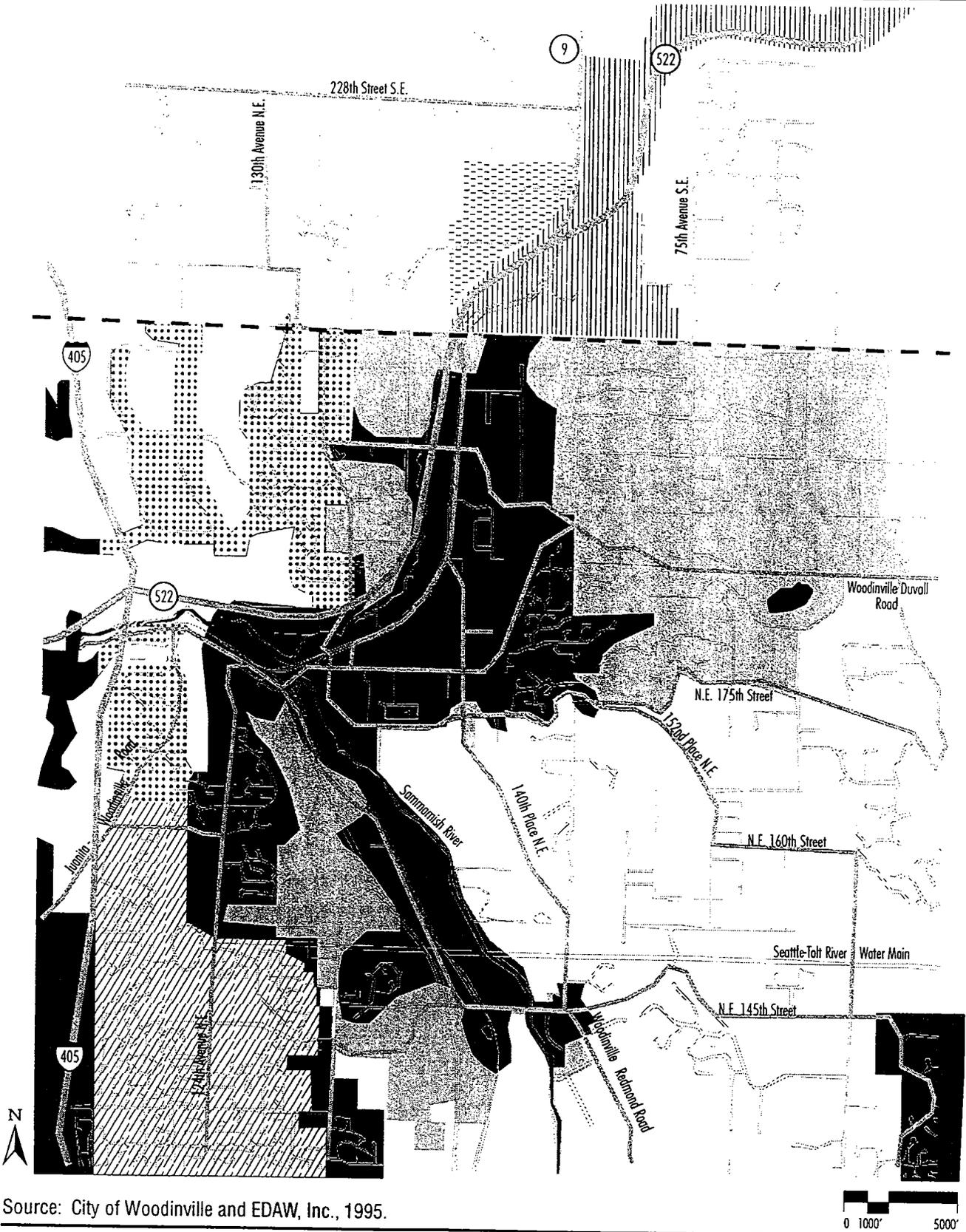
According to the *Comprehensive Water System Plan*, the current operation of some wells 24 hours per day indicate a serious weakness in supply and backup capability. Low pressures are experienced in parts of the District during peak use days along with some odor and taste complaints. Fire protection services in the service area are provided by Districts 3 (Fobes Hill, Snohomish River Valley), 4 and 7 (south service area). In the past, these districts have encountered occasional low water pressure problems in providing adequate fire protection services, particularly in the Maltby commercial and industrial areas. Other water source problems that have arisen include undersized lines and system looping (which restrict fire flows) and hydrant spacing.

A-11.1.2 Sewer

Sewer service is provided to the City of Woodinville and the Woodinville Planning Area at two levels. Metro, as the regional sewerage authority, provides sewage treatment and disposal as well as interception/transmission of collected wastewater. The Woodinville Water District and Northshore Utility District provide for sanitary sewer collection for part of the City of Woodinville and connection to the Metro system. The Cross Valley Water District provides for sanitary sewer collection for the Woodinville Planning Area in Snohomish County and connection to the Metro system (see Figure A11-1). In the future, the Alderwood Water District, in a joint project with the Cross Valley Water District, will provide sanitary sewer collection within the Woodinville Planning Area.

Metro

As of March, 1993, Metro was serving approximately 651,032 residential customer equivalents. At the same time Metro was operating 3 treatment plants, 39 pumping stations, 17 regulator stations, 3 outfall control stations, and 2 siphon level monitoring stations. Metro also maintained and controlled over 212 miles of large diameter pipelines, 31 miles of forcemains, and 7 miles of siphons.



