City of Woodinville
Comprehensive Plan

The city of
WOODINVILLE

Adopted May 1996
Amended August 1997
Amended July 1998
Amended July 1999
Amended November 2000
Amended December 2002

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

Scott Hageman, Mayor
Carol Bogue, Deputy Mayor
Chuck Price
Robert R. Miller
Don Brocha
Cathy Wiederhold
Gareth A. Grude

PLANNING COMMISSION

Cherry Jarvis
Sheri Zanger
Maria Morris
Gina Leonard
Leonard McNally
John Janson
Terry DePolo

PLANNING COMMISSION (as of June 2002)

Cherry Jarvis
John Janson
Terry DePolo
Phil Relnick
Dan Eigenberg
Mark Ramquist
Rohn Amegatcher

CITIZEN ADVISORY PANELS (CAPs)

Transportation:

Terry DePolo
Leonard McNally
Kathy Chiles
Kern Gillette
James S.W. Simkins
Anthony S. Bellizzi
Susan D. Lease

Community Design:

Cherry Jarvis
Gina Leonard
Sean M. Gallagher
Pamela K. Miller
Lucy DeYoung
Steve Leigh
Peter Tountas

Land Use:

Cherry Jarvis
Gina Leonard
Sean M. Gallagher
Pamela K. Miller
Lucy DeYoung
Steve Leigh
Peter Tountas

Parks & Recreation and Environmental:

Maria Morris
Terry DePolo
Robert Vogt
Gladys Berry
Dennis Fagen
Barbara Woods
Jeff Smith
Rodney J. Audin

Housing and Human Services:

Sheri Zanger
Maria Morris
Lillie Mabel Clinton
Janice Crouch
Janine Brown

Economic Development:

Leonard McNally
Terry DePolo
Kathy Chiles
Kern Gillette
James S.W. Simkins
Anthony S. Bellizzi
Susan D. Lease

Capital Facilities:

Leonard McNally
Terry DePolo
Kathy Chiles
Kern Gillette
James S.W. Simkins
Anthony S. Bellizzi
Susan D. Lease

Utilities:

Sheri Zanger
Maria Morris
Lillie Mabel Clinton
Janice Crouch
Janine Brown

Staff Involved with Comprehensive Pan:

Pete Rose, City Manager
Ray Sturtz, Community Development Director
Carl Smith, City Planner
Nathan Pate, Senior Planner
Rebecca Perkins, Senior Planner
Debra Crawford, Planning Technician
Elizabeth Chamberlain, Planning Intern
Karen Anderson, Planning Intern
David Halleran, Planning Intern
Charleine Sell, Sr. Administrative Assistant
Catherine Thompson, Administrative Assistant
Mick Monken, Public Works Director
Joe Seet, City Engineer
Patrick Lynch, Transportation Planner
Yosh Monzaki, Surface Water Engineer
Jonathan Meyers, Public Works Intern
Lane Youngblood, Parks & Recreation Director

TABLE OF CONTENTS

	Page
ACKNOWLEDGMENTS	ii
TABLE OF CONTENTS	iv
LIST OF TABLES	viii
LIST OF FIGURES	xi
CHAPTER 1 INTRODUCTION	**1-1**
1.1 How to Use this Plan	1-1
1.2 Purpose of the Comprehensive Plan	1-1
1.3 A Short History of Woodinville	1-2
1.4 The Boundaries of Woodinville	1-3
1.5 A Vision for Woodinville	1-4
1.6 A Demographic Profile of Woodinville and Its Neighbors	1-8
CHAPTER 2 GROWTH MANAGEMENT ACT POLICIES AND GUIDELINES	**2-1**
2.1 An Overview of State Growth Management Requirements	2-1
2.2 A Summary of Multi-County and Countywide Planning Policies	2-5
2.3 Summary of Implementation Requirements and Procedures for Updating and Amending the Comprehensive Plan	2-6
2.4 Buildalbe Lands	2-7
CHAPTER 3 LAND USE	**3-1**
3.1 Introduction	3-1
3.2 Goals and Policies	3-1
3.3 Urban Growth Areas	3-6
3.4 Future Land Use Map	3-7
3.5 Annexations	3-10
3.6 Implementation Strategies	3-11
3.7 Monitoring and Amending the Land Use Element	3-16
APPENDIX 3 LAND USE	**A3-1**
A-3.1 Carrying Capacity Analysis	A3-1
A-3.2 Land Use Background Information	A3-17
A-3.3 The Natural Environment	A3-26
A-3.4 Summary of Countywide Policies for Land Use	A3-26
CHAPTER 4 HOUSING	**4-1**
4.1 Introduction	4-1
4.2 Goals and Policies	4-1
4.3 Plan Implementation and Monitoring	4-3
APPENDIX 4 HOUSING	**A4-1**
A-4.1 Existing Conditions	A4-1
A-4.2 Trends and Projections	A4-7

TABLE OF CONTENTS (continued) Page

A-4.3 Trends and Services A4-9
A-4.4 Projections A4-11
A-4.5 Planning Implications A4-12
A-4.6 Summary of Countywide Policies for Housing A4-12

CHAPTER 5 HUMAN SERVICES 5-1
5.1 Introduction 5-1
5.2 Goals and Policies 5-1
5.3 Plan Implementation and Monitoring 5-3

APPENDIX 5 HUMAN SERVICES A5-1
A-5.1 Existing Conditions A5-1
A-5.2 Trends and Projections A5-5
A-5.3 Planning Implications A5-7
A-5.4 Countywide Planning Policies for Human Services A5-8

CHAPTER 6 ECONOMIC DEVELOPMENT 6-1
6.1 Introduction 6-1
6.2 Goals and Policies 6-1
6.3 Implementation Strategies and Monitoring 6-3

APPENDIX 6 ECONOMIC DEVELOPMENT A6-1
A-6.1 Existing Conditions A6-1
A-6.2 Trends and Projections A6-17
A-6.3 Summary of Countywide Plans and Policies A6-21
A-6.4 Economic Development Opportunities A6-22

CHAPTER 7 PARKS, RECREATION AND OPEN SPACE 7-1
7.1 introduction 7-1
7.2 Goals and policies 7-1
7.3 Role of the City 7-3
7.4 Existing Lands and Facilities 7-4
7.5 Future Growth Implications 7-5
7.6 Financial Implications 7-5
7.7 Implementation Strategies 7-6

APPENDIX 7 PARKS, RECREATION AND OPEN SPACE A7-1
A-7.1 Parks, Recreation, and Open Space Plan A7-1
A-7.2 Summary of Countywide Planning Policies for Parks, Recreation, and Open Space A7-1

TABLE OF CONTENTS (continued) Page

CHAPTER 8 COMMUNITY DESIGN **8-1**
8.1 Introduction 8-1
8.2 Goals and Policies 8-1
8.3 Plan Implementation and Monitoring 8-3

APPENDIX 8 COMMUNITY DESIGN **A8-1**
A-8.1 Existing Conditions A8-1
A-8.2 Trends and Projections A8-6
A-8.3 Planning Implications A8-8
A-8.4 Summary of Countywide Planning Policies for Community Design A8-9

CHAPTER 9 TRANSPORTATION **9-1**
9.1 Introduction 9-1
9.2 Goals and Policies 9-4
9.3 Implementation Strategies, Planning, and Monitoring 9-14

APPENDIX 9 TRANSPORTATION **A9-1**
A-9.1 Existing Conditions A9-1
A-9.2 Trends and Projections A9-5
A-9.3 Planning Implications A9-6
A-9.4 Countywide Planning Policies for Transportation A9-8

CHAPTER 10 CAPITAL AND PUBLIC FACILITIES **10-1**
10.2 Introduction 10-1
10.2 Goals and Policies 10-1
10.3 Plan Implementation and Monitoring 10-5
10.4 Concurrency Analysis 10-17

APPENDIX 10 CAPITAL FACILITIES **A10-1**
A-10.1 Existing Conditions A10-1
A-10.2 Trends and Projections A10-6
A-10.3 Planning Implications A10-9
A-10.4 Summary of Countywide Planning Policies for Capital and Public Facilities A10-10

CHAPTER 11 UTILITIES **11-1**
11.1 Introduction 11-1
11.2 Goals and Policies 11-1
11.3 Plan Implementation and Monitoring 11-5

TABLE OF CONTENTS (continued) Page

APPENDIX 11 UTILITIES **A11-1**
A-11.1 Existing Conditions A11-1
A-11.2 Trends and Projections A11-7
A-11.3 Planning Implications A11-14
A-11.4 Summary of Countywide Planning Policies for Capital and Public Facilities A11-15

CHAPTER 12 ENVIRONMENTAL **12-1**
12.1 Introduction 12-1
12.2 Goals and Policies 12-1
12.3 Implementing Strategies and Monitoring 12-5

APPENDIX 12 ENVIRONMENTAL **A12-1**
A-12.1 The Natural Environment A12-1
A-12.2 Sensitive Hydrologic Areas A12-1
A-12.3 Sensitive Geologic Areas A12-8
A-12.4 Environmental Resources and References A12-9

CHAPTER 13 REFERENCES
13.1 Bibliography 13-1
13.2 Consultants 13-3

LISTS OF TABLES and CHARTS Page

Table 1-1	1990 Census Tracts in the Woodinville Planning Area	1-3
Table 1-2	2000 Census Tracts for the City of Woodinville	1-3
Table 1-3	Summary of Woodinville's Visionary Comments	1-7
Table 1-4	Population Growth for Woodinville and Surrounding Communities	1-8
Table 1-5	Population Characteristics for Woodinville and Surrounding Communities	1-9
Table 1-6	Average Household Size for Woodinville and Surrounding Communities	1-9
Table 1-7	Median Household Income for Woodinville and Surrounding Communities	1-10
Table 1-8	Educational Attainment for Woodinville and Surrounding Communities	1-10
Table 2-1	Consistency of Goals and Policies	2-8
Table A3-1	Existing and Targeted Net New Households, Population, and Employment for the City of Woodinville	A3-2
Table A3-2	2001 Residential Carrying Capacity Under Interim Comprehensive Plan and Zoning code	A3-5
Table A3-3	Summary of Buildable Lands Carrying Capacity	A3-8
Table A3-4	Supply of Developable Non-Residential Land in the City of Woodinville	A3-14
Table A3-5	Acreage Requirements for Remaining Projected Employment Allocation	A3-15
Table A3-6	2001 Employment Carrying Capacity Under the Existing Comprehensive Plan and Zoning Code	A3-16
Table A3-7	Land Use Within the City of Woodinville	A3-19
Table A3-8	2000 Gross Acreage Vacant Land with the Woodinville City Limits	A3-20
Table A3-9	2001 Zoning Within the City of Woodinville by Neighborhood	A3-23
Table A3-10	Development of Natural Areas Within Woodinville in Acres (1984-1992)	A3-25
Table A4-1	Household by Type	A4-1
Table A4-2	Age of Housing	A4-2
Table A4-3	2000 Housing Units by Type in the City of Woodinville	A4-3
Table A4-4	2000 Median Annual Wages for Seattle-Bellevue-Everett	A4-4
Table A4-5	Index: 2000 Housing Prices, Income Requirements, and Typical Occupations	A4-4
Table A4-6	1999 Average 2-Bedroom Unit Rental Price Woodinville Comparison	A4-5
Table A4-7	Affordable Monthly Housing Prices Based on Income Level	A4-6
Table A4-8	2000 Percent of All Housing Units Affordable to Below Median Income	A4-6
Table A4-9	Housing Conditions by Neighborhood in the City of Woodinville	A4-7
Table A4-10	Poverty Status in 1999	A4-7
Table A4-11	Estimates of Need by Beds, King County including Seattle	A4-9
Table A4-12	ARCH List of Project Funded 1993-Spring 2001	A4-10
Table A4-13	Existing and Future Potential Housing Supply	A4-11
Table A4-14	Comparable Zoning Acreage of Eastside Cities	A4-12
Table A5-1	Household Characteristics	A5-2
Table A5-2	Poverty Status of Households	A5-2
Table A5-3	Employment Status	A5-3
Table A5-4	Washington Department of Social and Health Services Assistance Recipients, Zip Code 98072	A5-3
Table A5-5	Social Indicators for the Bothell/Woodinville Health Planning Area 1990-1998 Comparison	A5-4
Table A5-6	2001 Dental and Health Services Provided to Woodinville Residents by Bothell Community Health Center	A5-5
Table A6-1	1990-2000 Population Growth Woodinville, Eastside, County and State	A6-2
Table A6-2	1990-2000 Summary of Population and Housing Census	A6-4
Table A6-3	Comparison of Housing Units: 2000	A6-5
Table A6-4	Demographic Comparison for Eastside Cities	A6-6
Table A6-5	2000 Educational Attainment	A6-8

Table A6-6	Woodinville, Eastside, and King County Employment: 1999	A6-10
Table A6-7	Woodinville Employment as Share of Eastside and King County	A6-11
Table A6-8	Employment Growth Woodinville and King County	A6-11
Table A6-9	Employment Growth and Projections Region, Eastside, King County, and Woodinville Area (1995-1999)	A6-12
Table A6-10	Comparison of "Jobs/Housing Ratios"	A6-12
Table A6-11	Tax Base Growth: 1993-2000 City of Woodinville	A6-13
Table A6-12	High-Tech/Industrial Space Eastside King County Market Area	A16-14
Table A6-13	Office Space for Lease for Selected Eastside Cities (1000's Square feet)	A16-15
Table A6-14	Population History 1980-2000	A6-17
Table A6-15	Woodinville Household Statistics Compared to King County and State of Washington	A6-28
Table A6-16	Population and Employment Projections for Woodinville Area	A6-19
Table A6-17	Population Growth for Woodinville and Surrounding Communities	A6-19
Table A6-18	Average Household Size for Woodinville and Surrounding Communities	A6-20
Table A6-19	Land Needs Projections 2000-2020	A6-20
Table 9-1	City of Woodinville 20 Year Transportation Improvement Plan	*Follows 9-20*
Table 9-2	Functional Classification System	9-21
Table A9-1	Average Weekday Daily Traffic Volumes in the City of Woodinville	A9-2
Table 10-1	Parks Level-of-Service	10-3
Table 10-2	REET 1 Funds	10-8
Table 10-3	REET 2 Funds	10-8
Table 10-4	Capital Street Reserve Funds	10-8
Table 10-5	Surface Water Capital Facility Funds	10-9
Table 10-6	City Hal Construction Funds	10-9
Table 10-7	Civic Center Funds	10-9
Table 10-8	Transportation Mitigation Fee Funds	10-10
Table 10-9	Park Impact Fees	10-10
Table 10-10	Utility Tax Funds	10-10
Table 10-11	Admission Tax Funds	10-11
Table 10-12	Gas Tax Funds	10-11
Table 10-13	Summary of Grant Funding	10-12
Table 10-14	Fund Summary	10-13
Chart 10-1	Average Daily Water Demand	10-17
Chart 10-2	Projected Water Demand	10-18
Table 10-15	Woodinville Water District System Deficiencies	10-18
Table 10-16	Woodinville Water District 20-Year Capital Improvement Program by Project Type	10-20
Table 10-17	Sewer Concurrency Evaluation – Woodinville Water District	10-22
Table 10-18	Parks and Recreation Existing Level-of-Service (LOS) Requirements for All Facilities	10-28
Table 10-19	Parks and Recreation Plan for Facility Needs	10-30
Table 10-20	Northshore School Capacity Inventory within the City of Woodinville	10-33
Table 10-21	Northshore School District Enrollment/Capacity Projections	10-34
Table 10-22	Northshore School District Long Term Projection of Enrollment and Facilities Needs (year 2012)	10-35
Table 10-23	Northshore School District Capital Projects (6-year)	10-35
Table 10-24	Surface Water Management Improvement Projects	10-36
Table 10-25	Existing (1999) Surface Water Facilities	10-37
Table 10-26	Medium Field Maintenance Operation Facility (Estimated Space)	10-38
Table 10-27	City of Woodinville 20 Year Transportation Improvement Plan	*Follows 10-39*
Table A10-1	Northshore School District October 2002 Enrollment and Facilities	A10-7
Table A10-2	Surface Water Management 2001 Improvement Projects	A10-8
Table A12-1	Sensitive Areas in the Woodinville Area	A12-2

List of Figures*

Figure 1-1	Woodinville City Limits
Figure 1-2	City of Woodinville and Neighborhoods
Figure 1-3	City Limits of Woodinville and Surrounding Communities
Figure 3-1	City Limits of Woodinville and Surrounding Communities
Figure 3-2	Future Land Use Map for the City of Woodinville
Figure A3-1	2000 Actual Land Use
Figure A3-2	City of Woodinville Zoning Map
Figure A3-3	Buildable Lands
Figure A3-4	Urban Growth Boundary for the City of Woodinville
Figure A4-1	Census Tracts for the City of Woodinville
Figure A6-1	Census Tracts for the City of Woodinville
Figure 7-1	Parks & Recreation in the Woodinville Area
Figure A8-1	City of Woodinville and Neighborhoods
Figure 9-1	Regional Vicinity
Figure 9-2	Street and Highway Network
Figure 9-3	1998 Weekday Traffic Volumes
Figure 9-4	Existing Street Classification
Figure 9-5	Roadway Improvements Plan
Figure 9-6	Roadway Improvements Plan Downtown Area
Figure 9-7	Nonmotorized Plan
Figure A9-1	1998 PM Peak Hour Traffic Volumes
Figure A9-2	2020 Projected Weekday Traffic Volumes
Figure A10-1	Fire Districts and Stations in the Woodinville Survey Area
Figure A10-2	Woodinville Fire and Life Safety District Boundary
Figure A10-3	Public Schools and School Districts in the Woodinville Survey Area
Figure A10-4	Woodinville Water District Service Area
Figure A11-1	Utility Service Areas that Serve the City of Woodinville
Figure A12-1	Identified Critical Areas in Woodinville
Figure A12-2	Hydrologic Areas in the Woodinville Area
Figure A12-3	Sensitive Geologic Areas in the Woodinville Area

*Figures can be found at the end of each Chapter.

Chapter 1 Introduction

CHAPTER 1 INTRODUCTION

1.1 How to Use this Plan

This Comprehensive Plan for the City of Woodinville (Plan) provides a guide for future growth in Woodinville. The Plan contains a number of important elements related to growth. 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
- Summary of relevant King County and Snohomish County planning policies.

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. Proposed development projects in the City of Woodinville, 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. Any plan, in its most current version, mentioned in this Comprehensive Plan is adopted by reference. Element and number should reference the goals and policies.

This introduction provides a basis for the Plan. It includes:

- Discussion of the purposes of the Plan,
- Short history of the Woodinville area,
- Definition of the planning boundaries,
- Description of the vision of the community,
- Demographic and economic profile of Woodinville and in some cases its neighbors, and
- Description of the natural environment.

Chapter 2 provides an overview of State growth management requirements while Chapters 3 through 12 include the plan elements and their respective appendices. The data and maps come from a variety of sources including Geographic Information System data layers 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 EDAW, 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 Washington State Growth Management Act as the City's guide for future development based on the community's vision and values.

The Growth Management Act requires Woodinville to 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; Environmental; and Community Design.

The purpose of the Comprehensive Plan is to guide growth for a 20-year time frame. _This is defined byspatial distribution and level of population including:

1. Job growth
2. Transportation,
3. Utilities,
4. Public facilities to service the desired level of population and employment and methods to pay for them,
5. Housing requirements for the community, and
6. The desired physical character of growth in the City.

The plan contains a Future Land Use Map (see Figure 3-2) 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's Zoning Map (see Figure A3-2) ensures that the zoning is consistent with the land use designations of the Future Land Use Map.. In general the Zoning Code development standards required to be consistent with the Comprehensive Plan's Goals and Policies will be adopted along with this 2002 Comprehensive Plan update. However, certain regulations regarding Best Available Science 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, traveled from Seattle and staked a claim at the bend in the Sammamish River where Woodinville is currently located.

In their home, the Woodin family opened a store, held church services, and conducted school. Soon after other homesteaders began settling in the area, and by the late 1880s a rail line ran through the village. 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. The lowering of Lake Washington and the creation of the Ballard Locks in 1912 exposed more fertile river bottom and for crop production. Through the 1950s, farming and timber-related industries 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 1980's, Woodinville continued to grow. Retail and light industrial uses continued to expand in 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 City's first Comprehensive Planning process, distinct planning boundaries were defined: the Woodinville Planning Area, the Woodinville Survey Area, and the current city limits of Woodinville (see Figure 1-1).

1.4.1 Planning Area

The originally used 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 was 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. Updated information for this boundary is no longer readily available or as relevant to the City's planning efforts. Therefore, this information has not been updated. Limited Planning Area data remains in the Plan, where it provides useful information.

The Woodinville Planning Area encompassed approximately 36 square miles (23,172 acres) and included 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 1990 Census Tracts in the Woodinville Planning Area

King County	Snohomish County
218.02	519.11
219.01	519.12
219.03	521.12
219.04	
219.05	
219.06	
323.06	
323.07	
323.19	
323.20	
323.21	
323.22	

Source: EDAW, Inc., 1994

Table 1-2 2000 Census Tracts for the City of Woodinville

218.02
323.19
219.06
323.21
323.20
219.04

1.4.2 Woodinville Survey Area/UGA

The second planning boundary is termed the Woodinville Survey Area also known as the Urban Growth Area (UGA). The UGA is used to analyze and discuss specific issues related to local planning, including land use, housing, and community design. The UGA 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 eight 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 neighborhoods were determined based on current zoning, current land use, census information, and jurisdictional boundaries. The Urban Growth Area includes current City limits as well as the industrial area north of the city in Snohomish County (Grace) and parcels between the Sammamish River and 140th Avenue NE. These neighborhoods were designated as:

1. Town Center,
2. The Wedge,
3. North Industrial,
4. Valley Industrial,
5. Tourist District,
6. West Ridge,
7. Leota, and
8. Grace.

For the purpose of this update, the East Valley Neighborhood is eliminated as it is outside the Urban Growth Area. A detailed discussion of the boundary limits and character of each of the nine neighborhoods is provided in Chapter 8, Community Design.