Source: City of Woodinville and EDAW, Inc., 1995.

LEGEND			
	City Limits		Bothell Service Areas
	Woodinville Sewered Service Areas		Northshore Service Areas
	Alderwood Service Areas		
	Cross Valley Service Areas (Approved for Sewers)		

Figure A11-1
Service Areas Approved
for Sewers within the
Woodinville Survey Area

Woodinville Water District

The source for the sewer utility background information for this report is the Woodinville Water District *1993 Comprehensive Sewer Plan*, CH2M HILL, April 1993.

At the time the *Comprehensive Sewer Plan* was prepared, the District provided service to approximately 1,669 accounts (1,384 residential and 285 non-residential). The total service area is approximately 4,100 acres.

District-wide, approximately 80% of the Woodinville Water District's residential water customers are using onsite sewage disposal systems (i.e., septic tank/drainfield combinations). This includes a large un-sewered area in the northeastern portion of the sewer service area.

The District's sewer system includes a total of 13 connections to Metro's system and approximately 60 miles of sewer mains ranging in size from 8 to 18 inches. The District operates and maintains one pump station (which serves the English Hills area) with a design capacity of 200 GPM with one pump out of service. The District also has 3 inverted siphon stations. Residential sewage flows are assumed to be approximately equal to, or slightly less than, winter water demand (when outside irrigation is minimal to nonexistent).

Based on the District's winter water use records the current residential demand is estimated to be an average of 73 gallons per capita per day for the entire sewer service area (actual usage varied from basin to basin).

Winter water demand records were also used to estimate non-residential sewage flows. Based on the records the current non-residential demand is estimated to be an average of 352 gallons per acre per day for the entire sewer service area.

Northshore Utility District

The sources for the sewer utility background information for this report are from phone interviews with staff of both the Northshore Utility District and the Woodinville Water District during August, 1995.

The Northshore Utility District, through an interim service agreement with the Woodinville Water District, provides sanitary sewer collection within a very small, primarily built out, residential section of the City (i.e., within the Kingsgate area). The District provides gravity sewer lines and connection to King County Department of Metropolitan Services.

Cross Valley Water District

The source for the sewer utility background information for this report is the Cross Valley Water District *Sewer System Comprehensive Plan*, S T Engineering, Inc., May, 1992 and the Cross Valley Water District *Sewer System Comprehensive Plan Addendum No. 1*, Stack, Chambers & Porter, Inc., March, 1994.

In July, 1991, the Department of Ecology granted approval and certification of necessity to Cross Valley Water District to establish, maintain, construct and operate a sewerage system within the service area. At the time of preparation of the *Sewer System Comprehensive Plan* (May, 1992) there were no existing public sewer systems within the Cross Valley service area. All sewage treatment was provided by small on-site systems such as septic tank and drainfield or mound systems. Cross Valley Water District's initial comprehensive plan (May, 1992) was approved for service and facility sizing for the following areas:

- The Maltby Industrial Area as defined in the Cathcart, Maltby, Clearview Comprehensive Plan (within Cross Valley service area)
- The small commercial area west of State Route 522 at 212th Street (within Cross Valley service area and the Woodinville Planning Area)
- The Wellington Hills Golf Course (within Cross Valley service area)
- The small light and heavy industrial areas west of State Route 522 just north of the County line as defined in the North Creek Plan (within Alderwood Water District).

Figure A11-1 identifies the area approved for sewers. This area encompasses 552 acres of which the majority (382 acres) is designated as industrial.

The population estimates in the Sewer System Comprehensive Plan were furnished by the Snohomish County Planning Department, and represent the entire DOE/DOH approved sewer service area rather than the smaller area approved for sewers in the Plan. The sewer service area estimated population for 1990 is 5,431 (based on 1980 census data. Population updates based on the 1990 census were not available prior to completion of this Plan).

Alderwood Water District

The sources for the sewer utility background information for this report is the Snohomish County Council Motion 94-335 "Approving Alderwood Water District Comprehensive Sewer Plan for Portions of the Bear Creek Basin," September 28, 1994.

The Alderwood Water District has been working with the Cross Valley Water District to provide sanitary sewer service to the Maltby Industrial Area. Owners of industrial land within the Maltby Industrial Area are currently limited in utilization of their property due to their reliance on septic tanks.

A-11.1.3 Solid Waste

Solid Waste utility services are provided to the City of Woodinville at two levels. The King County Solid Waste Division provides solid waste disposal services (i.e., operation of the landfills and transportation of the waste from transfer stations to the landfills). A franchise hauler collects garbage and refuse in the City and transports it to the transfer stations. The following documents are the sources for the solid waste background information for this report:

- Department of Public Works King County Solid Waste Division *Adopted 1989 Comprehensive Solid Waste Management Plan, Volume 1, July 1989*
- *1994 King County Comprehensive Plan Technical Appendix D*

Disposal

The Solid Waste Division operates one regional landfill, one rural landfill, two drop box facilities.

The Cedar Hills Regional Landfill receives 97% of the municipal waste generated in King County. The landfill has a remaining capacity of 26 million tons based on existing permit conditions (1989). A study in 1987 proposed permit modifications that would increase the remaining capacity to 38 million tons. The expected life of the landfill ranges from the year 2008 to the year 2036 depending on decisions regarding the intensity of use of the existing landfill site and the effects of the County's waste reduction and recycling programs.

Transfer Stations

The Solid Waste Division operates seven transfer stations where solid waste is transferred from a local carrier to the County for disposal in the County's landfill.

The seven transfer stations have the following capacity:

Transfer Station	Tons per Day
Algona	350
Bow Lake	750
Enumclaw	200
Factoria	350
First Northeast	350
Houghton	350
Renton	350
Total	2,700

The City of Woodinville is in the North County service area which is served by the First Northeast and Houghton transfer stations.

Collection

Under the Solid Waste Management and Recovery Act (Revised Code of Washington 70.95), local governments are given primary responsibility for solid waste handling. Cities and towns have the option of writing their own solid waste plans or cooperating with the counties in the development of a county or regional plan. The City of Woodinville has enacted an interlocal agreement with King County for the County to provide solid waste planning.

Garbage and refuse companies are certified and regulated by the Washington Utilities and Transportation Commission (Revised Code of Washington 81.77). The provisions of Revised Code of Washington 81.77 do not apply to the operation of companies under contract with a city or town, nor do they apply to cities or towns which undertake their own garbage collection. Cities and towns may allow the Washington Utilities and Transportation Commission franchise haulers to collect in their jurisdiction or they may select one of the following options:

1. Enter into a contract with private haulers (who are not required to hold a Washington Utilities and Transportation Commission certificate of necessity or a franchise in the area);
2. Issue licenses for the collection of solid waste (Washington Utilities and Transportation Commission certificates are augmented by city licenses giving the city more regulatory control), or
3. Operate their own collection system

Garbage and refuse collection services in the City of Woodinville is provided by SnoKing (Waste Management), a Washington Utilities and Transportation Commission -certified franchise hauler.

A-11.1.4 Electricity

Electrical power is supplied to the City of Woodinville by Puget Sound Power and Light (Puget Power) from generation facilities owned and operated by various entities. The source for electric utility background information for this report is the *1994 King County Comprehensive Plan Technical Appendix D* and the *King County Northshore Community Plan, Chapter 5 Utilities and Services*.

Bonneville Power Administration

The Bonneville Power Administration owns and operates most of the higher voltage transmission lines and substations in the Pacific Northwest which it uses to market power generated at federally operated hydroelectric and a Washington Public Power Supply System nuclear power plant. Substations include Maple Valley, Covington, Raver and Echo Lake (see the documents listed below for a complete inventory).

Bonneville Power Administration background information is presented in the following referenced documents:

- Puget Sound Electric Utilities Task Force, *Regional Growth Management Act Inter-Utility Report*, November 1992.
- U.S. Department of Energy, Bonneville Power Administration, *Draft Office of Engineering 10 Year Plan 1992-2001*. Portland, Oregon, May 1992.

- U.S. Department of Energy, Bonneville Power Administration, *1992 Resource Program, 10 year Plan, Draft II*, Portland Oregon, May 1992.

Puget Sound Power and Light Company

Puget Power's facility and resource plans are presented in the following referenced documents:

- *King County Draft Growth Management Act Electrical Facilities Plan*, Puget Sound Power and Light Company, February 1993, with August 1995 amended Woodinville/Bothell area map.
- *Integrated Resource Plan 1992-1993*, Puget Sound Power and Light Company.

A-11.1.5 Natural Gas

Washington Natural Gas, which is the major supplier of natural gas to King County, provides natural gas for the City of Woodinville. The source for gas utility background information for this report is the *1994 King County Comprehensive Plan Technical Appendix D*.

In 1993 Washington Natural Gas was operating near its system capacity, serving approximately 286,000 customers in King County.

Washington Natural Gas estimates that the average house which uses natural gas for heat and hot water consumes approximately 1,000 therms per year (Information regarding consumption in the City of Woodinville was not provided in *Technical Appendix D*). This equates to approximately 100,000 cubic feet of gas consumed per year per household (10 therms equals approximately 1,000 cubic feet of gas).

A-11.1.6 Telecommunications

The source for telecommunications and cable services background information for this report is the *1994 King County Comprehensive Plan Technical Appendix D*.

Telecommunications services include both switched and dedicated voice, data, video, and other communication services delivered over the telephone and cable network on various mediums such as wire, fiber optic or radio wave. GTE provides telephone service to the City of Woodinville. Cellular phone service in King County is provided by two companies: U.S. West Cellular and Cellular One.

Cable Services include communications, information and entertainment services delivered over the cable system. Cable service is provided throughout the entire Woodinville Planning Area by various franchised companies. Viacom provides service to the City of Woodinville.

A-11.2 Trends and Projections

A-11.2.1 Water

Woodinville Water District

Through its membership in the East King County Regional Water Association the Woodinville Water District is a participant in the East King County Coordinated Water System Plan. The East King County Coordinated Water System Plan assesses the water supply needs in East King County and presents a program to meet those needs. The service area established for the Woodinville Water District was utilized as the base for the projection of future population and water demand in the District.

Countywide population and employment forecasts from the Puget Sound Council of Governments (1988) were utilized for the projection of growth five and ten years in the future. (Note that these projections were done prior to the 1990 census.) Customer data from 1989 was utilized as the base for evaluation of projected growth.

- Residential: Percentage growth rates and household densities identified by the Puget Sound Council of Governments for years 1990 and 2000 were applied to the customer base data for future residential forecasts. Ultimate (i.e., buildout) residential population was determined by assuming that the residential areas of the District would develop to the maximum allowable densities (per existing and proposed zoning).