1.4.3 Municipal Boundary

The third planning boundary is the City of Woodinville, as defined by the incorporated limits (see Figure 1-1). 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 Urban Growth Area.

1.5 A Vision for Woodinville

1.5.1 Public Participation Process

For the 2002 Comprehensive Plan update, the City formed eight Citizen Advisory Panels (CAPs) composed of community members and Planning Commission members. Altogether, the CAPs conducted approximately meetings during 2001 and 2002 to review each element of the Comprehensive Plan. Recommendations of the CAPs were forwarded to the full Planning Commission for consideration. This process added significant community involvement to the Comprehensive Plan update process. The draft Comprehensive Plan was also available for review at local libraries and City Hall, and two public open house meeting were held on July 17, 2002 and August 7, 2002. 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 the first effort, the City and surrounding community was divided into nine geographic areas. 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 Planning 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.

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?

The State of Washington mandates that jurisdictions conduct a significant Comprehensive Plan update every five years. Under this mandate, the City of Woodinville was required to complete their first 5-year update by September 30, 2002. The City Council desired to capture citizen input by again establishing a Citizen Advisory Panel (CAP) for each Comprehensive Plan Element as well a conducting an Open House and mailers asking for comments. The CAPs began working in April 2001. In February 2002, the state legislature extended the deadline for completing updates to December 1, 2004. The primary reason for the extension was the fact that a significant amount of 2000 US Census data needed to affirm or change existing planning policy was not scheduled for release until late 2002/2003. Because the amount of new data and the effort put in by citizens, appointed and elected officials, the city chose to process recommended modification to the Comprehensive Plan as an annual amendment.

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 City Council and 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 1-3. In general, people expressed a belief that:

1. Woodinville's unique Northwest woodland character should be preserved,
2. The City should retain a viable, vital commercial downtown,
3. The small, locally owned stores are important to keep,
4. The downtown should be pedestrian friendly,
5. The existing retail nursery in downtown is a good example of desirable streetscape and commercial development for the future,
6. New commercial development should reflect the City's historical architecture, exemplified by the old school houses, and
7. 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.

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

Council and Commission members crafted the following vision statement 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."*

Table 1-3 Summary of Woodinville's 1994 Visioning Comments

Issue	What People Value	Things to Change
Quality of Life	Rural character in an increasingly urbanized area	Woodinville no longer charming
	Family orientation	
	Sense of community	
	Small town	
	Safe, familiar feeling	
	Peace and quiet	
	Economic diversity	
	Local employment opportunities	
	Residents who care	
Land Use	Lots of open space, views	No more strip malls
	Small-scale developments	Limit retail growth to Central Business District
	Places to keep horses	Want theater, upscale restaurants and clothing shops
	Provide senior citizen housing	Want local museum
	Retain and preserve farming and agricultural lands	Land costs too high for small, locally owned stores
	Trees and wooded areas	Concentrate gas stations
	Specialty retail	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	Relieve congestion
	Bypass has helped traffic	Want transit with neighborhood shuttles
		Keep horses on pipeline, not road
		Need sidewalks
Public Services	Low crime rate	Public restrooms downtown
	Good school system	More street lighting for safety
Recreation	Open space	Need parks of all sizes and types
	Outdoor/indoor play areas for children	Need activities for youth and seniors
	Cottage Lake Park pool	Connect the Sämmamish 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 the City of Woodinville. The information was collected using data from the 2000 U.S. Census. To provide a basis for comparison, data from King County as a whole and several Eastside cities are included where appropriate and available. These cities are Mill Creek, Bothell, Kirkland, Redmond, Bellevue, and Issaquah. For cities adjoining or near Woodinville, see Figure 1-3.

1.6.1 Population

Compared to other Eastside cities, Woodinville continues to be a moderate-sized community, with a 1990 census population of 8,587 people and a 2000 Census population for the City of Woodinville of 9,194* (see Table 1-4). The 2001 population estimate from the Washington State Office of Financial Management is 9210. The cities most comparable in size to Woodinville are Issaquah and Mill Creek. The city to the west of Woodinville, Bothell has had rapid population growth over the course of ten years. This growth is primarily due to a large annexation that more than doubled population.

Since incorporation (1993), the City of Woodinville's shows a growth rate of 7% over the past ten years. However, the population indicated for 1990 is based on extrapolated numbers from a larger community area and may not adequately reflect the City's population at that time. Additionally, the City is currently disputing the 2000 Census count. These two factors along with development pert data indicate the population growth is most likely higher. During this time period, Bothell has more than doubled their population (144 percent) and Mill Creek grew by 61 percent. For the County as a whole, it is gradually increasing.

Table 1-4 Population Growth for Woodinville and Surrounding Communities

Jurisdiction	Population Growth 1990	2000	% of growth per decade
City of Woodinville	8,587	9,194*	7%
Bothell	12,345	30,150	144%**
Redmond	35,800	45,256	26 %
Kirkland	40,052	45,054	13%
Issaquah	7,786	11,212	44%
Mill Creek	7,172	11,525	61%
Bellevue	86,874	109,569	26%
Seattle	516,259	563,374	9%
King County	1,502,428	1,737,034	16%

Source: Puget Sound Regional Council, 1990 Census Reports, and Economic Consulting Services, 1994.-2000 US Census data.
*The City of Woodinville is currently working with the US Census and the Washington State to ensure accuracy of this number.
**Due to a large annexation in the City of Bothell.

The City of Woodinville has the highest percentage of youth compared to the Eastside cities shown and King County, with approximately 29% of the population under the age of 19. Woodinville also has the smallest percentage of elderly (8.7%) compared to the Eastside communities shown and King County (10.5%).

Within the City of Woodinville, minorities make up 23.1% of the population which isroughly the same as the City of Redmond (26.4%). Over the past decade minority racial classification has dramatically changed and become more apparent. The average for the county as a whole is only slightly greater than that of Woodinville (29.8%). A comparison of population characteristics is shown in Table 1-5.

Table 1-5 Population Characteristics for Woodinville and Surrounding Communities (2000)

Jurisdiction	% Under Age 19	% Over Age 65	% Minority Racial Classification
City of Woodinville	29%	8.7%	23.1%
Bothell	25.2%	9.5%	17.2%
Redmond	23.6%	9.3%	26.4%
Kirkland	20.6%	10.2%	19.5%
Issaquah	24.2%	10.0%	16.9%
Mill Creek	25.8%	11.7%	21.8%
Bellevue	23%	13.4%	30.9%
Seattle	15.6%	12.0%	35.2%
King County	25%	10.5%	29.8%

Source: 2000 US Census data.

1.6.2 Household Size

The City of Woodinville has the largest average household size (2.61 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 comparative large population under 18 years old. The City of Bothell has the next largest average household size, with 2.51 persons, and the city with the smallest average household size is Seattle, with 2.08. The county average is 2.4 (see Table 1-6).

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

Jurisdiction	Household Size
City of Woodinville	2.61
Bothell	2.51
Redmond	2.33
Kirkland	2.13
Issaquah	2.27
Mill Creek	2.48
Bellevue	2.37
Seattle	2.08
King County	2.39

Source: 2000 US Census data.

1.6.3 Economic Well-Being

The median household income for the City of Woodinville is $68,114. This median household income is the highest when compared to surrounding Eastside cities. For example, Redmond'smedian household income is $66,735 and Bothell's is $59,264. Compared to King County ($52,679), the median household income of the City of Woodinville is approximately 29% higher.

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

Jurisdiction	Household Income
City of Woodinville	$68,114
Bothell	$59,264
Redmond	$66,735
Kirkland	$60,332
Issaquah	$57,892
Mill Creek	$69,702
Bellevue	$62,338
Seattle	$45,800
King County	$52,679

Source: 2000 US Census

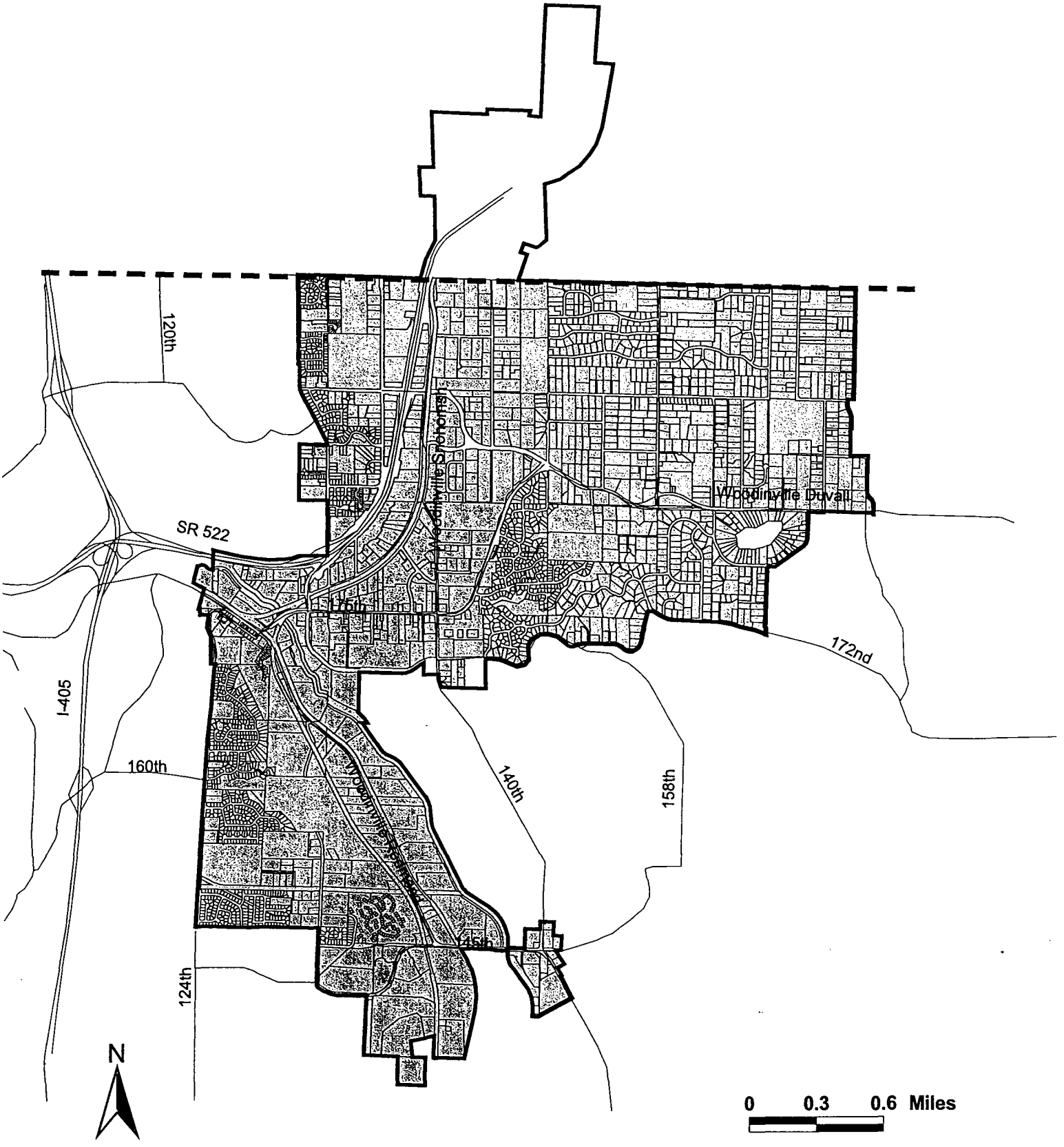
1.6.4 Educational Attainment

As a community, Woodinville ranks average in terms of educational attainment. In the City of Woodinville, 50% of residents have completed a college degree: 7.3 percent an associate degree, 29.5% a bachelor's degree, and 13.2$ a graduate or professional degree.

Table 1-8 Educational Attainment for Woodinville and Surrounding Communities

	Percent of Population Over Age 18 Who Have Completed:		
Jurisdiction	Associates degree	Bachelor's degree	Graduate professional degree
City of Woodinville	7.3%	29.5%	13.2%
Bothell	8.9%	29.3%	9.3%
Redmond	7.7%	35.9%	17.0%
Kirkland	7.3%	33.0%	14.4%
Issaquah	7.8%	34.0%	14.3%
Bellevue	6.9%	34.7%	19.4%
Mill Creek	9.6%	31.0%	16.7%
King County	7.5%	26.6%	13.3%

Source: 2000 US Census

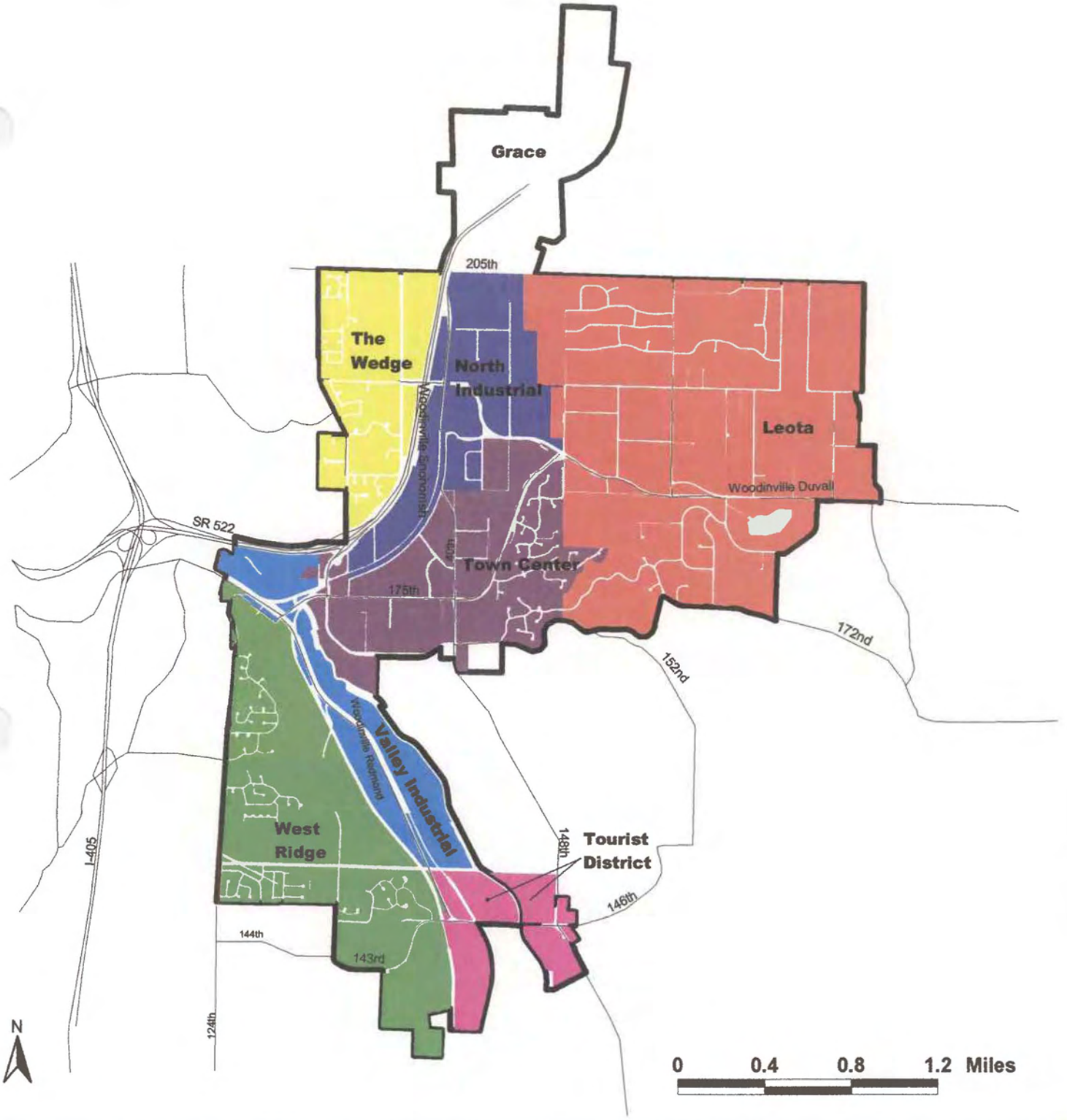


Urban Growth Boundary
Major Roads
City of Woodinville
County Line

Figure 1-1
Woodinville City Limits

Source: City of Woodinville, 2002

5/28/02 - EFC

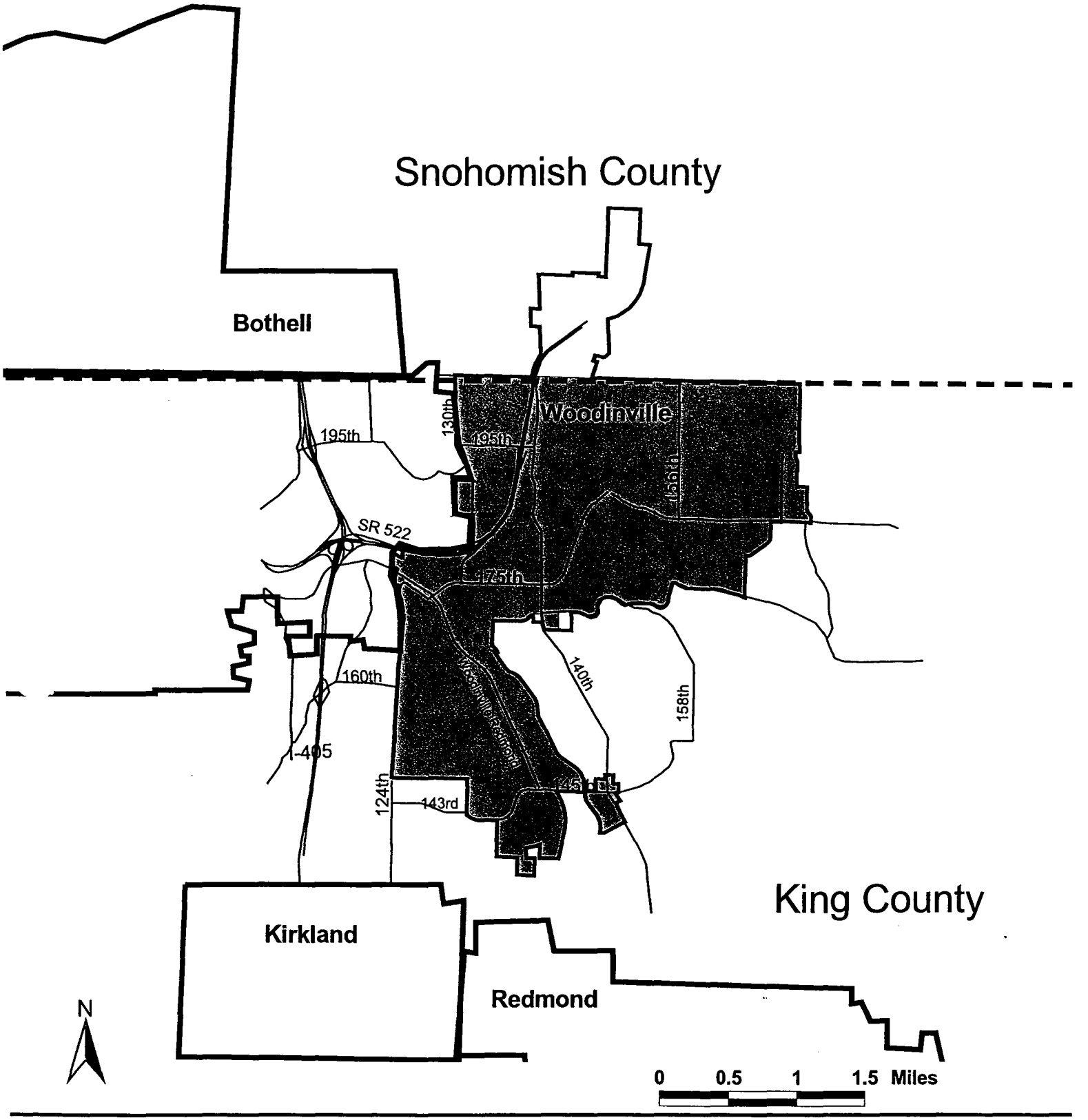


- West Ridge
- Valley Industrial
- Town Center
- Tourist District
- The Wedge
- North Industrial
- Leota
- Urban Growth Boundary
- Major Roads

Figure 1-2
City of Woodinville and Neighborhoods

Source: City of Woodinville, 2002

5/28/02 - EFC



Legend

Urban Growth Boundary
Major Roads
City of Woodinville

County Line

Note: This map is a pictorial representation and the City does not warrant its accurate depiction.

Figure 1-3
City Limits of Woodinville and Surrounding Communites

Source: King County, 2002

6/20/02 - EFC

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 The City of Woodinville is located within King County, and is required to prepare a comprehensive plan (see below). 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. State legislation also requires GMA counties and cities to update their comprehensive plan every five years. For the City of Woodinville, the first Comprehensive Plan 5-year update deadline was scheduled to be September 2002. However, a great deal of needed information coming from the 2000 Census is not scheduled for release until late 2002 or 2003. Therefore, the state legislature amended the deadline to July 2004 for all GMA counties and cities to allow jurisdictions to receive and evaluate updated demographic information.

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 13 broad goals that cities and counties are required to follow. Each goal and a discussion of how the Comprehensive Plan meets the goal follows. Note that the City has periodically amended the Comprehensive Plan to reflect updated information related to plans and projects and/or changes in city policies.

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 development in the Town Center Neighborhood. The Plan also encourages development throughout the City where urban impacts can be accommodated and services can be provided according to GMA concurrency requirements.

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. In 2002 an Environmental Element was added in response to the Federally Designated fish species on the Endangered Species Act list for the Puget Sound to further protect sensitive areas, habitats, and water supply.

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. Additionally, the Parks, Recreation, and Open Space Element references the Parks, Recreation, and Open Space Plan adopted as part of the Comprehensive Plan that further refines Park, Recreation, and Open Space policy. 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 new Environmental Element, 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 of public involvement. This included a visioning process as well as the participation of citizen advisory panels to develop goals and policies along with a number of public workshops were held throughout the planning process to developing the initial Comprehensive Plan. Public Participation for the 5-year update has progressed in the same manner with CAPs and Public meeting.

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.