The residential population serviced is projected to increase by 32.4% from the current (1992) population of 34,338 to 45,491 in 1997 and by 65% (from 1992 population base) to 56,633 in the year 2002. Ultimate residential population is projected to be 84,332.

- Non-Residential: Projected growth rates from the Puget Sound Council of Governments forecasts were applied to existing commercial/industrial acreage to determine the amount of commercial/industrial acreage for the next five and ten year planning period. For the ultimate projection, acreage was assumed to be fully developed at the designated land use.

Non-Residential acreage is projected to increase from 416 acres in 1992 to 778 acres in 1997. The *Comprehensive Water Plan* does not forecast additional acres beyond the 5 year planning period.

Based on these forecasts, water consumption is projected to increase from the current estimate of 2,579 gallons per minute to 3,682 gallons per minute in 1997 and 4,393 gallons per minute in 2002. Ultimate water consumption is projected at 6,042 gallons per minute.

The Seattle Water Department, in a July 24, 1991 letter to the Woodinville Water District, forecast the following average annual water demand (i.e., water purchase) for the District:

Year	Demand (Million Gallons per Day)
2000	6.87
2010	9.54
2020	13.37

The Woodinville Water District 5-year and 10-year capital improvement program identifies 2 major groups of water system improvements:

1. Improvements that are regional in nature such as storage facilities and water transmission mains, and
2. Localized improvements such as distribution mains and other improvements to provide backup capabilities and strengthen the overall distribution system.

The 10-year capital improvement plan totals \$22.6 million (1992 dollars) and includes the following types of projects:

Source Improvements	\$ 5.7
Storage Improvements	4.5
Transmission & Distribution System Improvements	2.7
Conservation & Main Replacement Projects	1.2
10 Year/Ultimate Projects	3.5
Extended Service Agreement/Oversizing Projects	2.3
Other Projects	<u>2.7</u>
Total	\$22.6

The *Comprehensive Water Plan* identified types of revenue which could finance these projects but specific financing plans were not presented.

Cross Valley Water District

Future conditions were evaluated in the *Comprehensive Water System Plan* through the year 2000. The number of service connections within the District is projected to increase by 6% per year from 3,654 in 1990 to 6,545 in the year 2000 for an overall increase of 79%. This rate of growth exceeds the Cathcart/Maltby/Clearview population rate of growth for the same period which, according to the *Comprehensive Water System Plan*, is 46%.

A-11.2.3 Water Supply

Based on future projections, about 54% of the available basin recharge will be needed by the year 2000. The south service area plan proposed the use of twelve wells, eight of which now exist. The additional wells would be located in the Mount Forest Area, Clearview Area, Maltby Area and Bear Creek Area to meet future demand and to provide a standby source to each zone. Future needs will consider deeper wells, treated river water or the City of Everett's supply.

Storage

Based on future projections an additional 2,199,000 million gallons storage capacity will be needed by the year 2000 (of which 1,688,000 is in the south service area). Four additional reservoirs, including one in the Woodinville Planning Area, are recommended.

Distribution and Transmission

An evaluation of the distribution system determined that existing long, un-looped lines were inadequate in many areas. As a result, a transmission network of over-sized lines was developed rather than attempting to replace existing lines. A portion of the network is included in the *Plan's* 10-year capital improvement plan.

A-11.2.4 Office, Shop and Warehouse Space

Based on the expanding customer base, the number of employees is expected to double within the study period. The additional staff, along with related equipment, will require more office, shop and storage space. The present building which houses the entire operation is 2,100 square feet. Doubling the size of the existing building or acquiring a new larger replacement building will be necessary by the year 2000.

The 10-year capital improvements program totals \$6,833,000 and includes the following projects listed in the table below which are either located within the Woodinville Planning Area or impact the Woodinville Planning Area (i.e., a district-wide project).

The financial plan in the District's *Comprehensive Water System Plan* forecasts the sources of revenue for financing major capital facilities identified in the 10-year capital improvement program. The financial plan is based on historic revenues and expenditures of the Cross Valley Water Association. The District will update the projections annually to reflect actual experience, the District's annual budget and changes in investment rates, growth and inflation. According to the *Plan*, the District can support the planned program with existing revenue sources (i.e., water service fees, connection fees, interest earnings) until 1994. Water service rate increases of approximately 5.3% are projected for 1994, 1996 and 1997 to keep up with inflationary increases.

YEAR	PROJECT	COST
1991	Construct 12" Main on 212th Street S.E. State Route 9 - 59th Ave. S.E. Construct 8" Main on 212th Street S.E. 59th Ave. S.E. - 2,200' west Construct 8" Main on 55th Ave. S.E. 212th Street S.E. - 900' south	\$ 220,000
1996	Construct Zone 640* Standpipe, Transmission Main, Reservoir to System 1,186,000	N/A
1997	Construction of Additional Office, Shop and Storage Facility	576,000
1998	Develop Zone 640 Well	245,000
1999	Transmission and Looping (District-wide)	450,000
2000	Transmission and Looping (District-wide)	450,000

* The Woodinville Planning Area is located in Cross Valley Water District Zone 640

A-11.2.5 Sewer

Growth Projections

Woodinville Water District

The Woodinville Water District used land use maps and assessor parcel maps to estimate the number of residential dwelling units and non-residential areas contributing wastewater flow (CH2M Hill, 1993).

Residential: The number of existing residential lots were used to calculate densities of existing development. The acreage of existing undeveloped residential lots were calculated from assessor parcel maps; the units per acre from zoning maps. The ultimate population assumes the maximum allowable density of undeveloped lots.

According to the 1993 *Comprehensive Sewer Plan* the existing population within the sewer service area is 10,780 and the ultimate population is projected to be 36,053 current sewered population is approximately 4,043, based on sewer account information.

Non-Residential: The 1993 *Comprehensive Sewer Plan* does not describe the methodology used for projecting non-residential demand. In addition, the amount of non-residential acreage forecast is not identified in the report.

Northshore Utility District

Growth projections for the area served within the City of Woodinville would be consistent with the growth projections for the Woodinville Water District, above.

Cross Valley District

According to the *Sewer System Comprehensive Plan*, and the *Sewer System Comprehensive Plan Addendum No. 1* the Puget Sound Council of Governments publication "1984 Population and Employment Forecast" was used as the basic tool for projecting through the year 2000. The consultants adapted the Puget Sound Council of Governments forecast and analysis zone data to drainage basins by reviewing zoning and land use plans from local governments to determine where commercial, industrial, residential and other land uses would be most concentrated. Projections of sewered population and employment were prepared per basin within the District. The following are forecasts for the Bear Creek Basin which includes the portion of the Woodinville Planning Area that is within the Cross Valley District:

	<u>1985</u>	<u>2005</u>	<u>2030</u>
Sewered Residential Population	5,851	17,824	5,720
Sewered Industrial Employment	495	1,492	2,850
Sewered Commercial Employment	182	744	1,566

Based on the forecasts, the sewered population within the Bear Creek Basin is expect to increase by 205% over the 20 year period (1985 - 2005). For the same period, sewered industrial and commercial employment is expected to increase by 201% and 309% respectively.

Alderwood Water District

Growth projections for the area to be served (i.e., the Maltby Industrial Area) would be consistent with growth projections for the Cross Valley Water District, above.

Demand

Woodinville Water District

The Woodinville Water District estimated wastewater flow by calculating and combining the following flow components: residential sanitary sewage flow, non-residential (commercial and industrial) sanitary sewage flow, infiltration and inflow (i.e., groundwater that enter a sewer system through fractured/defective pipes, leaking pipe joints, manholes, etc.) (CH2M Hill, 1993). A peaking factor is also applied to the average base sanitary flow.

Residential Sewage Flow: For the purpose of determining residential sanitary sewage flows 80 gallons per capita per day (compared to the current 73 gallons per capita per day) was used as a conservative estimate.

Non-Residential Sewage Flow: For the purpose of determining non-residential sanitary sewage flows an average flow of 1,000 gallons per acre per day was used. Note that the current weighted average is 352 gallons per acre per day. As a comparison the King County *Sewerage General Plan* estimates a typical flow for light industry at 2,000 gallons per acre per day. Therefore, to be conservative (i.e., not underestimate non-residential demand) 1,000 gallons per acre per day was selected to estimate non-residential sewage flow.

Infiltration/Inflow: An average estimate of 1,200 gallons per acre per day was applied on a per-acre basis for the total sewer service area. The estimate is based on guidelines established in Metro's 1985 *Final Plan for Secondary Treatment Facilities* (according to the *Comprehensive Sewer Plan*, an actual estimate for the District's system was not known).

Peaking Factor: Wastewater flow records were not available for the *Comprehensive Sewer Plan* analysis to determine the peaking factor for the Woodinville sewer system. Instead, the analysis used peaking factors which had been developed for the previously modeled Los Angeles municipal sewer system, as presented in the City of Los Angeles, Bureau of Engineering, *ASCE-Manuals and Reports on Engineering Practice No. 37 "Design and Construction of Sanitary and Storm Sewers"*, 1979.

Northshore Utility District

Demand projections for the area served within the City of Woodinville would be consistent with the demand projections for the Woodinville Water District, above.

Cross Valley District

The following flow criteria was used to determine demand:

Average Daily Flow	Level of Service
Residential	85 gallons per capita
Industrial/Commercial	1,800 gallons per acre
Infiltration/Inflow	800 gallons per acre
Peaking Factor	2.5 (both residential and commercial)

Alderwood Water District

Demand projections for the area to be served (i.e., the Maltby Industrial Area) would be consistent with demand projections for the Cross Valley Water District, above.

Capital Improvements

Metro

Until recently all sewage flow from the Woodinville Pump Station was pumped to Metro's West Point Treatment Plant in Seattle. Current Metro planning involves

diversion of all of Woodinville flow to Metro's Renton Treatment Plant within the next several years.

Woodinville Water District

The District's Capital Improvement Plan (1993 - 2004) identifies 3 major groups of sewer system improvements:

1. Repairs or replacement of existing facilities required to correct existing deficiencies and accommodate future demand
2. Sewer improvements and extensions resulting from new development or system expansions
3. Improvements which provide upgraded system operations.

The estimated cost of the Capital Improvement Plan is \$11.1 million (1992 dollars) and includes the following types of projects:

	<u>(millions)</u>
Existing System Modifications	\$ 3.2
Sewer Extensions	7.1
Other Improvements/Studies	<u>0.8</u>
Total	\$11.1

The *Comprehensive Sewer Plan* identified types of revenue which could finance these projects but specific financing plan was not presented.