13. Historic Preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archeological significance.

    Discussion – The Comprehensive Plan contains goals and policies that address the preservation of the City of Woodinville's history and character. These goals and policies can be found in the Community Design Element.

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.
6. 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.
7. 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.

In addition to the above required elements, Woodinville has elected to include three 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. 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.
3. Environmental. During the 5-year Comprehensive Plan update, the City has added an additional element. The Environmental Element includes goals and policies that are used to protect and preserve sensitive lands and native species.

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.
- Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution.

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 and updated in August of 2000. These policies provide a framework for coordinating development between King County and the 39 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 nine 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 (9) Regional Finance and Goverance. 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. 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 Comprehensive 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 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 or in the event of an emergency such as something that would cause the Plan to be internally inconsistent or for an unseen event that would create a need to revise the Plan within the one year. 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, the City will update their Comprehensive Plan every 7-years, as mandated by the Growth Management Act. 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.

2.4 Buildable Lands

The Buildable Lands Program is required for six Western Washington counties, (Clark, King, Kitsap, Pierce, Snohomish, and Thurston) and the 97 cities and towns within their boundaries. In May 1997, the program as a part of a larger bill, was adopted by the state legislature and signed by the governor. The bill added the Buildable Lands Program to the Growth Management Act. The purpose of the program is for these local governments to compare anticipated growth against actual development over time to answer two basic questions: (1) Do local governments have suitable land to accommodate expected growth for the 20 year planning period? and (2) Are urban densities (four units to the acres and greater) being achieved in the Urban Growth Area?

Participating jurisdictions are required to gather data annually and evaluate, at five year intervals, the level and type of development occurring. This information is then sent to the county for comparison and publication. This applies to housing, commercial, and industrial land uses. The data collected shows vacant and redevelopable parcels with the City of Woodinville in residential, commercial, and industrial zones. Vacant land is defined as parcels with no structures and redevelopable land is defined as parcels with older structures but with possible redevelopment in the future.

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. **HO-2:** Make adequate provisions for existing and projected housing needs. **UG-9:** Respect the character of existing residential neighborhoods.
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. **HO-14:** Encourage the use of environmentally sensitive housing development practices in order to minimize the impacts of growth on the county's natural resources.
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 as required by GMA. **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. **UG-11:** Encourage mixed-use, pedestrian friendly and transit compatible development.

City of Woodinville	King County	Snohomish County
LU-2.1: Provide mixed uses in the downtown area that encourage transit use.	**LU-56:** Require activity areas to have adequate transit service.	**UG-5:** Support pedestrian, bicycle, and transit compatible design. **UG-11:** Encourage mixed-use, pedestrian friendly and transit compatible development. **TR-12:** Pedestrian-scale neighborhoods and activity centers to stimulate use of transit and ride sharing and appropriate intensity of mix of development.
LU-3.2: Preserve the existing natural environment of neighborhoods.		**HO-14:** Encourage environmentally sensitive housing development practices.
LU-4.2: Encourage mixes-use development that balances residential and business uses.		**HO-13:** Provide affordable housing accessible to work places. **OD-8:** Encourage land use, economic and housing policies that co-locate jobs and housing to use existing and planned transit.
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 protections 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:** Require the protections and enhancement of natural ecosystems and the recognition of natural constraints and 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:** Encourage 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.	

City of Woodinville	King County	Snohomish County
LU-5.8: Cooperate with other agencies and jurisdictions to protect fish and wildlife habitat thought 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.	
LU-7: Plan and develop a multi-modal transportation system for the downtown area.	**LU-56:** Provide adequate transit service in activity areas.	**OD-8:** Encourage land use, economic and housing policies that co-locate jobs and housing to use existing and planned transit.
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 mulit-story and mixed use development.
LU-8.3: Encourage the development of office space within the mixed-use boundary.	**LU-70:** 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.	**ED-3:** Encouraged to adopt measures in their local comprehensive plans which help preserve their designated industrial and commercial land base.
LU-12.1: Annex areas that meet annexation criteria, including the phasing or 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 need 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.	**HO-12:** Encourage the use of innovative urban design techniques to foster broad community acceptance of a variety of housing 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.

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 coordinate, 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 interjursidictional 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 needs 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 report every 5 years.
H-3: Provide housing opportunities for those with special needs.		**HO-16:** Establish a 180 day target for processing housing development applications.
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-8: Promote the retention and expansion of employment opportunities in industrial areas.	**ED-3:** Designate locations for commerce and industry in the land use element and in urban growth areas.
ED-1.2: Maintain an efficient permitting process.	**ED-21:** Adopt more efficient permitting practices.	
ED-1.3: Provide incentives for business expansion.	**ED-20:** Develop incentives to promote economic development.	
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-2.3:** Cooperate with educational institutions to enhance and maintain opportunities.	**ED-24:** Foster private/public partnerships to implement policies. **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.	

City of Woodinville	King County	Snohomish County
ED-3: Provide for an 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 disadvantages.	
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.	**JP-2:** Encourage policies that allow accessible, effective and frequent interjurisdictional coordination relating to the consistency of comprehensive plans within a particular UGA.
Parks, Recreation, and Open Space		
Parks Element, Section 7.3.3	**CC-13:** Develop level of service standards for parks and open space.	
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 of 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 design.	**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.	**HO-12:** Encourage innovative urban design.

City of Woodinville	King County	Snohomish County
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, good, 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:** Safe, pleasant, and convienient access for pedestrians and bicyclists.
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 update 6-year TIP for priority programming.	
T-3.8: Give priority to the maintenance of existing facilities, transit, and multi-modal projects.	**T-8:** Give priority to making existing roads and multi-modes, HOV modes, more efficient (versus new general/single occupant vehicle capacity).	
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 & 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.	**TR-3:** Establish agreements and procedures for setting priorities, programming, maintaining, and financing transportation facilities and services consistent with the GMA.
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.	**TR-10:** Collaborate with federal, state, and regional agencies, and adjacent counties to prepare for locating and mitigating the impacts of major countywide and regional transportation facilities and services.
T-6.1: Promote and allocate funds for non-motorized transportation development.	**T-7:** Plan and fund non-motorized transportation.	

City of Woodinville	King County	Snohomish County
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.	**FW-19:** All jurisdictions in the County, in cooperation with METRO, the Metropolitan Planning Organization, and the State, shall develop a balance transportation system and coordinated financing strategies and land use plan which implement regional mobility an reinforce the Countywide vision.	
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 to 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.	
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 facilities shall be given high priority.	
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 jurisdiction 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:** Ensure capital facility plans will provide adequate level of service for planned growth.
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, & CF-5:** Establish and efficient and equitable capital facility siting process that includes interjurisdictional cooperation and public participation.

City of Woodinville	King County	Snohomish County
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 an area.
U-1.1: Utility facility plans shall reflect the 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.	
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 regional approach to wastewater treatment.	**CO-8:** Plan for additional options for wastewater treatment beyond the 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.*

Chapter 3 Land Use

CHAPTER 3 LAND USE

3.1 Introduction

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.

3.2 Goals and Policies

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

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 underdeveloped 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.

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 transit service.

LU-2.4 Encourage development of a transit system and facilities that link the Town Center Neighborhood and the Tourist District.

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 Allow lot clustering where applicable when residential development abuts sensitive areas or rural resource lands to provide open space buffers and to reduce potential land use conflicts.

LU-3.6 Encourage moderate (5-8 d.u.) and medium (9-18 d.u.) 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-3.7 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-3.8 Allow for an appropriate level of flexibility in the development regulations, while balancing community goals and the need for predictability in decision making.

LU-3.9 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 compact 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 allocations as required by the King County; County Wide Planning Policies.

LU-4.5 Limit expansion of neighborhood commercial centers to the size designated on the Future Land Use Map.

LU-4.6 Ensure that development in neighborhood commercial centers is compatible with surrounding residential neighborhoods.

LU-4.7 Establish special development conditions to ensure compatibility with existing uses in neighborhood commercial centers and the surrounding neighborhoods.

LU-4.8 Accommodate a wide variety of industrial land uses consistent with responsible environmental practices.

GOAL LU-5: To provide a process for siting essential public facilities.

Policies

LU-5.1 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, secured community transition facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes."

LU-5.2 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-5.3 Use the following Siting Process to site essential public facilities.

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, and
   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 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 WMC 21.44.060,
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), and
k. Analysis of alternative sites.

5. Provide a public process that includes at a minimum noticing as required by WMC Title 17 and provides for at least one public hearing to be heard by the City's Hearing Examiner.

LU-5.4 Coordinate with adjacent jurisdictions in the siting of essential public facilities along common boundaries.

GOAL LU-6: 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-6.1 Implement the street grid ordinance that provides for development of primary and secondary streets in downtown.

LU-6.2 Require non-motorized transportation facilities throughout downtown that promote pedestrian activity and ease of access to housing and commercial outlets.

LU-6.3 Where feasible and desirable, incorporate transit amenities into the design of all commercial and residential development.

GOAL LU-7: To encourage and achieve multi-story mixed uses in the downtown mixed-use area.

Policies

LU-7.1 Encourage a mix of commercial, office and residential land uses to locate in the downtown.

LU-7.2 Encourage the development of additional office space within the downtown mixed-use overlay.

GOAL LU-8: To manage growth and development within the Downtown Mixed-Use Overlay in a manner that balances the needs of commercial and residential uses.

Policies

LU-8.1 Encourage a mix of housing types in and around downtown for all economic segments of the community.

LU-8.2 Encourage multi-story construction that maintains existing vistas and views.

LU-8.3 Locate larger developments of retail and residential uses nearest freeway access and major streets.

LU-8.4 Encourage the development of underground parking or multistory parking structures in downtown as an alternative to surface parking.

LU-8.5 Encourage mini-parks and open spaces in downtown.

LU-8.6 Establish 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.

LU 8.7 Ensure that regulations governing zoning incentives, are used appropriately to further the goals and policies of the Comprehensive Plan.

GOAL LU-9: To maintain the downtown area as the center for commercial, civic, cultural, and recreational activities.

Policies

LU-9.1 Encourage uses that will support day and evening activities for all ages.

LU-9.2 Encourage linkage of paths and trails from the downtown to the rest of the Town Center Neighborhood and to the entire community.

LU-9.3 Develop Sorenson School campus and purchase appropriate adjacent properties as a civic center, consistent with the City's adopted Civic Center Master Plan.

GOAL LU-10: To provide an active and diverse industrial area that promotes economic growth.

Policies

LU-10.1 Limit non-industrial use of industrial lands to uses which are complementary to industrial activities.

LU-10.2 Protect industrial lands from encroachment by other land uses, which would reduce the economic viability of industrial lands.

LU-10.3 Develop industrial lands so as to minimize impacts on surrounding lands uses, especially residential land uses.

LU-10.4 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-11: 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-11.1 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, and

5. Annexations include greenbelts and/or open spaces.

LU-11.2 Use inter-local agreements for implementation of land use policies and public improvement standards within potential annexation areas and mutual planning areas.

LU-11.3 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, and

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.

3.4 Future Land Use Map

Figure 3-2 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 City's current land use is shown in Figure A3-1. Acreages for these land uses are shown in Table A3-7.

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 3-2. 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. Private citizens, developers, and others interested in the City's future will also consult the Map 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.

<u>Low Density Residential</u>

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.

<u>Moderate Density Residential</u>

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.

Tourist Business

This designation provides convenient daily retail and personal services for a limited service area with the intent of encouraging tourism-related uses. This designation excludes residential and most regional facility 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 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.

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, and

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 Pan 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 series of Sub-Area Master Plans:

1.1 Downtown Master 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, and

h. Encouraging open spaces and mini parks.

1.2 Little Bear Creek Corridor Master Plan:

Discussion: The General Business, Industrial, and Residential zoned areas adjacent to Little Bear Creek within the City including the PI zoned parcels (High School site) and wetland/pond area located in the Wedge Neighborhood in the Northwest corner of the City. Issues to address include:

a. Develop the road system to accommodate existing uses with the corridor and relieve traffic pressures on the downtown vehicle circulation,

b. Create a design for the lineal park that includes pedestrian linkages to the City's park/trail system, education opportunities, and environmental preservation,

c. Designate allowed land uses compatible with the surrounding areas and adjoining land uses including the lineal park,

d. Develop measures including incentive to promote economic vitality with the corridor,

e. Create a uniform gateway and sign design to be used with and at the designated locations within the corridor,

f. Enhance design guidelines to contain measures that are sensitive to vistas in and above the corridor, and

g. Coordinate the relationship of the Little Bear Creek Corridor with the downtown area to ensure consistency and transitional opportunities are considered.

1.3 Northwest Gateway Master Plan:

Discussion: The Commercial, Industrial, and Multi-family zoned area west of 131st Ave NE and, north and west of the Woodinville to Renton railway line (tracks). Issues to address include:

a. Permitted land uses and zoning,
b. Vehicle circulation,
c. Stream and buffer issues,
d. 178th (Private Road),
e. Master Plan developments for area,
f. Visual issues,
g. Connectivity to Downtown,
h. Uses (Residential/Commercial),
i. Trail connectors to Downtown,
j. Methods to create non-vehicular linkages,
k. Incentives to encourage development,
l. 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,
m. Building heights,
n. Design standards,
o. Signage,
p. Freeway landscaping,
q. Environmental opportunities, and
r. Linkage to proposed CCR highway.

1.4 Industrial Master Plan:

Discussion: (1) Valley Industrial – All of the Industrial zoned area located north of the Tolt Pipeline right-of-way and south of the proposed Northwest Gateway Master Plan Study Area (see above). (2) North Industrial – The Industrial zones area located north of downtown Woodinville, east of SR 522. Issues to address include:

a. Road signage to Tourist District,
b. Transitions to adjacent zones,
c. Land Uses,
d. Ability to have retail sales (10% allowed at present),
e. SOB zone factors,
f. Transportation issues,
g. Landscaping,

h. Signage, and

i. Visual opportunities.

1.5 Tourist District Master Plan:

Discussion: All of the area south of the Tolt Pipeline right-of-way located within the City limits. The City prepared a Tourist District Master Plan in 1997. To encourage consistency of this are with other sub-area planning, an updated Master Plan for the Tourist District should be prepared. Issues to address include:

a. Linkages to Downtown,
   1. Transportation (Rail, motorized and non-motorized), and
   2. Economic (advantages of each sub-area to the other).

b. Coordination with County on planning,

c. Recreation (ball fields), water oriented, ban enhancement of Sammamish River,

d. Derby Creek/Sammamish River,

e. Signage,

f. Link two sides of Tourist area,

g. Willows Road extension vs. pedestrian access,

h. Rail linkage,

i. Retail opportunities,

j. Other compatible land uses in Tourist District,

k. Design Standards review,

l. Under grounding of utilities,

m. Parking opportunities,

n. Environmental opportunities,

o. Transition to industrial sub-are,

p. Connector trail along state Route 202 and Tolt Pipeline right-of-way, and

q. Assess properties for potential historic landmark designation.

1.6 Grace Master Plan:

Discussion: The proposed Grace Annexation area consisting of the industrial and commercial zoned area immediately north of the City limits located in Snohomish County within the Urban Growth Area.

a. Coordinate with Snohomish County service providers; including water, fire districts, etc.,

b. Inter-local agreements as necessary,

c. Consider moving Sexually Oriented Business zone to Grace,

d. Compatibility with Snohomish County regulations,

e. Land uses and transitions,

f. Ability to have retail sales (10% allowed off),

g. Transportation issues,

h. Landscaping,

i. Signage, and

j. Visual opportunities.

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. Provisions to accommodate the proposed Civic Campus,

c. Provisions for open space and parks,

d. Revisions to support a changing industrial base, and

e. Periodically review, revise, and create development incentives to ensure their effectiveness in meeting the Vision, Goals, and Policies of Comprehensive Plan. The review should include an evaluation of whether or not the incentives are being used as intended.

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 is 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 are 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. 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 and up-to-date database, which can be easily revised to measure such items as land consumption, inventory of vacant land or 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 of character of growth must be understood if they are to be used as 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 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.

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. The majority of data for this appendix update is through December 31, 2000. The date is consistent with the Buildable Lands Tracking requirement of the Growth Management Act and is used by other cities and counties so that buildable lands data can be compared between jurisdictions.

A-3.1.1.2 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).

The City's original 20-year housing and employment target period was 1993-2012. For this period, the City has a housing target range of 1,750 to 1,842 new dwelling units. For planning purposes, the City has used an average number of 1,797. The employment target range is 1,900 to 2,000, or the planning average number of 1,950.In accordance with the GMA, the City is undergoing a 10-year update to the growth forecast and a new 20-year growth period of 2001-2022 is being established for all cities county-wide. At the time of the Comprehensive Plan adoption, these new housing and employment targets have not been determined. For more information, refer to Tables A3-2 through A3-12.

This appendix describes the results of the City of Woodinville Community Development Department's residential and non-residential land carrying capacity analysis for land within the Urban Growth Area including city limits, as well as the Grace Neighborhood. The analysis is consistent with the methodology for land capacity as identified by the King County Buildable Lands Program.

The Office of Financial Management and King County have established a target allocation for new households and employment within the current city limits of Woodinville. These allocations are based on countywide and city growth forecast as estimated by the State Office of Financial Management (OFM) and the Puget Sound Regional Council. Both the allocation requirements, OFM, 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	2000 Census	King County Growth Target for Woodinville	2012 Projection: Existing Plus Target	2012 Projection: Puget Sound Regional Council Forecast
Population	8,590	9,194 [2]	4,323 - 4,550 [1]	13,517 -13,744	13,490 - 21,241
Households	3,297	3,888 [4]		5,600 - 5,692	7,483
Employment	N/A	10,383 [3]	1,900 - 2,000	12,283 -12,383	8,887

Source: King County, Puget Sound Regional Council 2001, and Census 2000.

[1] Assumes a year 2000 estimated average household size of 2.47 per Puget Sound Regional Council and Economic Consulting Services, 1994 [2] The City of Woodinville is currently working with the US Census and Washington State to review the accuracy of this number.

[3] 2001 King County Annual Growth Report of covered employment as of March 1999.

4 Verified Count Woodinville 2000 land use survey, 2000 Census data reports 3,592.

The City's overall gross population density is approximately 2.6 persons/acres (9,914 population/3,587 acres). The City's population density for residentially zoned land is 4.3 (9,194population/2,130 acres of land). By the year 2012, the overall gross population density will be approximately 3.8 persons/acres (13,631 projected population/3,587 acres). This future projection is assuming no new annexations take place within the City.

It is important to note that this carrying capacity analysis does not necessarily mean that land will be built-out over the growth period.

The purpose of the carrying carrying capacity analysis is to determine the extent or limit to which development could theoretically occur.

A-3.1.2 Approach

The original 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 not included (see Environmental Element).

The City is participating in the King County Buildable Lands Tracking Program that monitors land capacity. The revised information is based on the data gathered for this program, the City's Land Use Survey update including development permit data from 1993 to 2000, and other sources. This information is presented in Tables A3-3.1 through A3-3.12.

The analysis also assumed that no new non-conforming uses would occur. 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 Comprehensive Plan and Zoning Code

The estimates of residential and non-residential carrying capacity described below is based upon existing land use plans, policies, development standards and criteria as defined in the City

of Woodinville's Comprehensive Plan and Zoning Code. 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 Zoning Code allows multiple residential and mixed use development in commercial zones.

Residential Carrying Capacity Analysis

The calculation of residential carrying capacity involves the analysis of vacant and redevelopable lands which can accommodate future residential growth. Vacant land was defined as those parcels, which have no structure on them. Redevelopable land is defined as follows:

R-1 Parcels that contain over two acres of land that are subdividable.

R-4 through R-8 Parcels that contain greater than three times the base density per unit for the zone (R-4 = .75 or 32,670 square feet, R-6 = .50 or 21,780 square feet, R 8 = .38 or 16,335 square feet).

Example

R-4: 1 acre = 43,560/4 = 10,890 (base density); base density x 3 = 32,670
Multi-family parcels were considered redevelopable when the value of improvements on the land was less than 50% of the value of the land itself. These values were taken from the records of the King County Assessor's office. Redevelopable parcels found in subdivisions where further platting is not possible were removed from the Buildable Lands inventory. Existing commercial entities within residential zoned land were considered redevelopable (except for churches).

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

1. Inventory the total acreage of vacant and redevelopable residentially designated parcels.

2. Reduce this total acreage by the following factors:

    1. sensitive areas and buffers including wetlands, streams, and steep slopes,

    2. market factor, (A reduction in the likelihood that any particular parcel will be available for sale at any given time),

    3. future public purpose, (storm drainage facilities, neighborhood parks, public utility facilities),

    4. right-of-way requirements. In some cases, known acreage totals were used. Where factor actuals were not known, a typical percentage amount was used, and

5. Multiply the total land available for development (acres) by the minimum density factor as defined by the Zoning Code.

The City's original Growth Management Act housing allocation from King County is 1,797 dwelling units for the time period 1992 through 2012. Between 1993 and 2000, 663 new housing units were constructed. During the same seven-year period 15 units were demolished, creating a net effect of 648 new dwelling units since 1993. Therefore the remaining units for the growth allocation period ending in 2012 equals 1,149 (1,797 – 648). The City has estimated the carrying capacity in Table A3-2. The carrying capacity analysis shown in Table A3-2 and Table A3-3 indicates the City is able to accommodate the remaining allocation under existing Comprehensive Plan land use designations and zoning. Buildable Lands calculated carrying capacity is shown graphically in Figure A3-3.

Table A3-3 shows a summary of the City's "Buildable Lands" inventory for the five-year period 1996-2000. The Buildable Lands statute is a 1997 amendment to Washington's Growth Management Act. This statute (RCW.70A.215) includes as one of its requirements an inventory of the supply of land suitable for development. Based on this inventory, Table A3-3 also shows the remaining vacant and redevelopable lands in the various zones of the City and provides an estimate of remaining capacity in terms of dwelling units, commercial areas, and employment capacity. These estimates are based on the City's actual historical achieved development densities. Background data on the Buildable Lands Tables & referenced in Table A3-3, are on file at the City of Woodinville Community Development Department.