Northshore Utility District

The Woodinville District does not have any long range plans to take over service to the area of the City currently being serviced by the Northshore Utility District. It is easier to serve this area via the gravity system which the Northshore Utility District has in place and which is not available through the Woodinville Water District. As stated earlier in this report, this area is primarily built out.

Cross Valley District

The *Sewer System Comprehensive Plan* (1992) identifies 6 alternatives regarding type and size of facilities for the trunk system. The first 3 alternatives provide service only to the area approved for sewers within Cross Valley Water District. Alternatives 4-6 expand the service area to include the adjacent industrial areas within Alderwood Water District.

Alternatives

Note: All costs are in 1991 dollars.

1. Provide service only to the area approved for sewers within Cross Valley Water District. This alternative includes the addition of a gravity trunk line the entire distance and maintains the same line size (15-inch) for the King County portion of the line. Estimated cost is \$1,621,200.
2. Provide service only to areas approved for sewers within Cross Valley Water District. This alternative includes the addition of a gravity trunk line the entire way and extends the 30-inch Metro trunk north to the County line. Estimated cost is \$1,936,900.
3. Provide service only to areas approved for sewers within Cross Valley Water District. This alternative includes the placement of a pump station just north of the County line, and extends a force main south to the existing METRO trunk line. Estimated cost is \$1,594,600 plus on-going operating and maintenance costs associated with the pump station.
4. This alternative is similar to Alternative 1 except that it provides service not only to the areas approved for sewers within the Cross Valley Water District, but also to those adjacent industrial areas within Alderwood Water District. This alternative includes the addition of a gravity trunk line the entire distance and maintains the same line size (15-inch) for the King County portion of the line. Estimated cost is \$1,825,950.
5. This alternative is similar to Alternative 2 except the 15-inch gravity line north of the County line is replaced with an 18-inch line to serve the adjacent industrial areas within Alderwood Water District. This alternative extends the 30-inch Metro trunk north to the County line. Estimated cost is \$2,055,550.
6. This alternative is similar to Alternative 3 except that the 15-inch gravity line north of the County line is replaced with an 18-inch line, the pump station is increased in size and the force main from the pump station to the existing Metro trunk line is increased in size from 10-inch to 12-inch, to serve the adjacent industrial areas within Alderwood Water District. Estimated cost is \$1,757,700 plus on-going operation and maintenance costs associated with the pump station.

According to the *Sewer System Comprehensive Plan Addendum No. 1*, the original Plan was approved for service and facility sizing for only: 1) the Maltby Industrial Area, 2) Wellington Hills and 3) the industrial area within the Alderwood Water District. The *Sewer System Comprehensive Plan Addendum No. 1* is a clarification of the planning responsibilities of the special purpose districts (i.e., Cross Valley Water District, Alderwood Water District, and Silver Lake Water District) providing sanitary sewage facilities within the Bear Creek drainage basin in Snohomish County. Subsequent to the Cross Valley Plan, Alderwood Water District has proposed an amendment to its comprehensive plan which pursues the long range approach of basin-wide planning. It proposed lower end trunk

facility sizing to satisfy estimated ultimate need as required by the Department of Ecology.

Since Cross Valley Water District represents 60% of the area within the drainage basin, it has agreed to amend its comprehensive plan to include a joint use 30" trunk facility at the lower end of the drainage basin, consistent with Metro's 30" interceptor line near the County line. The District proposed to assume lead agency responsibilities to construct joint-use sewage facilities with Alderwood Water District (Silver Lake Water District will be added as a latecomer if their service area develops). The following approach is proposed:

- A 30-inch diameter trunk line will be constructed (in cooperation with all districts within the basin) from the previously approved 30-inch diameter Metro trunk line to 233rd Place S.E. in Snohomish County. The project will be constructed by the Cross Valley Water District's utility local improvement district to serve the Maltby Industrial Area and the Wellington Hills property and will be available as a joint use facility for other basin sewer services.

Cost estimates were not included in *Addendum No. 1*, but cost estimates in the alternatives proposed in the May, 1992 Plan amounted to approximately \$2,000,000 for a trunk line (refer to the 6 alternatives above).

The *Sewer System Comprehensive Plan (May 1992)* proposes a collection system located generally along existing street and abutting the railway right-of-way. Capital cost estimates total \$5,247,200 and include the following:

Project	Cost
8" Pipe Sewer (20,000 linear feet)	\$1,664,000
10" Pipe Sewer (2,000 linear feet)	170,000
12" Pipe Sewer (15,200 linear feet)	1,444,000
15" Pipe Sewer (2,000 linear feet)	220,000
24" jacked Crossing (1,000 linear feet)	250,000
Indirect Costs @ 40% (sales tax, engineering, surveying, administration, contingencies, legal, easement acquisition)	1,499,200
Total	\$5,247,200

The *Sewer System Comprehensive Plan (May, 1992)* recommends that customer rates be divided into a base rate and a commodity rate, similar to the current water rates. The base rates would pay for capital costs, administration, billing and collection and maintenance and operations. Base rates would be allocated to customer classes based on the number of customers and the meter size. Metro's charges to Cross Valley for transmission and treatment of sewage would be charged to customers on a commodity basis, based on the volume of water

they use. According to the Plan, the volume of water is considered to be a good approximation of the amount of sewage produced.