Table A3-2 2001 Residential Carrying Capacity Under Existing Comprehensive Plan/Zoning Code

				City Method 1		Buildable Lands Method 2	
	Acres	Acres	X	Min. Density Factor	Housing Unit Capacity	Assumed Future Density	Housing Unit Capacity
Low Density Residential							
R-1 Vacant Gross Acres		114.83					
Critical Areas	(10.62)						
15% Rights-of-Way	(15.63)						
5% Public Purposes	(5.21)						
Total Reductions		(31.46)					
Net Acres		83.37					
15% Market Factor		(12.51)					
Adjusted Net Acres		70.86		1.0	71	0.97	68
R-1 Redevelopable Gross Acres		245.40					
Critical Areas	(18.92)						
10% Rights-of-Way	(22.65)						
5% Public Purpose	(11.32)						
Total Deductions		(52.89)					
Net Acres		192.51					
20% Market Factor		(38.50)					
Adjusted Net Acres		154.01		1.0	154	0.97	90
R-4 Vacant Gross Acres		128.93					
Critical Areas	(54.02)						
15% Rights-of-Way	(11.24)						
5% Public Purposes	(3.75)						
Total Deductions		(69.01)					
Net Acres		59.93					
15% Market Factor		(8.99)					
Adjusted Net Acres		50.94		3.0	153	5.40	275
R-4 Redevelopable Gross Acres		82.96					
Critical Areas	(16.79)						
10% Rights-of-Way	(6.62)						
5% Public Purposes	(3.31)						
Total Deductions		(26.72)					
Net Acres		56.24					
20% Market Factor		(11.25)					
Adjusted Net Acres		44.99		3.0	135	5.40	222
TOTAL NET ACRES		**320.80**					
TOTAL DWELLING UNIT CAPACITY LOW DENSITY RESIDENTIAL					**513**		**655**
Moderate Density Residential							
R-6 Vacant Gross Acres		16.26					
Critical Areas	(12.47)						
15% Rights-of-Way	(0.57)						
5% Public Purposes	(0.19)						
Total Decuctions		(13.23)					
Net Acres		3.03					
15% Market Factor		(0.45)					
Adjusted Net Acres		2.58		4.5	11.61	6.84	17
R-6 Redevelopable Gross Acres		159.47					
Critical Areas	(22.34)						
10% Rights-of-Way	(13.71)						
5% Public Purposes	(6.86)						
Total Deductions		(42.91)					
Net Acres		116.56					
20% Market Factor		(23.31)					
Adjusted Net Acres		93.25		4.5	420	6.84	581

	Acres	Acres	X	City Method 1 Min. Density Factor	Housing Unit Capacity	Buildable Lands Method 2 Assumed Future Density	Housing Unit Capacity
R-8 Vacant Gross Acres (Greenprier Development)		21.68					
Critical Areas	(6.02)						
15% Rights-of-Way	(0.96)						
5% Public Purposed	0.00						
Total Deductions		(6.98)					
Net Acres		14.70					
15% Market Factor		(2.21)					
Adjusted Net Acres		12.49		6.8	85		170
TOTAL NET ACRES		**108.32**					
TOTAL DWELLING UNTI CAPACITY MODERATE DENSITY RESIDENTIA					**517**		**768**
High Density Residential							
R-24 Redevelopable Gross Acres		0.68					
Critical Areas	(0.33)						
10% Rights-of-Way	(0.04)						
5% Public Purposes	(0.02)						
Total Deductions		(0.39)					
Net Acres		0.29					
20% Market Factor		(0.06)					
Adjusted Net Acres		0.23		16.8	4	20.00	4
R-48/O Vacant Gross Acres		24.14					
Critical Areas	(6.10)						
15% Rights-of-Way	(2.71)						
5% Public Purposes	(0.90)						
Total Deductions		(9.71)					
Net Acres		14.43					
15% Market Factor		(2.16)					
Adjusted Net Acres		12.27		31.2	383	42.36	520
TOTAL NET ACRES		**12.50**					
TOTAL DWELLING CAPACITY HIGH DENSITY RESIDENTIAL					**387**		**524**
TOTAL RESIDENTIAL NET ACRES		**441.62**					
TOTAL RESIDENTIAL CARRYING CAPACITY					**1417**		**1947**
Remaing GMA Allocation					**1149**		**1149**
Net Surplus					**268**		**798**

1. Assumes a minimum required number of units per acre per zone based on Woodinville Municipal Code Title 21.12.030.
2. Assumes future densities based on actual past development densities (See Table A3-3 for additional information)

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. The City's 2001 land supply for the City of Woodinville in the commercial and industrial zones is detailed in Table 3-4.

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:

1. Construction/Resources,
2. Manufacturing,
3. Wholesale, Transportation, Communication, & Utilities (WTCU),
4. Retail Trade,
5. Finance, Insurance, Real Estate, and Services (FIRES),
6. Government, and
7. Education.

King County allocated 1,950 new jobs for the City of Woodinville for the 20-year growth period of 1992-2012. 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 for Grace. Snohomish County will be revisiting their job allocations in 2003 when updating the Comprehensive Plan. Actual employment data is not available for the Grace area.

To determine how jobs in King County will be allocated, 1995 employment conditions were used as a baseline[1]. The percentage of existing jobs by employment was applied to the remaining Growth Management Act allocation total to determine the allocation of new employees by sector. Using space requirements per employee typical of suburban cities, an estimate of the total number of acres by employment sector was determined. This analysis concluded that a total of 23.76 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 respective County's employment allocations for the remaining growth period ending in 2012 (see Table A3-5). Actual detailed employment data is not available for the Grace area. Results of the Buildable Lands process shows the City has an employment capacity of 2,466 as of the beginning of 2001. For more information, see Tables A3-3.7 through A3-3.11.

[1] 1995 was the first year data was available for the City limit boundaries.

Table A3-3 Summary of Buildable Lands Carrying Capacity[1]

Residential

Net New Units: 1993-2000

During this eight-year period, 648 net new units were built in the area now comprised by the City of Woodinville. Approximately 88% of these units were built during the 1996-2000 period.

A3-3.1

1996-2000					1993-1995	TOTAL
Gross Permitted Units other than ADUs, Additions or Conversions (Table 4)	ADU's (Table 5)	Other New Units (Additions/ Conversions Etc.)	Demolitions (Table 6)	Net New Units	Net New Units 1993-1995* (Benchmark Report PSRC)	**Net New Units: 1993-2000**
585 (Add SF & MF Units)	2		(15)	572 (585-15+2)	76	**648** (572 + 76)

Residential Development Activity

As measured by permit activity, the average density achieved in single-family zones, during the past five years was 2.9 dwelling units per acre in multifamily zones; permit activity achieved an average density of 30.7 du/acre. Plat activity shows an achieved density of 2.2 du/acre in single-family zones, and 10.7 in higher density zones.

A3-3.2

1996-2000 Residential Permit Activity						1996-2000 Residential Plat Activity					
Single Family Zones* (R-1 to R-8) Table 2			Multi-Family and Mixed-Use Zones (R-18, R-48, Greenbrier) Table 2&3			Single Family Zones (R-1 to R-8) Table 1			Multi-Family and Mixed Use Zones (R-18, R-48, Greenbrier) Table 1		
Net Acres Permitted	Total Number of Units	**Avg. Permit Density**	Net Acres Permitted	Total Number of Units	**Avg. Permit Density**	Net Acres Platted	Total Number of Lots	**Avg. Plat Density**	Net Acres Platted	Total Number of Lots	**Avg. Plat Density**
Acres	Units	Dwelling Units / Acre	Acres	Units	Dwelling Units / Acre	Acres	Units	Dwelling Units / Acre	Acres	Units	Dwelling Units /Acre
105.1	302	**2.9** see note 1	9.2	283	**30.7** see note 1	85.07	183	**2.2** see note 1	2.4	26	**10.7** see note 1

Note 1: Avg. Permit Density is Total Number of Units or Total Number of Lots divided by Net Acres Permitted or Net Acres Platted.

* King County designated R-8 as a Single Family zone. The City of Woodinville does consider R-8 a Single Family zone. The Greenbrier development is in a R-8 zone but is a multi-family development.

[1] Source: King County

In order to calculate land capacity from existing land supply, Woodinville used the densities noted in the following table:

A3-3.3

Assumed Future Residential Densities (Table 9)			
Zoning	**Achieved DUs/Acre**	**Assumed Dus/Acres**	**Reasons / Documentation**
R-1	0.97	0.97	
R-4	5.40	5.40	
R-6	6.84	6.84	
R-24		20.00	No activity. Assumed future density based on proportion of achieved vs. allowed in other MF zones.
R-48	42.36	42.36	

Residential Land Supply

After deducting constraints, Woodinville has about 526 net acres of vacant and redevelopable land. With an adjustment for market variables, about 429 acres of this land is potentially available for development during the planning period. After market deductions, approximately 417 acres are potentially available in single-family zones and approximately 12.5 acres are potentially available in multifamily zones.

A3-3.4

		Deductions					
	Gross Acres (B)	Critical Areas (C)	ROWs (D)	Public Purposed (E)	Net Acres (F)	Market Factor (G)	**Adjusted Net Acres (H)**
	Acres	Acres	%	%		%	**Acres**
SF Vacant (table 11)	260.02	77.11	15%	5%	146.33	15% (D+E)	124.38
SF Redevelopable (table 12)	487.83	58.05	10%	5%	365.31	20% (D+E)	292.25
MF Vacant (table 13)	24.14	6.1	15%	5%	14.43	15% (D+E)	12.27
MF Redevelopable (table 14)	0.68	0.33	10%	5%	0.29	20% (D+E)	0.23
Total Residential	772.67 see note 2	141.59 see note 2			526.36 see note 2		**429.13** +12.49 =441.62* see note 2

Note 2: For total residential the numbers were derived by adding the columns.
*City estimates in Table A3-2 include 12.49 net acres to account for the Greenbrier project.

Residential Capacity

Woodinville has capacity for approximately 1,950 new housing units given its current available land supply and zoning. About 71% of this capacity is in single-family zones. There is capacity for 1,777 new units on remaining residential land. There is also capacity for 170 additional units on 14.68 net acres in a pipeline project.

A3-3.5

	Capacity in SF Zones (Tables 11 & 12)				Capacity in MF Zones (Tables 13 &14)			Future Capacity	Pipeline Capacity	Total Capacity
Zone (A)	0-2 du/acre (B)	4.01-6 du/acre (D)	6.01-8 du/acre (E)	**Total Cap. in SF Zones (F)**	18.01-30 du/acre (I)	30.01-48 du/acre (J)	**Total Capacity in MF or mixed Use Zones (K)**	Total for SF, MF, and Mixed Use Zones (L)	Greenbrier Development (M)	All Zones (N)
Net Acres of Land	224.87	95.94	95.83	**416.64** see note 5	0.23	12.27	**12.50** see note 5	**429.14** see note 6	14.68	**443.82** see note 7
Density	0.97	5.40	6.84		20.00	42.36			11.58	
Capacity in Units	218 see note 3	518 see note 3	655 see note 3	**1,391** see note 5	5 see note 3	520 see note 3	**525** see note 5		170 see note 3	
Existing Units on Redevelop-able	59	21	58	**138** see note 5	1	0	**1**			
Net Capacity	159 see note 4	497 see note 4	597 see note 4	**1,253** see note 5	4	520 see note 4	**524** see note 5	**1,777**	170	**1,947** see note 7

Note 3: Capacity in Units is the product of Net Acres of Land and Density.
Note 4: subtracting the Capacity in Units by Existing Units on Redevelopable derives The Net Capacity
Note 5: Numbers in bold are derived by adding the row they are in (i.e. 224.87+95.94+95.83 = 416.64)
Note 6: 429.14 is the sum of 416.64 and 12.50.
Note 7: 443.82 is the sum of 429.14 and 14.68; 1,947 are the sum of 1,777 and 170

Residential Capacity Analysis

Woodinville has a total residential capacity of 1,947 units. The city's remaining target to 2012 is 1,149 units. As a result there is a surplus capacity of about 798 units. It has achieved nearly 36% of its target in the first eight years of the twenty – year planning period.

A3-3.6

Residential Capacity in Relation to Target					
Net New Units: 1993-2000	20 Year Housing Target	Percent Achieved	Remaining Target	Current Residential Capacity	Surplus or Deficit of Capacity
648	1,797	36%	1,149	1,947**	798**
				1,417***	268***

**Buildable Lands Method based on historic achieved densities. (See Table A3-2)
*** City method based on minimum required densities. (See Table A3-2)

Commercial and Industrial Land Supply

After deducting constraints, Woodinville has nearly 174 net acres of vacant and redevelopable commercial and industrial land. After adjusting for market factors, about 141 acres are potentially available for development during the planning period.

A3-3.7

		Deductions					
	Gross Acres Column A	Critical Areas Column B	ROWs Column C	Public Purpose Column D	Net Acres Column E	Discount Range Column F	**Adjusted Net Acres** Column G
	Acres	Acres	%	%		%	**Acres**
Commercial Vacant (table 15)	29.39	7.89	10%	5%	18.28	15%	15.53
Commercial Redevelopable (table 16	95.67	9.54	10%	5%	73.21	20%	58.57
Industrial Vacant (table 17)	33.26	4.87	10%	5%	24.13	15%	20.51
Industrial Redevelopable (table 18)	77.51	9.29	10%	5%	57.99	20%	46.39
Total C & I Land	235.83 see note 8	31.59 see note 8			173.60 see note 8		**141.00** see note 8

Note 8: adding their respective columns derived these numbers.

Commercial and Industrial Capacity

Woodinville has capacity for a total of 2,466 new jobs. About 852 of those are in commercial zones. The city also estimates that mixed-use development is not likely to occur under current zoning regulations for the CBD zone. As a result, all the land in this zone was treated as available for commercial development. Future changes to Woodinville's zoning may open up the potential for residential development in the CBD.

A3-3.8

	Emp. Capacity in Commercial / Mixed Use Zones Tables 26 & 27 Data from Tables 15, 16, 19, 20			Employment Capacity in Industrial Zones	**Total Job Capacity in Commercial, Industrial, and Mixed Use Zones**
Zone	CBD	GB	NB	Tables 28 & 29 Data from Tables 16 &17	
Net Land in Sq. Ft.	1,256,921	1,259,236	711,732	2,914,224	**6,142,113** see note 11
Achieved or Assumed FAR	0.13	0.25	0.24	0.41	
Dev. Capacity in Sq. Ft.	167,170 see note 9	314,809 see note 9	170,816 see note 9	1,205,323 see note 9	**1,858,118** see note 11
Net Capacity (Minus Existing FA on Redev. Parcels) See Tables 27 & 29	108,789	153,493	130,871	1,130,042	**1,523,195** see note 11
Floor Area per Employee****	500	500	400	700	
Job Capacity	218 see note 10	307 see note 10	327 see note 10	1,614 see note 10	**2,466** see note 11

****King County Information
Note 9: Numbers are the product of Net Land in Sq. Ft. and Achieved or Assumed FAR (Rounded).
Note 10: Numbers are the division of Net Capacity and the Floor Area per Employee.
Note 11: Numbers are the sum of their respective rows.

Employment Capacity Analysis

Woodinville has capacity for 2,466 new jobs. Its job target is 1,950. During the first eight years of the period, they city has added 4,593 new jobs, achieving 236% or its target. This means that it created 2,643 more jobs than planned. However, the County considers these estimates unreliable and is planning to revised this table and Table A3-3.10 based on 1995-2000 information.

A3-3.9

Job Capacity in Relation to Target				
Net New Jobs 1993-2000	20 year Job Target	Percent of Target Achieved in 8 yrs.	Remaining Job Target	Remaining Job Capacity
4,593	1,950	236%	(2,643)	2,466

Commercial and Industrial

Net New Jobs: 1993-2000

Woodinville has gained a net of 4,593 new jobs during the first eight years of the planning period.

A3-3.10

1992 Employment	2000 Employment	Net New Jobs
8,700	13,293	4,593

Commercial and Industrial Development Activity

Woodinville achieved an average floor area ration (FAR) of approximately 0.14 over all its commercial zones and an FAR of 0.41 over all its industrial zones.

A3-3.11

Commercial and Industrial Development: 1996-2000						
	Gross Site Area	Constraints	Net Site Area	Net Site Area	Floor Area	**Achieved FAR**
	Acres Column A	Acres Column B	Acres Column C	Sq. Ft. Column D	Sq. Ft. Column E	**Site Area in Sq. Ft.**
Commercial	42.61	0.00	42.61	1,856,252	257,821	0.14
Industrial	42.23	1.98	40.25	1,753,290	725,247	0.41
Total C & I Development	84.84 see note 12	1.98 see note 12	82.86 see note 12	3,609,542 see note 12	983,068 see note 12	**0.27** see note 13

Note 12: adding their respective columns derived these numbers
Note 13: 0.27 is the average of 0.14 and 0.41

Details on achieved FAR by zone, and assumptions for future FAR by zone are included in the table below.

A3-3.12

Assumed Future Non-Residential Densities			
Zoning Table 10 Data from tables 7 & 8	**Achieved FAR**	**Assumed FAR**	**Reasons/Documentation**
I	0.41	0.41	
CBD	0.13	0.13	Achieved FAR in the CBD zone largely reflects the TRF development, a retail project with large amounts of surface parking. Under current development regulations, future similar projects are favored. CBD does allow mixed-use development. However, it has not occurred, and the city is reviewing its development standards. Under current regulations, no assumption of future residential space is made for this zone.
GB		0.25	No activity. Assumed density based on density achieved in NB zone.
NB	0.24	0.24	

Table A3-4 2001 Supply of Developable Non-Residential Land in the City of Woodinville

	COMMERCIAL						INDUSTRIAL	
	CBD		GB		NB		I	
Vacant Land								
Gross Acres		1.97		21.23		5.94		33.26
- Critical Areas	(0.47)		(6.09)		(1.33)		(4.87)	
- 10% Rights-of-Way	(0.15)		(1.51)		(0.46)		(2.84)	
- 5% Public Purposes	(0.08)		(0.76)		(0.23)		(1.42)	
Total Deductions		(0.70)		(8.36)		(2.02)		(9.13)
Net Reduction		1.27		12.87		3.92		24.13
- 15% Market Factor		(0.19)		(1.93)		(0.59)		(3.62)
Net Vacant Acres		**1.08**		**10.94**		**3.33**		**20.51**
			15.35				**20.51**	
Total Vacant Non-Residential Land				**35.86**				
Redevelopable Land								
Gross Acres		44.91		31.85		19.13		77.51
- Critical Areas	(4.10)		(5.61)		(0.00)		(9.29)	
- 10% Rights-of-Way	(4.08)		(2.62)		(1.91)		(6.82)	
- 5% Public Purposes	(2.04)		(1.32)		(0.96)		(3.41)	
Total Deductions		(10.22)		(9.55)		(2.87)		(19.52)
Net Reduction		34.69		22.30		16.26		57.99
- 20% Market Factor		(6.94)		(4.46)		(3.25)		(11.60)
Net Redevelopable Acres		**27.75**		**17.84**		**13.01**		**46.39**
			58.60				**46.39**	
Total Redevelopable Non-Residential Land				**104.99**				
NON-RESIDENTIAL DEVELOPABLE ACRES			***COMMERCIAL***				***INDUSTRIAL***	
			73.95				**66.90**	
Total Supply				**140.85**				

Table A3-5 2001 Acreage Requirements for Remaining Projected Employment Allocation (1992-2012)

	Employment History			*Updated Allocation Requirements*								
Employment Sector	*1990 Employment*[1]	*1995 Employment*	*1998 Employment*	*1999 Employment*[7]	*Percent of Total*	*Remaining Employment Allocation*[6]	*Square Feet/ Employee*[2]	*Square Foot Requirement*	*Acreage Requirement*	*% Lot Coverage*[2]	*Total Acreage Required*	*Zoning*
City of Woodinville												
Agriculture/Mining/ Construction[3]	2,300	1,640	2,125	2,399	23%	107	n/a	n/a	n/a	n/a	n/a	--
INDUSTRIAL												
Manufacturing	4,081	2,530	2,396	2,278	22%	103	1,500	154,500	3.55	32%	11.09	I
Wholesale Transp., Comm., & Utilities	2,683	1,270	1,094	1,154	11%	51	1,500	76,500	1.76	31%	5.68	I, GB
COMMERCIAL												
Retail Trade	3,425	1,560	1,722	1,810	18%	84	500	42,000	.96	26%	3.69	CBD, GB, O, NB
Finance, Insurance & Real Estate, Services[4]	7,393	1,460	1,972	2,313	22%	103	300	30,900	.71	25.5%	2.78	CBD, GB, O, NB
Government/ Education	2,290	440	456	429	4%	19	300	5,700	.13	25%	.52	CBD, GB, O, NB, P/I
Total	**22,172**	**8,900**	**9,765**	**10,383**	**100%**	**467**	--	**309,600**	**7.11**	--	**23.76**	
Grace												
Manufacturing and WTCU[5]	n/a	n/a	n/a	n/a	100%	332	500	166,000	3.8	32%	11.9	

Notes:

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

2 Economic Development Consultants factor for typical square foot per employee and building coverage percentage per acre.

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

4 Services includes Business & Repair, Personal, Entertainment & Recreation, and Professional and Related Services.

5 Snohomish County and EDAW.

6 Total based on difference in jobs from 1995 and 1999. (10,383-8,900=1483 new jobs since 1995 / 1,950-1483=467 remaining allocation). Source: 2001 King County Growth Report

7 Source: 2000 King County Annual Growth Report

Source: City of Woodinville Community Development Department 1/10/02

Table A3-6 2001 Employment Carrying Capacity Under the Existing Comprehensive Plan/Zoning Code[5]

	Acres Required per Remaining Allocation	*Market Safety Factor[3]*	*Total Acres Required*	*Vacant Acres Available*	*Redevelopable Acres Available*	*Total Acres Available[4]*	*Surplus*
City of Woodinville							
Industrial[1]	16.77	4.19	20.96	20.51	46.39	66.90	45.94
Commercial[2]	6.99	1.75	8.74	15.35	58.60	73.95	65.21
Total	**23.76**	**5.94**	**29.70**	**35.86**	**104.99**	**140.85**	**111.15**

Notes:

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

2 Includes Retail Trade, FIRE, 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 I, CBD, GB, and NB Zones.

5 Updated information is not available for the Grace area.

Source: City of Woodinville 2000 Land Use Survey.

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

Generated 1/10/02

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 Zoning Code and for the Grace Neighborhood. A market factor was then applied to avoid artificial constraints on real estate values (see Table A3-6). Consistent with the King County Buildable Lands Tracking criteria[1]. Non-residential parcels were considered redevelopable when the value of improvements on the land was less than 50% of the value of the land itself. These values were taken from the records of the King County Assessor's Office. Residential properties within commercial zones (except multi-family) were considered redevelopable. The total acres required (demand) were then compared to the total acres available (supply).

The build-out analysis for non-residential land for the existing Comprehensive Plan indicates a surplus of 5.94 acres of industrial zoned land and a surplus of 65.21 acres of commercially zoned land. These calculations do not include Grace.

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 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 Economic Development Element). A majority of this growth has been residential development, primarily single-family.

This section provides a description of previous land use conditions. Some information was provided at the original Woodinville Planning Area level, but a majority of the analysis focuses on the original Woodinville Survey Area and the city limits. A discussion of existing conditions below 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 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 planning 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 defined under Growth Management Act as, "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

[1] King County Buildable Lands Coordinator

the County for the succeeding 20-year period," based on population forecasts made for the county by the state Office of Financial Management.

The Urban Growth Area boundary is shown in Figure A3-4. In King County, the boundary of the Urban Growth Area generally follows the eastern limits of the City of Woodinville. Within Snohomish County, the Urban Growth Area boundary is generally defined by the business corridor along Hwy 9, known as the Maltby UGA.

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.

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 and 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. 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, Little Bear Creek and Leota, Crystal, and Cottage lakes.

A-3.2.1.3 Land Use

The predominant land use for each parcel within the City of Woodinville was identified as part of the land use survey conducted in 2000. The survey results were then compared to aerial photographs and assessor's maps. Discrepancies were field verified for accuracy.

Land uses for each parcel were classified according to one of the 14 categories. Acreages for each land use category are shown in Table A3-7 and illustrated in Figure A3-1. Note that averages shown in Figure A3-1 are as of January 1, 2001. Acreages or land uses in Figures 3-2 and A3-2 are based on the proposed revisions in this Comprehensive Plan update.

<u>Vacant</u>

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. According to the survey data, approximately 358 acres of land (10 percent) within the city limits are vacant. Of these acres, 296 are in residential zoned land including 129 acres in R-4 zones and 115 acres in R-1 zones. Within the commercially zoned areas, approximately 62 acres (8 percent) are vacant. Most of this is located in Industrial zoned land (33 acres). Of the 177 acres zoned Central Business District there are only 2 acres that remain vacant. See Figure A3-3.

Table A3-7 Land Use Within the City of Woodinville (in acres)[1]

	City of Woodinville	Percent of Total
Single Family	1,985.37	55%
Multi-Family	98.95	3%
Parks/Open Space	45.95	1.2%
Retail Services	287.83	8%
Office	18.97	0.5%
Industrial	561.72	16%
Public/Institution	128.24	3.5%
Tourist Business	32.57	.9%
Vacant	427.24	12%
Total [2]	**3,586.84**	**100.1%**

Notes:
[1] Acreages were calculated from Geographic Information System data layers [2]Area totals may vary from totals in other tables due to discrepancies in Geographic Information System data sources.
Source: City of Woodinville 2000 Land Use Survey

Agriculture

Agriculture is limited to 3 parcels in the Woodinville City limits. 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.

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. (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 A3-8 2000 Gross Acreage Vacant Land Within the Woodinville City Limits

Zone/Neighborhood	Total Acres[1]	Percentage of Total	Vacant Acres	Percent Vacant
Residential				
Residential-1	1,102	31%	115	10%
Residential-4	422	12%	129	31%
Residential-6	489	13%	16	3%
Residential-8[3]	28	<1%	12	43%
Residential-12	8	<1%	0	0
Residential-18	30	<1%	0	0
Residential-24	22	<1%	0	0
Residential-48	5	<1%	0	0
Residential-48/O	24	<1%	24	100%
Residential Sub-Total	*2130*	*62%*	*296*	*17%*
Commercial				
Office	14	<1%	0	0
Neighborhood Business	46	1%	6	13%
Central Business District	177	5%	2	1%
Industrial	485	13%	33	7%
General Business	94	3%	21	22%
Commercial Sub-total	*816*	*23%*	*62*	*8%*
Other (right-of-way, public purposes)	669	19%	0	- -
Total[2] for City of Woodinville	**3610**	**104%**	**348**	**10%**
Grace Neighborhood	479		89	19%

Notes:

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

Source: City of Woodinville Community Development Department..

[2] Total exceeds 100% because of rounding to the nearest whole number.

1. Greenbrier Development

Public Parks

Within the City of Woodinville there are approximately 45 acres of land zoned P (Parks). This includes the Sammamish River Trail, which parallels the Sammamish River; Woodin Creek Park, Wilmot Park, DeYoung park positioned in the heart of downtown along 175th Street, Little Bear Creek Lineal Park Property and a small residential pocket park in the Wedge Neighborhood.

Private Recreation

There are approximately 1.2 acres of private recreation facilities in the City of Woodinville. In the Urban Growth Area it is estimated that there are 345 acres of private recreation that include picnic areas, golf courses, and private sports complexes. These include; the Woodinville Indoor Soccer Center, Wellington Golf Course, and Gold Creek Tennis and Sport Club.

Public Schools

Schools within the City of Woodinville include Woodinville High School in the Wedge Neighborhood, Wellington Elementary and Leota Junior High in the Leota Neighborhood. They comprise a total of approximately 78 acres.

Private Schools

Private Schools within the City of Woodinville include Bellevue Christian Mack Elementary (K-6), Chrysalis School (K-12), Dartmoor School (1-12), and Woodinville Montessori School (K-6).

Single-Family

Single-family parcels include all detached and zero lot line housing structures.[1] Single-family land use is the largest single land use within the City of Woodinville (2,013 acres) and is the predominant land use in the Leota, 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 Woodinville, there are approximately 117 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. Along with newly developed multifamily units, Brittany Park is a new successful senior housing complex just south of Woodinville City Hall along NE 171st Street.

Mobile Homes

Although there are a few mobile homes located throughout the residential neighborhoods of the City of Woodinville Planning Area, the only mobile home park within the City of Woodinville is Canterbury Square located in the Town Center Neighborhood, approximately two blocks 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 176 acres of retail/services currently in Woodinville. The largest concentration of this land use in the Town Center Neighborhood 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. There are little or no retail services along Little Bear Creek Parkway since the designation of the General Business that allows retail uses in 1996.

Office

Within the City of Woodinville, there are 14 acres of Office zone. There are also parcels that have offices associated with other land uses (primarily retail/services). There are three areas zoned office which are located as follows: (1) east of 140th Avenue NE in the northeastern portion of the Town Center Neighborhood, (2) the corner of Woodinville Way and, (3) at the SE corner of 140th Avenue and 171st Street that also have existing NB office use.

Industrial/Business Parks

There are approximately 565 acres of industrial/business parks within the City of Woodinville. 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 east of Woodinville-Snohomish Road.

Public/Utility

There are approximately 50 acres of public/utility parcels within the City of Woodinville. This includes Woodinville City Hall, Woodinville Fire and Life Safety District Headquarters station, storm water detention facilities, Puget Power substations and land associated with transmission lines, and communication facilities.

Right-of Way

Within the City of Woodinville, there are approximately 427 acres of right-of-way. This includes all roads and railroad.

A-3.2.1.4 Zoning

Year 2001 zoning classifications within the City of Woodinville are shown in Figure A3-2. The acreages for each of these zones in shown in Table A3-9.

Of the approximately 3,610 acres of land in the City of Woodinville, 59 percent (2,136 acres) is zoned for residential use. Of this residential zoning, approximately 52 percent is zoned for one residential unit per acre and is located primarily in the Leota Neighborhood.

Table A3-9 2001 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								
R-1			1,101	1				1,102
R-4		6				416		422
RI-6	199	103	34			153		489
R-8	6	22						28
R-12		4					4	8
R-18		24				6		30
R-24		19				3		22
R-48		5						5
R-48/0		24						24
Residential Sub-total	*205*	*207*	*1,135*	*1*	*0*	*578*	*4*	*2,130*
Commercial								
Neighborhood Business			8				38	46
Central Business District		171			2	4		177
General Business		3		91				94
Office		14						14
Industrial		10		194	192	2	87	485
Commercial Sub-total	*0*	*198*	*8*	*285*	*194*	*6*	*125*	*816*
Other (right-of -way, public purposes)								*664*
TOTAL[2]	**205**	**405**	**1143**	**286**	**194**	**584**	**129**	**3610**

Notes:
1 Acreages were calculated from Geographic Information System coverages and rounded to the nearest whole number. Numbers do not include right-of-way.
2 Area totals may vary from totals in other tables due to discrepancies in Geographic Information System data sources.
Source: City of Woodinville Community Development Department.

Commercially zoned areas within the Town Center Neighborhood make up 5 percent of the City of Woodinville. The Industrial zoned land is13 percent of the total land in Woodinville and is located in the North Industrial, Valley Industrial, and Tourist District Neighborhoods. The Office zone has increased four times the previous amount, since incorporation, to 16 acres.

A-3.2.2 Trends and Projections

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 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).

A summary of acres developed between 1984-1992 within Woodinville is shown in Table A3-10.

Within the City of Woodinville, approximately 279 acres of natural land were developed during the change detection period, between 1984-1992. 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 natural land developed was residentially zoned primarily in lower density zoned areas. In commercial areas, there were 126 acres (13 percent) of natural land developed; whereas, 102 (14 percent) acres of natural land zoned industrial was developed.

Table A3-10 Development of Natural Areas Within Woodinville 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%
Residential Total	*2,570*	*150*	*6%*
Office	15	3	20%
Neighborhood Business	48	0	0%
Regional Business	215	24	11%
Industrial	709	102	14%
Commercial Total	*972*	*126*	*13%*
City of Woodinville Total[3]	**3,557**	**279**	**8%**
Grace Neighborhood	479	37	8%
East Valley Neighborhood	436	9	2%

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.

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 between 1992-2012. Land use goals and policies are established to reflect the needs and desires 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 is given to the ways in which these changes will affect the general character of the community. Land use objectives and policies are 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. The City of Woodinville has demonstrated that the growth allocation can be accommodated.

A-3.3 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. The hydrologic resources portion also includes a description of current surface water management practices in the City of Woodinville and a summary of surrounding drainage, flooding, and stormwater runoff. 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 Snohomish County Tomorrow Critical Areas Planning Project, Wetland Areas for the cities of Bothell, Brier, Everett, and Mill Creek, 1991. 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 would be needed for site-specific data.

The City of Woodinville currently has adopted Sensitive Areas Regulations in compliance with the Growth Management Act as part of the Zoning Code. For the Comprehensive Plan update in 2002, the City of Woodinville added an Environmental Element to further address sensitive areas. Woodinville's natural environment includes sensitive hydrologic areas and sensitive geologic areas, as discussed in the Environmental Element.

A-3.4 Summary of Countywide Policies for Land Use

A-3.4.1 King County

Chapter III–Land Use Pattern of the County's Countywide Planning Policies–describes policies relating to land use and development. It is divided into six 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 projection 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:

1. first, to centers and urbanized areas with existing infrastructure capacity,
2. second, to areas which are already urbanized such that infrastructure improvements can be easily extended, and
3. 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.

Potential Annexation Areas
The City of Woodinville's Potential Annexation Areas in King County are relatively small. These are properties located outside the city limits but within the urban growth area and are located along the southern boundary bordering NE 171st Street. The area includes 19 parcel totaling less than seven acres.

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 (King County). The closest urban centers are the Totem Lake Area and the City of Redmond, both located to the south.

Activity Areas

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. The City's Town Center serves as an

activity center.

The City's Potential Annexation area in Snohomish County is the Grace area located in the Maltby Urban Growth Area.

Urban Growth Outside of 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.

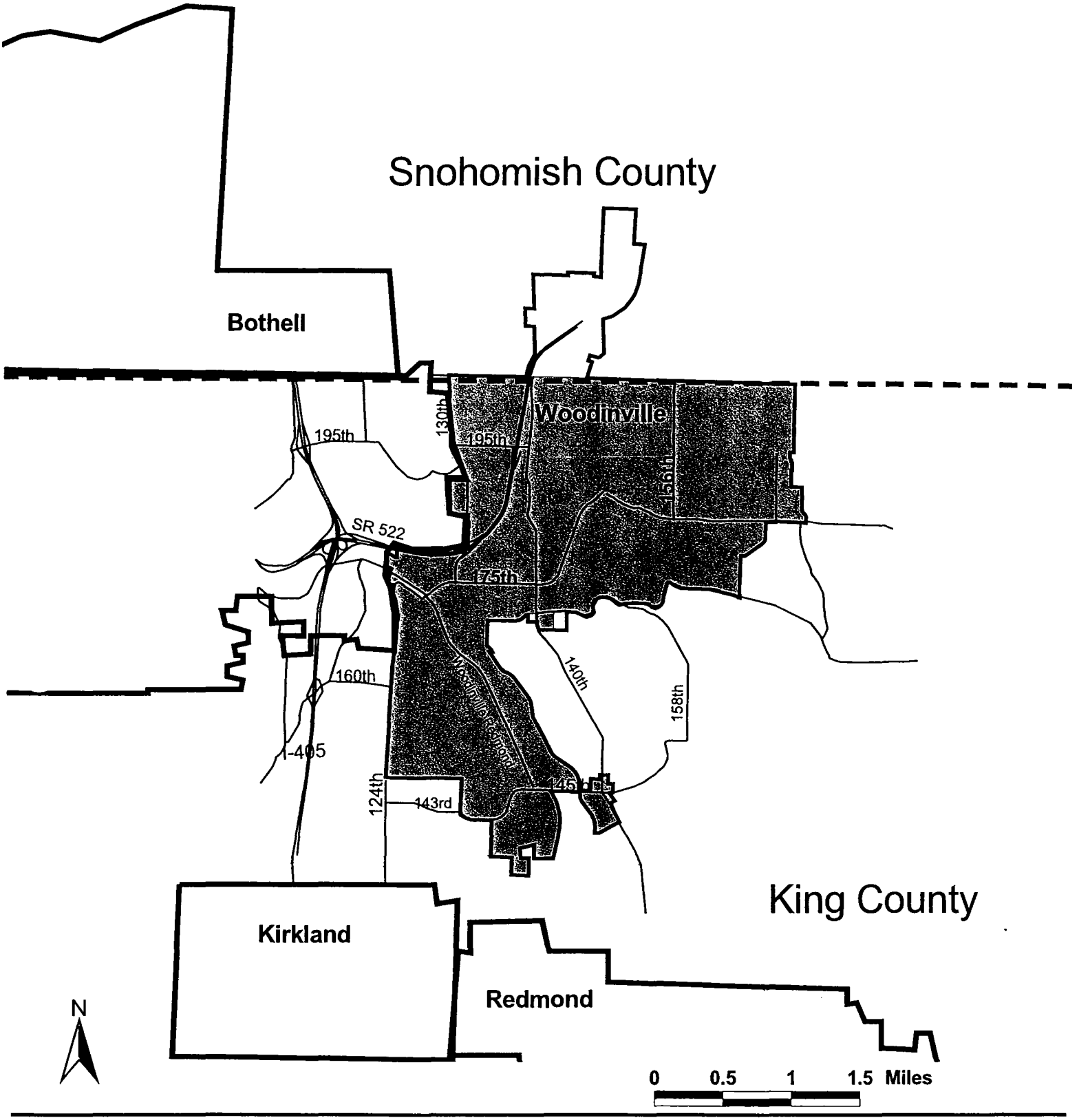
The Countywide Policies require that in order to provide for housing and employment opportunities, each jurisdiction shall:

1. establish a target minimum number and mix of net new dwelling units in their comprehensive plan for 1992-2012and adopt regulations to achieve the target number and mix,
2. establish a minimum density (not including critical areas) for new construction in each residential zone, and
3. 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. The City of Woodinville has met these requirements.

A-3.4.2 Snohomish County

The City of Woodinville's Urban Growth Area (UGA) within Snohomish County (Grace) has been designated "urban" by Snohomish County, and is inside the Snohomish County urban growth area. Countywide policies for rural areas within Snohomish County are described in six policies. County-wide Planning Policies for Snohomish County direct joint county and city planning within urban growth areas. The planning efforts included interlocal agreements for services, consistency in level of service issues within comprehensive plans, and participation in Snohomish County Tomorrow interjurisidictional planning group.



Legend

Urban Growth Boundary
Major Roads
City of Woodinville

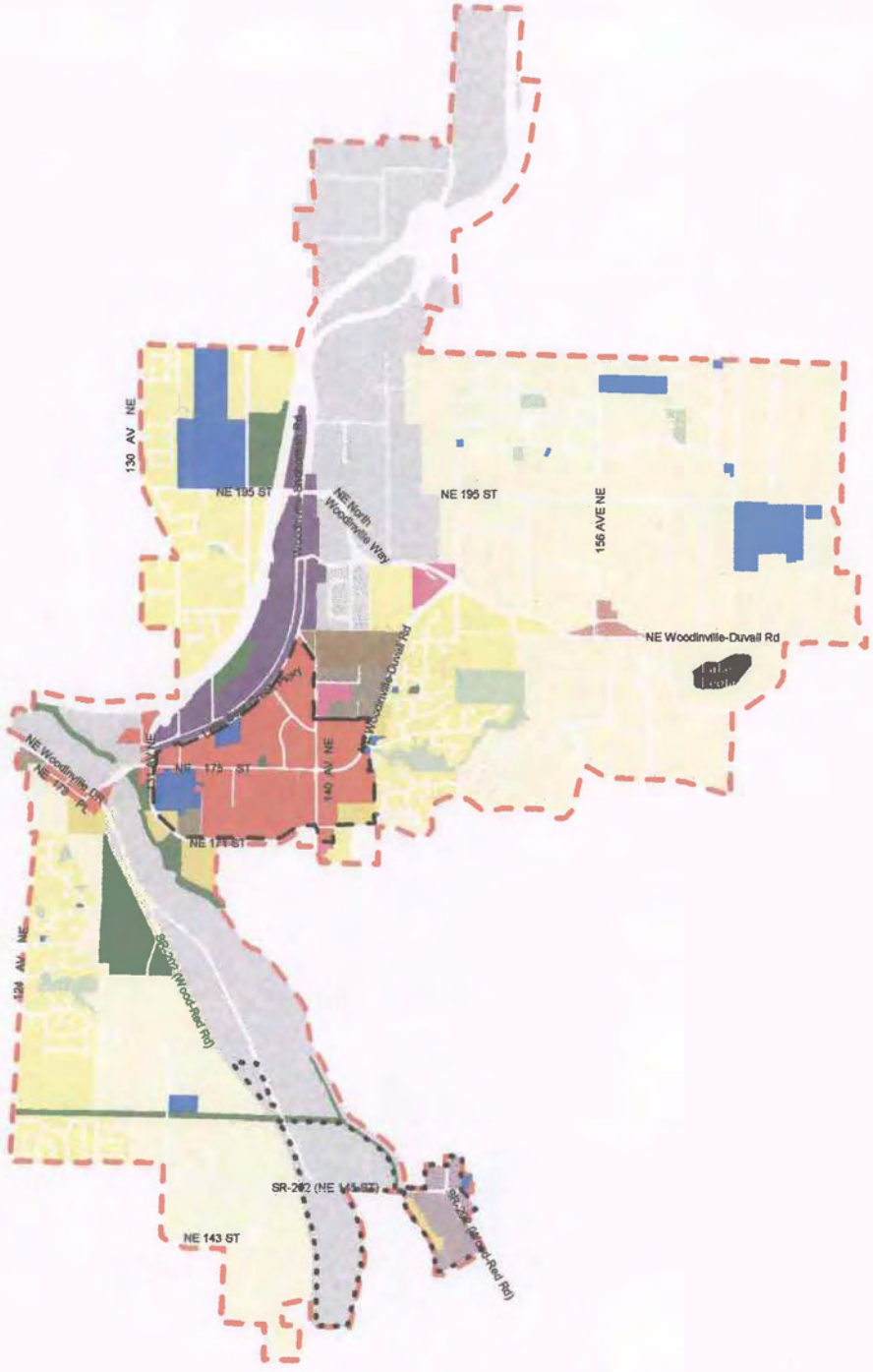
County Line

Note: This map is a pictorial representation and the City does not warrant its accurate depiction.