Alderwood Water District

The Alderwood Water District is working with the Cross Valley Water District on a joint construction project that extends sanitary sewer from the Woodinville area along State Route 522 north into Snohomish County. The water districts are working with business owners in the Maltby Industrial Area to form a Utility Local Improvement District to completely sewer the area.

A-11.2.6 Solid Waste

Disposal

The King County *1989 Comprehensive Solid Waste Management Plan* contains both a low and high growth scenario for solid waste generation over a 22 year planning period (1988-2010). The annual growth rates are 2.4% (low) and 6.5% (high). These annual growth rates assume a more moderate rate of growth than had occurred during the previous 5-year period (1983-1987). During this time the annual growth rate averaged 8.5%. The County's landfill capacity is sufficient to provide for both growth scenarios during the planning period.

In 1988, King County adopted a goal of reducing the disposed waste stream by 65% by the year 2000 through waste reduction and recycling. If achieved, this goal will extend the useful life of the Cedar Hills Regional Landfill to the year 2019.

With the exception of the new Enumclaw Transfer Station, existing King County transfer stations lack capacity for projected waste quantities. According to the *1989 Comprehensive Solid Waste Management Plan*, the Houghton Transfer Station, which serves the Woodinville area, already operates over or near capacity.

Another measure of transfer station capacity is customer service capacity (i.e., the number of vehicles that can be accommodate at a given facility without unacceptable impacts, such as off-site queuing). The Houghton Transfer Station has already exceeded vehicle traffic capacity. Alternatives for alleviating this problem were proposed in the *1989 Comprehensive Solid Waste Management Plan*. These alternatives include various combinations of expansion of the Houghton Transfer Station along with other transfer stations serving the north county area which are near capacity, or closing of the Houghton Transfer Station along with expansion of other transfer stations in the north county area to accommodate traffic from the Houghton Transfer Station.

The *1989 Comprehensive Solid Waste Management Plan* includes the following future capital costs for the Cedar Hills Regional Landfill:

	(millions)
New Area Development	\$167.9
Stormwater & Leachate System Expansion	8.5
Facility Relocation (maintenance and electronic transmission)	11.2
Interim Cover	28.9
Final Cover	<u>53.7</u>
Total	\$270.2

According to the 1989 Plan, available landfill capacity at Cedar Hills will meet disposal needs through the duration of the plan. Other options such as a new regional landfill or out-of-county disposal should be considered for longer term needs.

As population grows, the transfer facility capacity and locations will need to be expanded to accommodate expanded collections. The *1994 King County Comprehensive Plan Technical Appendix D* describes the following new or expanded projects (capital costs were not included in either of the documents reviewed for this background report):

- A transfer/recycling station replacement project is underway to replace the Factoria Transfer Station.
- Siting for a new transfer/recycling station to replace the Houghton Transfer Station to begin in 1993. To date the siting of a new station is on hold due to budget constraints.
- Siting for a new transfer/recycling station to replace the Algona Transfer Station to begin in 1994 or early 1995.

The *1989 Comprehensive Solid Waste Management Plan* identified types of revenue which could finance these projects but a specific financing plan was not presented.

Collection

According to the *1989 Comprehensive Solid Waste Management Plan*, access to refuse collection appears to be adequate countywide. Historically, haulers have been able to adjust to increases in waste generation without difficulty.

Meeting the collection needs in areas of projected high growth (i.e., northeast King County) will require additional investment in equipment and service levels by the haulers. Most of the growth is occurring in established urban and suburban areas. Increased densities in these areas will concentrate the collection routes, making them more cost effective.

A-11.2.7 Electricity

Bonneville Power Administration

Projections and projects identified for potential upgrades or new construction are presented in the documents referenced in A-11.1, above.

Puget Sound Power and Light Company

Puget Power studied the energy usage of customers and the ensuing load placed on the system by each new resident and employee to supplement government forecasts of future load growth. Puget Power estimates that its electrical load will nearly double over the next 30 years. Facilities projected to meet this demand include about 80 new substations, numerous upgrades to existing distribution and transmission stations, and new and upgraded transmission lines. Puget Power uses several forecast scenarios from low to high, consistent with regional electric planning. These facilities include the following improvements in the Northshore Planning Area which includes the City of Woodinville:

1995 Plan

- New substation at the Bothell Corporate Park
- New substation in the vicinity of NE 132nd Street and 84th Avenue NE
- New switching facility in the vicinity of 80th Avenue NE and NE 185th Street

2000 Plan

- New substation in the Hollywood Hill area

A-11.2.8 Natural Gas

Washington Natural Gas forecasts a 30% growth in its customer base by the year 2000 and 61% growth by the year 2012. Washington Natural Gas used estimates of expected population and employment from the Washington State Office of Financial Management, Bonneville Power Administration, and the Northwest Power Planning Council to develop a range of estimates for the forecast.

This growth is estimated to result in a 40% growth in natural gas demand. As of the early 1990's most new residential construction uses gas space heat rather than electric heat because of the price advantage of gas. The price advantage, and therefore a preference for gas heat over electric heat, is expected to continue.

According to *Technical Appendix D* of the King County Comprehensive Plan, Washington Natural Gas has planned for, or acquired, gas supply and pipeline capacity to meet the current demand and estimated growth demand, as well as maintain adequate reserve capacity, for the next 20 years. There are several

natural gas system expansion projects currently underway. Ten more expansion projects are planned. The goals of the expansion are to loop the pipeline to provide alternative direction of supply to parallel existing lines to supplement the supply and to replace existing pipelines to increase the volume.