Figure 3-1
City Limits of Woodinville and Surrounding Communites

Source: King County, 2002

6/20/02 - EFC



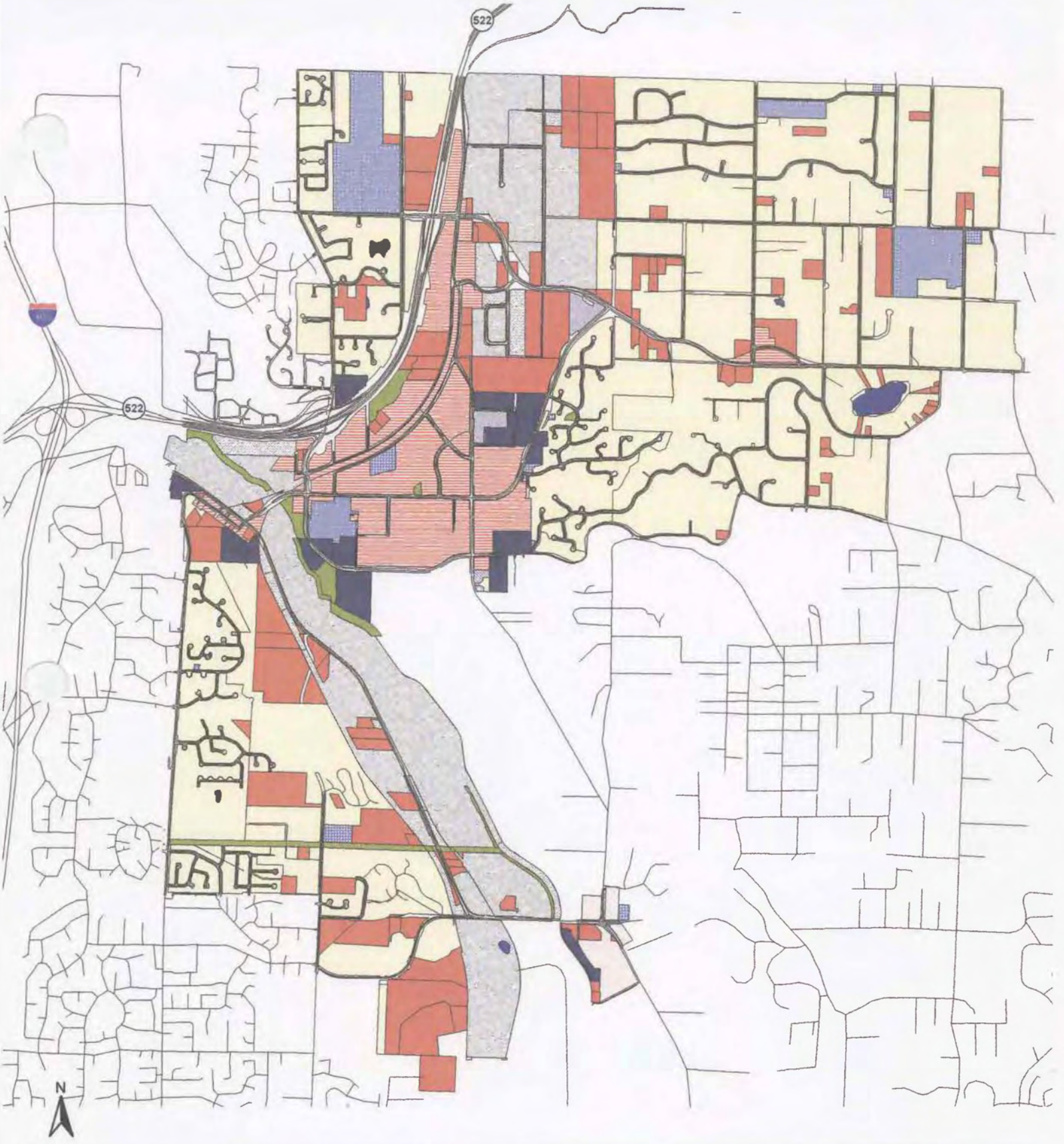
N

0 0.3 0.6 0.9 Miles

- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- High Density Residential/Office
- Neighborhood Business
- Tourist Business
- Office
- Central Business
- Auto/General Commercial
- Industrial
- Public/Institutional
- Public Parks
- Openspace
- Mixed-Use Area
- Tourist District
- Urban Growth Boundary

NOTE: This comp plan map is a pictorial representation and the City does not warrant its accurate depiction.

Figure 3-2
Future Land Use Map for the City of Woodinville



Legend

- Single Family
- Multi-Family
- Parks & Open Space
- Retail Services
- Office
- Industrial
- Public/Institutional
- Tourist Business
- Vacant Parcels

Figure A3-1
2000 Actual Land Use

Source: 2000 Land Use Survey
5/30/02 - DC

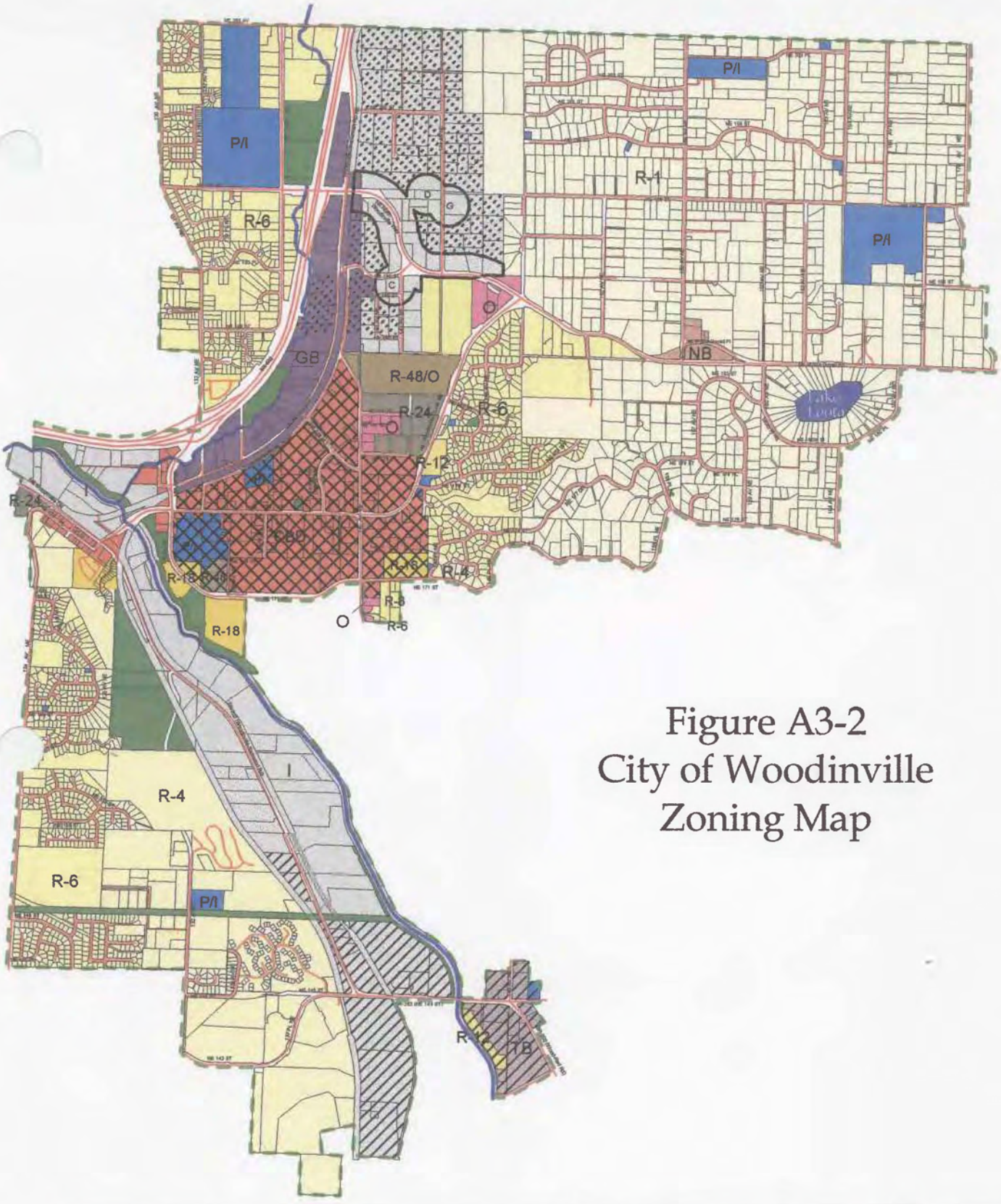


Figure A3-2
City of Woodinville
Zoning Map

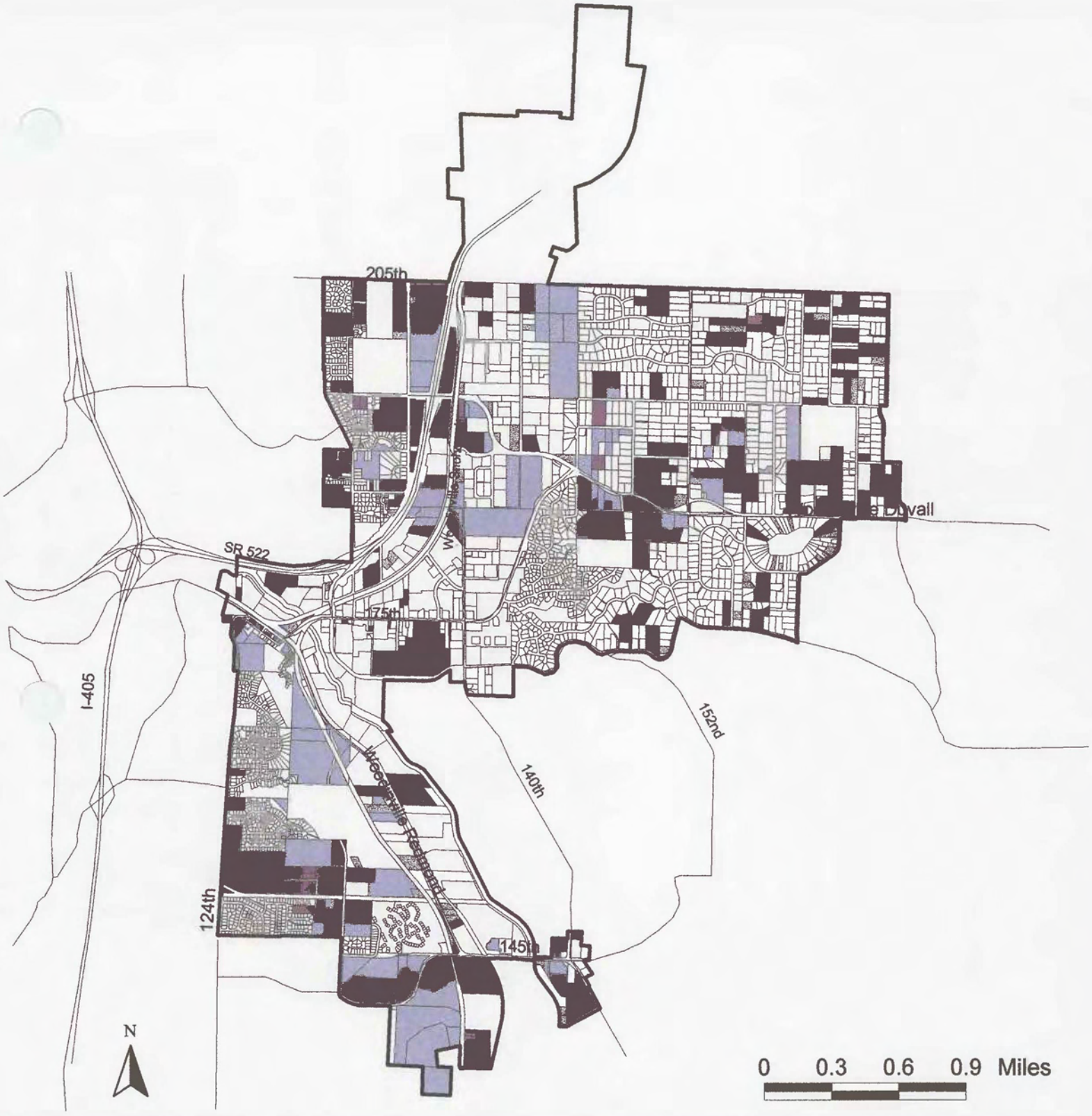
Zoning Map Legend

- R-1 Residential - 1 Unit Per Acre
- R-4 Residential - 4 Units Per Acre
- R-6 Residential - 6 Units Per Acre
- R-8 Residential - 8 Units Per Acre
- R-12 Residential - 12 Units Per Acre
- R-18 Residential - 18 Units Per Acre
- R-24 Residential - 24 Units Per Acre
- R-48 Residential - 48 Units Per Acre
- R-48/O Residential - 48 Units Per Acre/Office
- O - Office
- I - Industrial
- GB - General Business
- NB - Neighborhood Business
- CBD - Central Business District
- TB - Tourist Business
- P/I - Public / Institution
- P - Public Park/Open Space
- TDO - Tourist District Overlay
- SOB -Sexually Oriented Business
- MUO - Mixed Use Overlay

0 1000 2000 3000 4000 Feet

NOTE: This zoning map is a pictorial representation and the City does not warrant its accurate depiction. The official map is on file with the City of Woodinville Department of Planning and Community Development

L:\citymaps\non_ps_zoning (03/21/02)



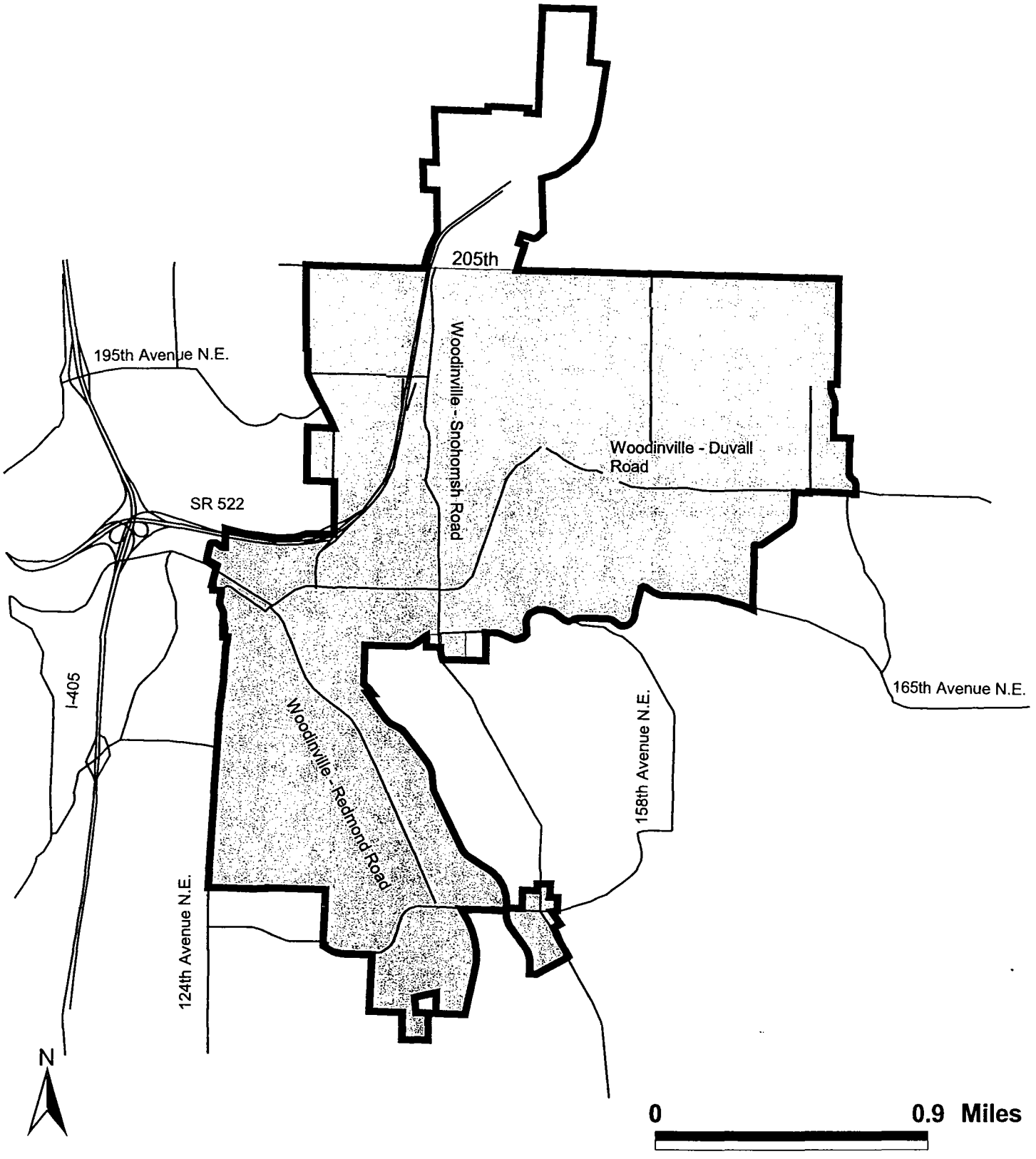
Land Status

- Redevelopable
- Vacant

Figure A3-3
Buildable Lands
(as of Jan. 1, 2001)

Note: This buildable lands map is a pictorial representation and the City does not warrant its accurate depiction.

Source: City of Woodinville, 2002
11/25/02 - EFC



Urban Growth Boundary

Major Roads

City of Woodinville

Figure A3-4
Urban Growth Boundary for the City of Woodinville

Source: City of Woodinville , 2002

5/28/02 - EFC

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. One of Woodinville's strengths is in providing a wide range of housing opportunities for its residents, including single family houses to townhomes, apartment communities, and senior housing. The neighborhoods are strong and people care about the community. They desire to maintain the quality of their 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/ 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 A3-2: Projected New Dwelling Units for 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 a diversity of housing types that promote housing opportunities for all economic segments of the City's population.

Policies

H-1.1 Allow for a variety of housing types and lot sizes through mixed use development and small and large lot single family development, townhomes, duplexes, multiplexes, apartments, manufactured housing, mobile home parks, and accessory dwelling units.

H-1.2 Promote housing ownership opportunities for people at all economic levels in the City.

H-1.3 Adopt and periodically update, a Housing Strategy Plan and Work Program which outlines specific housing strategies to be considered in addressing the City's housing needs and goals.

H-1.4 Define residential land use regulations to allow for development that will accommodate a range of incomes by providing for a variety 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/trails/open space, preservation of historic landmarks, energy conservation, protection of sensitive areas, and tree preservation,
3. Permitting high density for low income elderly housing projects when consistent with the Housing Strategy Plan and other applicable land use policies, and
4. Providing flexible subdivision standards subject to adopted criteria.

H-1.5 Support additional 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 flexible 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 a balance of affordable housing development types and needs.

H-1.9 Promote regulatory efficiency to minimize the cost of housing development.

H-1.10 Encourage the building of affordable housing compatible with existing residential development.

H-1.11 Promote the development of housing for seniors of all incomes.

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, and
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, and
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 special needs housing that serves local residents and is located in Woodinville and/or elsewhere on the Eastside.

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 (profit and non-profit) 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 housing 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, 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 affordable housing that help meet 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-1.8)*
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, and
   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 development 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 evaluate if they are found to create barriers to or unnecessarily 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. *(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. The County developed a regional monitoring program known as Buildable Lands. 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 support the Buildable Lands program and other housing goals by continuing a monitoring program that includes the following:

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. Periodically 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, and
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 was used in the original Comprehensive Plan as defined by the U.S. Census Bureau to describe the unincorporated Woodinville area in 1990. Because there was no 1990 census data for the City of Woodinville boundaries, much of the analysis focused on the Woodinville Census Designated Place and the Woodinville Planning Area. The City of Woodinville incorporated in 1993 and was therefore counted as a specific geographic area for the 2000 Census. Census tracts are shown in Figure A4-1. For the City's relationship to the area, comparison cities of Kirkland, Redmond, Bellevue, Bothell and Issaquah were used.

A-4.1 Existing Conditions

A-4.1.1 Household Composition

The nature of housing conditions and needs in the City of Woodinville are determined largely by the characteristics of area households. Woodinville is primarily a family community; 68.7% of the households are families compared with 59.1% for King County as a whole. As shown in Table A4-1, the City's largest type of household group is married couples at 57.5% with the smallest being single female households with children at 4.7%.

Table A4-1 Households by Type (2000)

	City of Woodinville		King Co.
Household Type	**Total**	**%**	**%**
Family Households	2,412	68.7	59.1
With children under 18	1,295	36.9	28.4
Married couple family	2,021	57.5	46.4
With children under 18	1,060	30.2	21.2
Female householder	272	7.7	9.0
With children under 18	165	4.7	5.4
Non-family households	1,100	31.3	40.9
Householder living alone	899	25.6	30.5
Householder over 65	303	8.6	7.5
Total Households	3,512*	100.0	

Source: 2000 Census*Number currently being disputed by the City of Woodinville

One indicator that relates to needs is the number of single-headed households with children; the proportion of these households in the City of Woodinville (4.7 percent) is comparable to that of King County (5.4 percent). (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 remains the same from 1990 to 2000 at 2.61, which is slightly higher than the 2.39 average for King County. In 1995, the Forecast Analysis Zone 5546, which is closest approximation for the City of Woodinville, estimated to have an average household size of 3.10 by the year 2000, dropping to

constant, at 2.80 in the 1999 update, and then 2.82 in the current Puget Sound Regional Councils forecasts. According to the 2000 Census, the average household size is 2.6.

A-4.1.2 Housing Units

According to the 2000 U.S. Census, there are 3512 housing units in the City of Woodinville. The Woodinville 2000 Land Use Survey indicates there are 3888 housing units within the City limits. The City is currently disputing the housing unit count from 1990 – 2000 with the US Census. Using the 2000 City of Woodinville Land Use Survey, an 18% increase in housing units has occurred over this ten-year period. Just under 45 percent of the units in the city limits were built between 1980 and 1990, and more than 90 percent were built since 1970, making Woodinville's housing stock relatively new. Less than 12 percent of the City's stock was built before 1970. Table A4-2 shows the age of housing in Woodinville.

Table A4-2 Age of Housing (2000)

	City of Woodinville	
Housing Construction Date	**Total Units**	**%**
2000	23	.6%
1990 to 1999	1084	27.9%
1980 to 1989	1632	42%
1970 to 1979	724	18.6%
1960 to 1969	318	8.2%
1950 to 1959	35	.9%
1940 to 1949	27	.7%
1939 or earlier	57	1.5%
Undetermined[2]	11	<1%
Total	**3,888**	**100.0%**[1]

[1] Totals exceed 100% due to rounding.

[2] King County Assessor's Data field is missing year built.

Source: King County Assessor's Data and City of Woodinville 2000 Land Use Survey.

Since incorporation, the pace of new housing construction has been steady (20%) in the City of Woodinville at an average of 110 units per year. The 2000 land use and housing survey conducted for the Comprehensive Plan counted a total of 3888 dwelling units in the city limits: 2,112 single family; 1,305 multi-family; 344 townhouses; and 127 mobile homes (125 of these in Canterbury Square mobile home park). Over 90 percent of the multi-family housing is found in the Town Center. (see Table A4-3)

Table A4-3 2000 Housing Units by Type in the City of Woodinville

Neighborhood	Single Family	Multi-Family	Townhouse	Mobile Home	Total
Leota	790	0	0	1	791
The Wedge	376	0	51	0	427
Tourist District	2	40	0	0	42
Town Center	329	1,188	0	125	1,642
Valley Industrial	2	0	0	0	2
West Ridge	613	77	293	1	984
Total	**2,112**	**1,305**	**344**	**127**	**3,888**
Percentage	54%	34%	9%	3%	100%

Source: City of Woodinville 2000 Land Use Survey.

A-4.1.3 Single Family Housing and Ownership

Single family detached housing is the most common type of housing in the City. It accounts for 57%, (includes mobile homes) of the City's housing stock. According to the 2000 Census data, 72.8% of the City's houses are owner-occupied, which is much larger than the King County rate of 59.8%.

A-4.1.4 Multi-Family Housing, and Availability

Within the City, approximately 42% of housing is either multi-family or townhouses (Table A4-3). The vacancy rate for all housing units in the City of Woodinville is 2.2% compared to the King County average of 4.2%.[1]

A-4.1.5 Housing Costs

Single Family Prices and Housing Affordability

According to the 2001 King County Growth Report, 2000 median house sale prices for the City of Woodinville of $315,000 were higher than the adjoining cities of Bothell ($269,970), Kirkland ($305,000), and Redmond ($295,750) but lower than the Eastside's largest city, Bellevue ($359,900).

The 2000 US Census median household income for the City of Woodinville is $68,114. The City's number is higher than the comparing cities of Bellevue ($62,338), Bothell ($59,264), Issaquah ($57,892), Kirkland ($60,332), and Redmond ($66,735). [2] . The Department of Housing and Urban Development published the Eastside median income for a family of four as $72,200.[3] Even with the higher end median income, the City has an affordable housing gap for families. 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 King County. 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, still

[1] Source: 2000 US Census.

[2] Source: 2000 US Census

[3] Source: A Regional Coalition for Housing (ARCH)

face an obstacle of over $100,000 to the purchase of housing (Table A4-4 and A4-5). These include fire fighters and teachers. That assumes that they have savings of over $30,000 to put into a down-payment. Interest rates can also erode the affordability of some units at the margin.

Table A4-4 2000 Median Annual Wages for Seattle – Bellevue - Everett

Income Level	Classification	Income Level	Classification
$10,300	Cashier (half-time)	$37,000	USPS Mail Carrier
$13,700	Insurance Claims Processor (half-time)	$40,300	Machinist
$14,100	Medical Records Technician (half-time)	$43,400	Fire Fighter
$15,400	Library Technician (half-time)	$48,400	Microbiologist
$23,300	Retail Sales Worker	$53,300	Registered Nurse
$24,600	Restaurant Cook	$55,300	English Professor
$30,000	Customer Service Representative	$64,000	Construction Manager
$30,400	Travel Agent	$69,300	Human Resource Manager
$33,800	Administrative Assistant	$74,000	Computer Software Engineer
$33,840	Corrections Officer	$75,300	Market Research Analyst
$45,400	Teacher		

Salaries are median annual wages for Seattle-Bellevue-Everett
Source: Washington Employment Security Department 4th Quarter, 2000

Table A4-5 Index: 2000 Housing Prices, Income Requirements and Typical Occupations

2000 Housing Prices in King County	Income Requirements for this Housing Type	Typical Occupations with Required Earning Power *
$160,000 Median – Priced Condo	Income required after 5% down: $54,000 per year Hourly wage for one full – time worker and one half - time worker: $18.00 Availability: 50% of KC condos are priced at or below this price	1 full - time elementary school teacher ($39,710) and 1 half – time library technical assistant ($14,235) or 1 full - time nuclear technician or 1 full - time economics professor
$167,000 "Starter Home"	Income required after 5% down: $55,900 per year Hourly wage for one full - time and one half – time worker: $18.63 Availability: 50% of KC homes are at or below this price.	1 full – time police patrol officer ($46,940) and 1 half – time teacher aide ($9,955) or 1 full – time firefighter ($48,950) and 1 half – time law clerk ($8,715)

$245,000 Median – Priced Home	Income required after 10% down: $78,500 per year Hourly wage for one full – time and one half – time worker: $26.17 Availability: 65% of KC homes are at or below this price	1 full – time construction manager ($50,840) and 1 full – time ECG technician ($29,110) or 1 full time judge ($78,750), chief executive officer ($91,190), or lawyer ($81,890).
$310,000 Average – Priced Home	Income required after 10% down: $98,500 per year Hourly wage for one full – time and one half – time worker: $32.83 Availability: 65% of KC homes are at or below this price	1 full – time civil engineer ($55,480) and 1 full – time college nursing instructor ($49,250) or 1 full – time educational administrator ($61,410) and 1 full – time legal secretary ($36,530)
$800 per month average rent for a 2 Bedroom, 1 Bath Unit	Income required: $32,000 per year Hourly wage for one full – time worker: $16.00 Availability: About 50% of 2BR, 1BA units rent at or below this amount	1 full – time welder ($32,380) or 1 full – time social worker ($33,930) or 1 full – time combination machine tool operator ($23,820) and 1 half – time retail salesperson ($9,450) *(Salaries are median annual wages for Seattle-Bellevue-Everett PMSA, 4th quarter, 1998. Source: WA State Employment Security Department.)

Source: King County Office of Regional Policy and Planning; Affordable Housing: An Annual Bulletin Tracking Housing Costs in King County, 2000

Rents

The 1999 average rental prices for a two-bedroom unit in comparison cities are listed in Table A4-6:

Table A4-6 1999 Average 2-Bedroom Unit Rental Price Woodinville Comparison Chart

Jurisdiction	Average Rental Price
Woodinville	$899
Bellevue	$916
Bothell	$913
Issaquah	$902
Kirkland	$972
Redmond	$1,021

Source: 2000 US Census

Although Woodinville has a lower average than comparison cities, rental prices are almost 6 percent higher than the King County average of $784. Woodinville's rent is affordable to a family or individual annual income level of approximately $54,491. This calculation assumes no more than 30 percent of income is spent on rent (Table A4-7).

Table A4-7 Affordable Monthly Housing Prices based on Income Level

Income Level	Amount Affordable to Spend on Housing[1]
Median Income: $68,114 [2]	$1,226 per month on housing
Moderate Income: $54,491 (80 percent of median income)	$980.85 per month on housing
Low Income: $34,057 (50 percent of median income)	$613 per month on housing

Affordable Housing Availability

Woodinville's affordable housing supply for 50% to 80% median income families is relatively comparable to other eastside cities. However, Woodinville, Redmond, and Issaquah have significantly less affordable housing for 0-50% median income families than the comparable eastside cities as shown in table A4-8.

Affordable housing is limited in the City Woodinville. The 2001 King County Growth Report indicates the City's percentage is comparable to the City of Redmond but below other comparison cities (See Table A4-8).

Table A4-8 2000 Percent of All Housing Units Affordable to below Median Income Families

Jurisdiction	0-50% of Median Income	50%-80% of Median Income
Woodinville	2.5%	39.7%
Bellevue	5.5%	32.0%
Bothell	6.6%	38.1%
Issaquah	.9%	47.5%
Kirkland	4.7%	35.8%
Redmond	2.4%	35.9%

Source: 2001 King County Benchmark Report

A-4.1.6 Housing Conditions

Exterior housing conditions were evaluated during the 2000 Land Use Survey. The following data was derived from the City of Woodinville Land Use Survey and King County Assessor records (Table A4-9). Housing conditions are generally good in the City of Woodinville. Less than one percent of the structures are in excellent condition. This means these houses need no improvement. Another 19% need only cosmetic repair. 77% need moderate repair. Three percent were in fair condition and less than one percent were in poor condition. Conditions vary between neighborhoods.

---

[1] Deducted 28% for taxes and assumed 30% of income spent on housing.

[2] Median Household Income from 2000 US Census

Table A4-9 Housing Conditions by Neighborhood in the City of Woodinville (2000)

	Very Good		Good		Average		Fair		Poor		Total
Neighborhood	#	%	#	%	#	%	#	%	#	%	
Leota	14	74%	112	15%	625	21%	36	30%	4	80%	791
The Wedge	2	11%	7	1%	413	14%	4	3%	1	20%	427
Tourist District	0	0	1	<1%	41	1%	0	0	0	0	42
Town Center	1	4%	505	69%	1,058	35%	78	65%	0	0	1,642
Valley Ind.	0	0	0	0	1	<1%	1	1%	0	0	2
West Ridge	2	11%	108	15%	873	29%	1	1%	0	0	984
Total	**19**		**733**		**3,011**		**120**		**5**		**3,888**
	<1%		**19%**		**77%**		**3%**		**<1%**		**100%**

Source: 2000 Land Use Survey and King County Assessor's Office.

In table A4-9 the data was created by a comparison basis. King County took houses of similar age and in the same neighborhood and compared them using this criteria: (1) Poor = redeveloped, (2) Fair = some repair needed, (3) Average = the home was okay, no immediate repair needed, (4) Good / Very Good = Older homes upgraded through remodel.

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 income 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 1994, King County estimated there were more than 150,000 households meeting those criteria. King County's definition of households in need are those paying more than 35 percent of income for rent and earning below 80 percent of the median income. King County showed the City has 570 households in need, 420 renters and 150 owners in 1990. Table A4-10 shows the 2000 US Census data for City residents' poverty status.

Table A4-10 Poverty Status in 1999

	City of Woodinville	
Status	**Persons**	**%**
Families	65	2.7%
With children under 18	46	3.3%
Female householders, no husband present	29	9.8%
With children under 18	29	13.2%
Individuals	413	4.4%
18 years & over	290	4.3%
With children under 18	123	4.7%

Source: 2000 US Census

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, approximately 45% of poverty status families are single female headed households. 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 A5-2 shows 2000 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 City of Woodinville. However, regional estimates show there are approximately 6,500 homeless people on any give night in all of King County (2001 King County Growth Report). Emergency shelters on the Eastside report an average turn-away rate of 6:1 showing an urgent need for permanent and shelter housing.[1] Emergency shelters are programs that house persons for a period that does not exceed 90 days. These programs most often do not charge for "bednights" but some do, and, they do not have contractual landlord – tenant relationships. Permanent housing is traditional rental housing in which there are generally no requirements, other than standard tenant responsibilities included in the rental agreement or lease. There is no limit to how long the tenancy can continue as long as the tenant pays this rent, etc.[2]

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 are listed below in the section of this report on Trends and Services that apply to special populations.

Very little quantification of the needs of these groups is available. A 1990 estimate of need of beds for King County (including Seattle) is shown in Table A4-11 and was derived from text in King County's Comprehensive Housing Affordability Strategy (King County Planning and Development Division, 1994). King County has indicated that updated information will be released in late 2002/early 2003. According to United Way of King County in 2000, 25 percent of the homeless population had mental health and/or substance abuse issues.[1]

---

[1] United Way of King County Community Assessment for 2002-2004 Fund Cycle, September 15, 2001.

[2] King County Housing and Community Development

Table A4-11 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

The City of Woodinville is an active member of A Regional Coalition for Housing (ARCH). Together with other Eastside cities, Woodinville supports affordable and special needs housing financially and through staff participation efforts. Table A4-12 shows the funded affordable housing activity by ARCH between 1993-Spring 2001.

Table A4-12 ARCH List of Project Funded 1993-Spring 2001

ARCH: EAST KING COUNTY TRUST FUND
LIST OF PROJECTS FUNDED (1993 - Spring 2001)

Project	Location	Owner	# Units/Beds	Funding	Allocation
1. Family Housing					
Andrews Heights Apartments	Bellevue	St. Andrews	24	$300,000	
Garden Grove Apartments	Bellevue	DASH	18	$180,000	
Overlake Townhomes	Bellevue	Habitat of EKC	10	$120,000	
Glendale Apartments	Bellevue	DASH	82	$300,000	
Wildwood Apartments	Bellevue	DASH	36	$270,000	
Kona Village Apartments	Bellevue	KC Housing Authority	198	$700,000	
Pacific Inn	Bellevue *	Pacific Inn Assoc.	118	$600,000	
Eastwood Square	Bellevue	Park Villa LLC	48	$600,000	
YWCA Family Apartments	K.C. (Bellevue Sphere)	YWCA	12	$100,000	
Highland Gardens (Klahanie)	K.C. (Issaquah Sphere)	St. Andrews	54	$291,281	
Crestline Apartments	K.C. (Kirkland Sphere)	Shelter Resources	22	$195,000	
Parkway Apartments	Redmond	KC Housing Authority	41	$100,000	
Habitat - Coast Guard Site	Redmond	Habitat of EKC	20	$286,683	
Avon Villa Mobile Home Park	Redmond **	MHCP	93	$525,000	
Terrace Hills	Redmond	St. Andrews	18	$442,000	
Village at Overlake	Redmond	KC Housing Authority	300	$1,645,375	
Habitat - Bothell Site	Bothell	Habitat of EKC	10	$170,000	
Habitat - Newcastle Site	Newcastle **	Habitat of EKC	12	$190,708	
Talus Property	Issaquah ***	TBD	50	$275,000	
Woodinville Family Apts	Woodinville **	DASH	50	$200,000	
SUB-TOTAL			**1216**	**$7,491,047**	53.1%
2. Senior Housing					
Resurrection Senior Housing	Bellevue	Resurrection Housing	20	$160,000	
Ashwood Court	Bellevue *	DASH/Shelter Resources	50	$1,070,000	
Evergreen Court (Assisted Living)	Bellevue	DASH/Shelter Resources	84	$1,280,000	
Vasa Creek	K.C. (Bellevue Sphere)	Shelter Resources	50	$190,000	
Riverside Landing	Bothell **	Shelter Resources	50	$225,000	
Kirkland Plaza	Kirkland	St. Andrews	24	$610,000	
Heron Landing	Kenmore	DASH/Shelter Resources	50	$65,000	
Ellsworth House Apts	Mercer Island	St. Andrews	59	$900,000	
Woodinville Senior Apts	Woodinville **	DASH/Shelter Resources	50	$100,000	
SUB-TOTAL			**437**	**$4,600,000**	32.6%
3. Homeless/Transitional Housing					
MSC Transitional Housing	Bellevue **	Hopelink	20	$500,000	
Dixie Price Transitional Housing	Redmond	Hopelink	4	$71,750	
Coast Guard - EHA	Redmond	Hopelink/FOY/CCS/SIC	18	$280,000	
SUB-TOTAL			**42**	**$851,750**	6.0%
4. Special Needs Housing					
My Friends Place	Uninc. KC	EDVP	6 Beds	$65,000	
Stillwater	Redmond	Eastside Mental Health	19 Beds	$187,787	
Foster Care Home	Kirkland	Friends of Youth	4 Beds	$35,000	
United Cerebral Palsy	Bellevue/Redmond	UCP	9 Beds	$25,000	
DD Group Home	Bellevue	Residence East	5 Beds	$40,000	
AIDS Housing	Bellvue/Kirkland	Aids Housing of WA.	10 Units	$130,000	
AHA Maternity Home	Bellevue	AHA/CCS	8 Beds	$290,209	
DD Group Home	Bellevue	Community Living	5 Beds	$21,000	
Parkview DD Condos III	Bellevue	Parkview	4	$200,000	
IERR DD Home	Issaquah	IERR	6 Beds	$50,209	
Foster Care Home	Bothell	FOY	4 Beds	$50,000	
Oxford House	TBD	Oxford/Compass Ctr.	8 Beds	$80,000	
SUB-TOTAL			**88 Beds/Units**	**$1,174,205**	8.3%
TOTAL			**1783**	**$14,117,002**	**100.0%**

* Funded through Bellevue Downtown Program
** Also, includes in-kind contributions (e.g. land, infrastructure improvements)
*** For Habitat Newcastle, Woodinville and Issaquah sites, amount still to be determined
Source: A Regional Coalition for Housing

Table A4 –12 shows a variety of housing types including homeless and transitional. Although there are many other Puget Sound shelter resources in addition to these projects, there is still a large gap between supply and demand on the Eastside and County-wide.

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. In 1995 there were 7 households receiving Section 8 certificates and vouchers in Woodinville's zip code (King County Housing Authority, October 1995).[1]

A-4.3.2 Emergency and Transitional Housing Services

There are three Homeless/Transitional Housing Projects funded by ARCH (1993-Spring 2001). They are located in Bellevue and Redmond.

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.

A-4.4 Projections

Table A4-13 provides a summary of the existing housing supply and projections of future supply based on redevelopable vacant and residential zoned land within the City of Woodinville.

Table A4-13 Existing and Future Potential Housing Supply

	A Existing Housing Supply[1]	B Additional Units Based on Build-out Under Existing Comprehensive Plan[2]	A + B Total Housing at Build-out Based on Future Land Use Map of the Woodinville Comprehensive Plan
Single-Family	2,238[3]	513	2,751
Multi-Family	1,650[4]	904	2,554
Total	3,888	1,947	5,305
Single-Family (% of Total)	58%	36%	52%

[1] Based on Land Use survey
[2] See TableA3-2 in Land Use Element
[3] Includes mobile homes
[4] Includes townhouses

Under existing conditions, there are 3,888 housing units, 58 percent of which are single-family. Build-out of residentially designated land under the Woodinville Comprehensive Plan would provide approximately 1,947 additional housing units, 67 percent (1,061) of which would be single-family. This would produce enough units to meet the 1992 to 2012 recommended growth period of 1035 units required per the Growth Management Act allocation by King County.

---

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

A-4.5 Planning Implications

The housing projections relate to land capacity analysis conducted as part of the land use element. 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. The average household median income for King County is $45,266. The City of Woodinville is currently participating in a family affordable housing project that will add multi-type housing near downtown.

Second, the majority of the single family zoned land 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. The City of Woodinville has the most acres dedicated to residential zones, with 70.4%. Redmond is close to Woodinville with 65.9% percent of the acres in residential zones. The cities with the least amount of acreage in residential zones are Issaquah and Kirkland.

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 more of these special needs groups within the City or to support regional housing and service providers. The City supports regional efforts by participating as an active member of A Regional Coalition for Housing as noted above.

Table A4-14 Comparable Zoning Acreage of Eastside Cities

City	Total Acres in the City	Total Acres in Residential Zones (SFR)	%of acres that are residential
Woodinville	3,618	2,041	70.4%
Bellevue	20,291	10,003	49.2%
Bothell	7,800 (3,626 in King County)	4,876.82	62.5%
Issaquah	7,336	1,794.27 (SFR only) 1,433 (mixed use with significant amount of SFR.	24.4% or 43.9% (add the mixed use to SFR)
Kirkland	6,728	2,648.56	39.3%
Redmond	10,181	6,713.85	65.9%

Source: King County 2001 Growth Report and 2000 US Census

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 and are still relevant. 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 City is currently involved in projects that will make more affordable housing available to both of these income brackets.

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. 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 has been coordinated among King County jurisdictions (Affordable Housing Task Force, 1993) known as the Buildable Lands Report. Additional monitoring reports include the King County Annual Growth Report and data produced by A Regional Coalition for Housing (ARCH).

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.

The City of Woodinville Urban Growth Area does not include any residentially zoned land within Snohomish County.

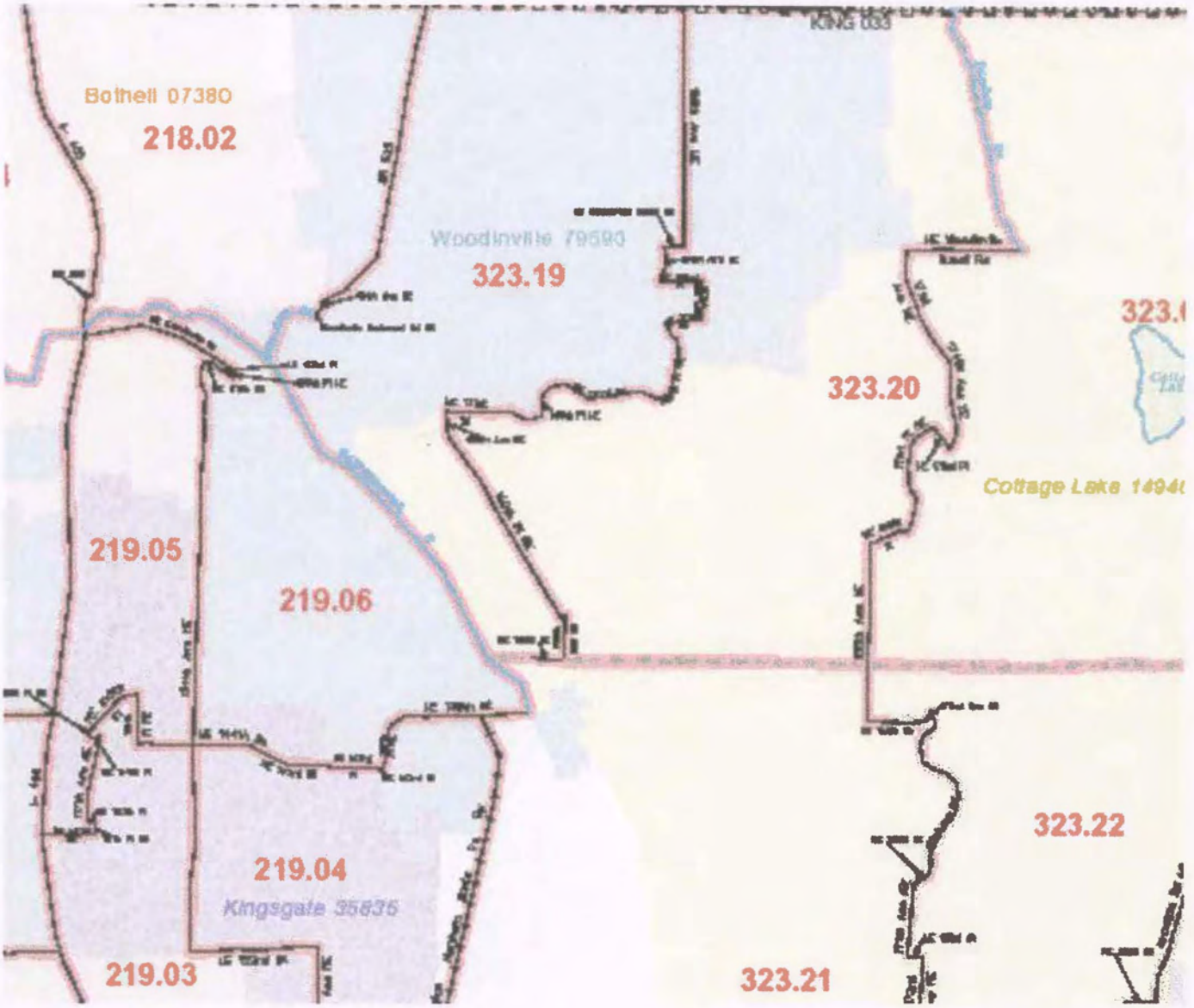


Figure A4-1
Census Tracts for the
City of Woodinville

The City of Woodinville

Source: 2000 US Census
5/28/02 - EFC

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. Woodinville periodically reviews regional data to assess indicators of public health and welfare. These reviews do not include detailed assessments of each area identified in King County's policies, but rather a overview 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 support a safe, friendly, functional community in which human services and resources are accessible and affordable to all individuals and families.