Future demand will be met by

- Acquiring additional gas supplies from outside the region;
- Increasing storage capacity;
- Improvements to the distribution system; and
- Conservation and other demand reduction methods.

A-11.2.9 Telecommunications

Telecommunications service is driven by customer demand. The Telecommunications network is gradually being updated to fiber optic, but, according to *Technical Appendix D* of the King County Comprehensive Plan, the exact schedule and locations are not available. Because telecommunications is driven by customer demand, system capacity must be evaluated on a regular basis to insure that new facilities are installed on a timely basis to meet demand.

A-11.3 Planning Implications

Future development in Woodinville will be dependent on the availability of adequate utilities and services. Since the utilities and services described in this Chapter (i.e. water, sewer, solid waste, electricity, natural gas, and telecommunications) are provided by special independent districts, King County, or private companies, the City must ensure that its growth plans are consistent with these outside provider's abilities and plans. The City must avoid proceeding in a manner that the provider's of utility services cannot support.

In the future, the City may decide to provide some utilities or services now provided by others or the switch to other service providers where feasible. The City should develop criteria to assess when a change of providers is warranted or when the City is able to better provide the utilities or services needed.

Finally, the City should structure its plans for growth to minimize the cost of providing additional services and maximize the existing utility capacity. Issues to consider include planning for greater density in areas with surplus sewer capacity, exploring programs that will conserve utility services, such as recycling solid waste, and seeking alternative and creative methods of providing services in cases where the outside providers are unable to meet the City's needs.

If the City requires concurrency or adequate public facilities for water and sewer to meet growth projections, it must work closely with the other providers of these public facilities to assure that adequate water and sewer are available to serve development that will be approved by the City. Section A-10.3 of this report discusses further the issues surrounding planning consistency, planning coordination, and level of service standards.

A-11.4 Summary of Countywide Planning Policies for Capital and Public Facilities

A-11.4.1 King County

The Countywide planning policy regarding siting of capital facilities (i.e., Chapter VII of the King County Growth Management Planning Council's Countywide Planning Policies, adopted July 6, 1992) ensures that capital facilities of a countywide or statewide nature be located to support the countywide land use pattern, economic activities and minimize public costs. These facility types include, but are not limited to, utility and transportation corridors, airports, waste water treatment plants, solid waste landfills, higher education facilities, correctional facilities, in-patient treatment facilities and energy-generating facilities. The Growth Management Planning Council will establish an interjurisdictional process by which facilities of a countywide or statewide nature will be prioritized, coordinated, planned and sited.

Chapter VI of the King County Growth Management Planning Council's Countywide Planning Policies ("Contiguous and Orderly Development and Provision of Urban Services to Such Development") provides guidelines which require that the planning and financing of services are coordinated and phased among jurisdictions to (1) ensure that development within urban areas is provided with a full range of urban services (using, as guidelines, the definitions of "public services", "public facilities" and "urban governmental services" in Revised Code of Washington 36.70A.), (2) ensure that infrastructure improvements are not provided in such a way as to undermine the countywide development process, and (3) protect natural resources.

In addition, the Countywide policies call for (1) regional coordination of the water supply, (2) the provision of urban water and sewer systems, as opposed to wells and septic tanks, in the urban areas identified for growth in the next ten years, and (3) consideration of decentralized and other treatment technologies and wastewater reclamation and reuse as alternatives to expansion of the Metro centralized system, when planning for future sewage collection and treatment demand.

A-11.4.2 Snohomish County

The Countywide planning policy regarding siting of capital facilities of a countywide or statewide nature provides guidance for an interjurisdictional review process to be established by Snohomish County Tomorrow. The policy calls for a common site review process to be incorporated into the comprehensive plans of each jurisdiction within the County.

The Countywide planning policy regarding fiscal impact analysis requires jurisdictions within the County to assess long term financial impacts of comprehensive plans and capital facility investments through a jointly developed methodology.

Chapter 12 References

CHAPTER 12 REFERENCES

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12.3 List of Preparers

EDAW, Inc.
1505 Western Avenue, Suite 601
Seattle, WA 98101
206/634-0646

Project Management, Land Use Element, Parks, Recreation and Open Space Element, Community Design Element, Geographic Information System analysis and mapping, and document production

Project Director: Jill Sterrett
Project Manager: Bill Wiseman

BREDOUW
10806 SW Cemetery Road
Vashon Island, WA 98070
206/463-3393

*Public Participation and Community, Trade and Economic Development
Integration*
Pam Bredouw

Economic Consulting Services
2601 Elliot Avenue, Suite 4143
Seattle, WA 98121
206/443-9551

Economic Development Element
Ben Frerichs
Kitt Perkins

Entranco
10900 NE 8th Street, Suite 300
Bellevue, WA 98004
206/454-5600

Transportation Element
Dennis Neuzil

Henderson, Young, & Company
16700 NE 79th Street, Suite 202
Redmond, WA 98053
206/869-1786

Capital Facilities and Utilities Elements
Randy Young
Jane Fitzpatrick

Judith Stoloff Associates
2235 Fairview East #6
Seattle, WA 98102
206/443-8812

Housing and Human Services Elements
Judy Stoloff