Policies

HS-1.1 Encourage human service providers and programs to locate in the Woodinville area for easier access by residents.

HS-1.2 Coordinate Land Use, Housing, Transportation, and Capital Facilities elements to support human services policies.

HS-1.3 Encourage appropriate and affordable human service programs for residents of special needs housing programs.

HS-1.4 Promote development regulations and standards that support special needs.

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

Policies

HS-2.1 In cooperation with appropriate state and local agencies, actively promote action-oriented programs that provide accessible youth-related services.

HS-2.2 Emphasize life skills oriented programs to promote the well-being of the community.

HS-2.3 Support programs that address childhood depression and drug/alcohol abuse.

HS-2.4 Support programs that provide accessible day care and other needed services for families.

HS-2.5 Support programs that address the additional need indicators as assessed annually for the Human Services Funding Policy Program.

HS-2.6 Support social services that provide preventative programs.

HS-2.7 Provide resources for coordinating and disseminating resource information of available regional human services by identifying human service needs and resources available in the area.

Goal HS-3: To ensure that the community is aware of human services and resources that are available to them.

Policies

HS-3.1 Work cooperatively with other jurisdictions to refer those in need to appropriate human services.

HS-3.2 Coordinate with public and private community organizations and local media to inform residents of available services and resources.

HS-3.3 Encourage accessibility of human services and resources information in a manner that alleviates or addresses any communication barriers.

Goal HS-4: To maintain the City of Woodinville's Emergency Comprehensive Management Plan and program to promote the education of residents in areas of disaster preparedness and response.

Policies

HS-4.1 Work cooperatively with Woodinville Fire and Life Safety District, King County and other Zone 1 (Eastside) cities in the development of plans and programs to provide mutual aid and support to all our citizens during an emergency event.

HS-4.2 Participate in state and local emergency exercises and training programs.

HS-4.3 Provide emergency preparedness information to the public.

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 the design of the future Civic Center Complex,
2. Cooperate with community and religious* organizations by actively participating in their planning and provision of human services,
3. Make available a City Hall information center where interested citizens might obtain copies of hearing notices, informational brochures, or other materials,
4. Extend support to social service organization activities by providing parking, traffic control, and other services as appropriate,
5. 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,
6. Periodically analyze and document local human services needs, identify trends, and develop a plan to address future needs in human services, and
7. Extend support to social services that are providing preventive programs.

5.3.2 Monitoring Program

1. Communicate regularly with the School District, local social service agencies, local community and religious groups, and civic organizations to identify problems and resources for local 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 includes the objective of preparing an expanded human service 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, and/or health care,
2. Preparation for and help in sustaining gainful employment (employment and training programs, child care),
3. Access and coordination: information, referral, and transportation-related services, and
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 2000 Census may not be available until 2003. In some cases information is available for the Woodinville community, which includes areas outside the city limits.

A-5.1 Existing Conditions

A-5.1.1 Population Characteristics Related to Human Service Needs

The City's population more closely resembles the typical 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 Household Characteristics (2000)

	Woodinville		King County
	Total	%	%
Households by Type			
1 person household			
Household living alone	899	25.9%	30.5%
Married Couple			
married couple family	2,021	57.5%	46.4%
w/related children	1,060	30.2%	21.2%
Female household head			
Femaie household head	272	7.7%	9%
w/ related children	165	4.7%	5.4%
Nonfamiiy Households[1]			
nonfamily households	1,100	31.3%	40.9%
household head 65 years or over	303	8.6%	7.5%
Housing Units			
Occupied housing units	3,512	97.8%	95.8%
Owner occupied	2,558	72.8%	59.8%
Renter occupied	954	27.2%	40.2%
2000 Median Housing Sale Price	$315,000		$289,000
2000 Median contract rent[2]	$899		$758

[1] Unrelated individuals living in the same housing unit.
[2] 2000 Census
Source: 2000 Census.

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.

According to the 2000 US Census, the City of Woodinville has about half 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 City of Woodinville, there are 29 such households living in poverty. Table A5-2 shows the 1999 poverty status of households by type in Woodinville and King County.

Table A5-2 Poverty Status of Households 2000

	City of Woodinville		King County
Status	**Persons**	**%**	**%**
Families	65	2.7%	5.3%
With children under 18	46	3.3%	8.0%
Female householders, no husband present	29	9.8%	17.4%
With children under 18	29	13.2%	23.4%
Individuals	413	4.4%	8.4%
18 year & over	290	4.3%	7.9%
With children under 18	123	4.7%	9.4%

Table A5-3 shows the Employment Status of the City of Woodinville and King County. The City of Woodinville is fairly comparable to King County with a slightly higher percentage of both parents working with children under six years of age. The percentage of females in the labor force between Woodinville and King County is has a difference of only a tenth of a percent.

Table A5-3 Employment Status (2000)

	City of Woodinville		King County	
Employment Status	**Persons**	**%**	**Persons**	**%**
Population 16yrs & over	7,069	100%	1,389,714	100%
In Labor Force	5,263	74.5%	974,767	70.1%
Females 16yrs & over	3,710	100%	704,650	100%
In Labor Force	2,363	63.7%	447,823	63.6%
Own children under 6yrs	790	100%	121,581	100%
All parents in Labor force	482	61%	69,797	57.4%

Source: 2000 US Census

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**

[1] The 1990 data includes an area larger than the Woodinville Planning Area. 2000 information is being compiled by DSHS and is expected to be released 2002.
[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 diseased 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 the City residents is relatively good. As shown in the 1990 and 1998 data, the disturbing statistics continues to be on childhood depression, which dropped slightly. However, hospitalizations for alcohol use for

children under 18 years old increased significantly. Both of these indicators suggest an increasing need for a focus on youth-related services.

The Health Planning Area's infant mortality rate of less than one year old jumped from at ranking in 1990 of 21st to 7th in 1998. This statistic may indicate a number of problems including lack of access to health care.

Table A5-5 Social Indicators for the Bothell/Woodinville Health Planning Area 1990/1998 Comparison

Social Indicator	1990 Rank within King County (21 Planning Districts)	1998 Rank within King County (21 Planning Districts)
Infant Mortality	21st	7th
All Births (General Fertility Rate)	N/A	15th
Teen Pregnancy	15th	17th
Low Birthweight Births (<2500g)	N/A	16th
Premature Births (36 wks or less)	N/A	19th
Alcohol related hospitalizations	8th for children; 5th for all ages	3rd for children < 18, 16th all ages
Hospitalizations for Depression	3rd for children; 16th for all ages	4th for children <18; 19th all ages
Pneumonia & Influenza Hospitalizations	15th	14th
Life Expectancy at Birth	(79 years, ranking not available)	9th (79.9 years)
% uninsured, ages 5-17	20th	No update available
% Medicaid	20th	No update available
Mental Health hospitalization	15th	19th
All Cause Mortality	N/A	15th
Suicide	11th	17th
Homicide	N/A	19th
Fire Arm Homicide	N/A	18th

Sources: King County Department of Public Health, August 1992, December 1992, and September 1999.

The Health Department assembles information on crime and violence. For 1990, Woodinville scored in the lower quartile for homicides and reported domestic violence but near the middle for rate of firearm homicide (S-KCDPH, 1994). For 1998, suicide and homicide rankings declined.

The 1990 data for the Health Planning Area showed fertility rate in the highest quartile and the lowest for premature and low birthweight babies. Updated 1998 information indicates that the Health Planning Area still ranks in the lower quartile of these indicators. Woodinville is in the middle quartile for age-adjusted death rates and has a life expectancy at around 79.9 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. In 1994, Woodinville's use of the programs was somewhat lower than the Northshore School District as a whole–6.3 percent of students use the programs compared to 7.6 percent overall. The schools serving Woodinville residents include Woodin Elementary, Woodmoor Elementary, Wellington Elementary, Hollywood Hill Elementary, Leota Junior High, Northshore Junior High, and Woodinville High School. For the 2000-2001 school year, 9.41 percent of lunches were used for the reduced-income lunch program in the Northshore School District. This statistic does not differentiate between Woodinville community and city residents.

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.

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 (Table A5-6). Total usage was 1,922. Some people from Woodinville use the Eastside Community Health Center in Redmond. In 2001, 258 dental patients and 480 medical patients from Woodinville were seen at the Eastside Community Health Center. There are no plans to open a clinic closer to Woodinville.

In 2001, Bothell Community Health Center provided service to City residents as follows:

Table A5-6 2001 Dental and Health Services Provided by Bothell Community Health Center to City Residents

	Medical	Dental
Gender		
Male	163	100
Female	258	154
Insurance Status		
DSHS	70	166
3rd Party	41	4
Sliding Scale	204	82
Full Charge	5	2
Govt./Other	101	n/a
Ethnicity		
Asian/Pac. Isl.	19	6
African American	6	5
Hispanic	224	95
Native American	8	2
Caucasian	154	142

Other	10	4
Ages[1]		
0-11	100	91
12-20	61	53
21-59	238	104
60+	24	6

[1] Source: Bothell Community Health Center 1/28/02.

The largest ethnic group from the City of Woodinville receiving health services is the Hispanic population. This statistic is consistent with the 2000 Census data showing the percentage of Hispanic population in the City of Woodinville (7.2%) is higher than the overall King County average (5.5%).

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.

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. Updated information was not provided. However, the leading needs indicators suggest a continued need for mental health services in King County including the City of Woodinville.

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. Hopelink reports they provided $5,800 in financial assistance in 2001 and served over 30,000 meals to Woodinville residents (zip code area). Another indicator of the City's growing ethnic diversity is that 65% of Woodinville residents seeking services from Hopelink are Hispanic.

A-5.2.4 Child Care

In 1994, there were 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 Child Care Resources reports that at the end of 2001, there were 12 day care centers and 16 in home child care providers with a Woodinville address.

A-5.2.5 Domestic violence

In addition to the confidential shelter discussed in the Housing Element, in 1994 Eastside Domestic Violence reported conducting eight support groups for women at four locations. Services included child care for young children and support groups for children old enough to participate. There were no north King County locations. The Director of the Eastside Domestic Violence stated at that time that some women from the Woodinville Planning Area participate, and some are on the waiting list.

As a whole, Eastside Domestic Violence (EDVP) received 9,000 calls for help in 2000 with a shelter turn-away rate of 8 to 1. As of March 2000, 18 confidential shelter beds were available in East King County. In 1999, two agencies serving East and North King County turned about 10,785 women and children from shelters. Although the turn-away rate has improved from 1997 of 16 to 1, indicators show a continued need for services. According to the United Way of King County Community Assessment for 2002-2004 Fund Cycle, in 1999, EDVP received 48 calls per week from residents in the Woodinville/Bothell/Lake Forest Park/ Kenmore area.

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 as of 1990. Childhood depression and alcohol abuse are growing problems in the community. The data and analysis indicate that low income female headed households with children are likely targets for child care and other programs. 2000 Census income data is expected to be released in 2003. At that time, the City should evaluate implications and how best to serve that need through the Human Services Funding Program.

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. In 2001, the City funded Human Services Grants to a number of service providers in the amount of $98,000.

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:

1. Planner: work to foresee changes in human needs and act to meet those needs,
2. Facilitator: seek to improve existing systems and attract new providers to address needs not being addressed,
3. Funder: disburse Block Grant or General fund dollars to qualified service providers in the community, and
4. 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. Funding priority needs as established by the City Council,
2. Program accountability and appropriateness of program outcomes,
3. Cost effectiveness of service provided,
4. Coordination with other service providers and accessibility of the program to Woodinville residents, and

5. The City may use its funds to supplement 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 (c), Community Character and Open Space, Human and Community Services. They are defined as:

a. Social and health services,

b. Emergency shelters,

c. Meeting places,

d. Performing arts and cultural activities,

e. Schools; libraries; parks and recreation, and

f. Fire and police protection.

Following are the policies that address human services:

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

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

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 urban area with a high quality of life. The vision of future economic development rests on the continuing health and diversity of commercial, industrial, and residential activity. During the past two decades, the Eastside area has experienced rapid growth. With the Growth Management Act and an increase in development, Woodinville has experienced a transformation from quasi-rural to an urbanized area with a vibrant downtown core.

Woodinville's current economic base is more diverse than that in typical urban areas. The retail base for Woodinville serves area residents and includes some regional, specialized retail, and regional tourist attractions. The industrial areas of Woodinville serve a wide variety of firms. Tourism and associated businesses have grown since incorporation and is a larger portion of the economic base. These areas continue to evolve. Destination sites include wineries, restaurants, hotels, and other support businesses. During the 1990's, the City of Woodinville experienced a period of rapid development. Some downtown parcels were consolidated and developed into a regional retail center. The northern and valley industrial areas have seen considerable development.

The Planning Commission, in developing this Element, recognizes the importance of several factors to the economic future of the City as follows:

a. Preserving industrial and commercial land,

b. Encouraging high-quality industrial and commercial development (including flex-tech),

c. Planning for infrastructure improvements to meet the desired economic viability of the community,

d. Focusing attention on future mixed-use development and redevelopment,

e. Promoting high-quality retail base,

f. Promoting the tourist and recreation based industries in Woodinville, and

g. Encouraging a range of quality residential options.

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. 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.

6.2 Goals and Policies

GOAL ED-1: To take a positive, partnership role in retaining and enhancing 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 which may allow a mixture of business and employment opportunities.

ED-1.2 Provide assistance to the public, applicants, and developers through an efficient and economical permitting process as a means of enhancing the City's goal for quality customer service.

ED-1.3 Offer a menu of incentives for businesses to develop or expand in a manner consistent with the goals and policies of the Comprehensive Plan.

ED-1.4 Plan for infrastructure to:

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-1.5 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-1.6 Encourage effective combinations of public and private transportation to facilitate work and shopping trips to and from Woodinville's businesses and residential areas.

ED-1.7 Stimulate effective dialogue between the business community and the City of Woodinville's plans, programs, policies, and regulations.

ED-1.8 Support our economic development goals and policies through cooperation with the private sector on public/private projects.

ED-1.9 Provide flexible standards which allow businesses to expand, grow, diversify and redevelop by promoting infill at appropriate sites.

ED-1.10 Encourage additional infrastructure to meet technological needs that provides state of the art quality of service and current trends in business technology needs.

ED-1.11 Cooperate with educational institutions to make quality educational opportunities available to the community.

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 Insure that the implementation of the Economic Development Goals, Policies and Strategies reflect the Community's vision of Woodinville.

ED-2.2 Protect the beauty of the natural environment to maintain a community where residents want to live and work.

ED-2.3 Encourage continued high-quality housing for a mix of income levels, recognizing that availability of a mix of housing is closely related to the quality and quantity of businesses and the job base.

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 City-owned non-residential developments through landscaping and urban design principles.

ED-2.6 Evaluate incentives for the private sector to improve the aesthetics of existing non-residential sites.

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

Policies

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

ED-3.2 Increase the intensity of commercial and industrial areas by encouraging redevelopment and infill development.

ED-3.3 Preserve the amount of land in the Comprehensive Plan designated for commercial and industrial development.

GOAL ED-4: To recognize and support the commercial districts within the City.

Policies

ED-4.1 Build on Woodinville's strengths in regional tourism and recreation by linking these areas with other parts of the community.

ED-4.2 Encourage the non-residential areas abutting the freeways, highways, arterials, and railways to present a more aesthetically appealing image of the community.

ED-4.3 Develop programs and projects which encourage a healthy, vibrant business community and set priorities for capital facilities, such as a downtown master plan, and Little Bear Creek corridor plan.

ED-4.4 Continue to monitor and refine, as necessary, programs and projects which, encourage a healthy, vibrant business community. These programs and projects include: General Business, Commercial, Industrial & Multi-family (as commercial real estate) design principles and guidelines, and tourist district master plan.

GOAL ED-5: To coordinate with other jurisdictions to ensure regionally sound economic development.

Policies

ED-5.1 Participate in regional planning efforts to develop strategies that promote economic diversification.

ED 5.2 Study and identify Woodinville's role in the regional economy to understand our impact to other jurisdictions.

ED-5.3 Cooperate with other jurisdictions to identify and plan common infrastructure needed for economic development.

6.3 Implementation Strategies and Monitoring

1. Identify the firms that support regional job base and that offer economic stability. *(Implements ED-1.1 & 5.1)*

2. Maintain, monitor and create, as necessary, design and development regulations to improve and maintain the appearance of commercial-and industrial areas and buffer them from residential areas. *(Implements ED-1.1 & ED-4.2)*
3. Maintain adequate staffing, which facilitates all land use, environmental, and building permits and approval processes in a timely manner. *(Implements ED-1.2)*
4. Create and monitor a process to maximize funding resources for the community. *(Implements ED-1.3)*
5. Work regularly with the local Chamber of Commerce, Downtown Association, and other business groups, Seattle-King County and Snohomish Economic Development Councils, private and public utilities as well as Community, Trade and Economic Development (Washington State), and other cities to identify firms and/or industries consistent with a viable economy and quality of life in Woodinville. *(Implements ED-1.1, 1.4 & 1.7)*
6. Review City's parking requirements to ensure they meet current and reasonable industry standards. *(Implements ED-1.8)*
7. Create an outreach program that reviews the goals, policies, plans and implementation actions of the City to ensure input from citizens, local business and real estate communities. *(Implements ED-1.2 & 1.8)*
8. Develop and maintain working documents of land use inventories to monitor the amount of land available and potentially available for development and redevelopment. *(Implements ED-3.1, 1.1 & 3.3)*
9. Draw on resources from organizations, groups, and/or agencies to assist with the City's effectiveness to increase the development, redevelopment, and rehabilitation potential of economic development. *(Implements ED-3.2)*
10. Identify opportunities for siting shared parking and other amenities for workers and residents. *(Implements ED-3.2 & 3.3)*
11. Provide outreach programs to the community that offer opportunities to identify any obstacles for redevelopment of commercial and industrial properties. *(Implements ED-1.1, 1.2 & 3.2)*
12. Continue to provide mechanisms to encourage development and redevelopment on smaller parcels that have environmental constraints without endangering environmentally sensitive areas (i.e., TDRs land banking, off-site mitigation). *(Implements ED-*1.4 & *3.2)*
13. Continue to review and update 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-*1*.2, 1.4 & 3.2)*
14. Develop and maintain, as required, area specific plans and infrastructure plans to encourage commercial and industrial development without time-consuming, expansive, and piecemeal development. *(Implements ED-1.4, 1.5 & 4)*
15. 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)*
16. 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)*
17. Consider and support innovative 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)*

18. 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)*

19. Develop a Downtown Master Plan that may contain the following economic aspects: *(Implements ED-4.3)*

    a. A market analysis that depicts current conditions, opportunities, and constraints,

    b. A strategy(ies) for retaining and augmenting downtown Woodinville's economic vitality and encourage retention and recruitment of business,

    c. Develop a cohesive design strategy for downtown,

    d. Traffic analysis to monitor grid street and other improvements and identify other possible improvements, *(Implements ED-1.5)* and

    e. Analyze opportunities for public investment in public amenities and infrastructure. *(Implements ED-1.5)*

20. Develop a Little Bear Creek Master Plan. *(Implements ED-4.3)*

21. Cooperate with other jurisdictions by participating in regional committees, meetings, and projects. *(Implements ED-6.4)*

22. Develop a Citywide Economic Development Plan that may contain the following economic aspects:

    a. Survey the Woodinville business community directly to discover detailed characteristics about the existing businesses and determine in an anonymous way their problem areas and their suggestions for improvement,

    b. Survey the households in the market area within and outside of the City of Woodinville to ascertain where they typically shop, what would keep them shopping here, what products they are buying, and opinions about local businesses,

    c. Build understanding and support between the local businesses and residential community and involve the business and development community in formulating a strategy for improving the local economy,

    d. Maintain close contact and coordination with local business and property owner organizations, city's decision-makers, staff and other key community leaders,

    e. Have a significant public information/public relations/advertising component that would be provided by a firm that specializes in this set of actions,

    f. Develop a market analysis that depicts current conditions, opportunities, and constraints,

    g. Develop a strategy or strategies for retaining and augmenting Woodinville's economic vitality and encourage retention and recruitment of businesses,

    h. Develop a cohesive design strategy for Woodinville.

    i. Develop a traffic analysis to monitor grid street and other improvements and identify other possible improvements,

j. Analyze opportunities for public investment in public amenities and infrastructure, and

k. Create a menu of incentives for businesses to develop or expand in a manner consistent with the Citywide Economic Development Plan.

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 northeastern portion of King County at the northern end of an intensely urbanized area locally referred to as the Eastside. The Eastside area has experienced rapid population and economic growth, especially during the past quarter of a century. It is a major economic and residential region within King County. The Eastside area includes the cities of Bellevue, Kirkland, Redmond, Issaquah, Bothell, Woodinville and several smaller cities and towns, including newly incorporated cities of Kenmore, Sammamish and Newcastle. The Eastside area accounts for roughly one-third of the county's population and one fourth of its economic activity.

Woodinville has experienced the pressure for urbanization as a part of this trend of continued growth, though the suburbanization process occurred somewhat later than the rest of the Eastside. One Woodinville characteristic is a co-existence of remnants of an agricultural and resource based past with definite indicators of an urban future.

The historical industries that remain include industries and firms that produce agricultural products 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 and early-1990s, when the prospect of cheap land near freeways and high quality residential areas attracted significant new development (light industrial in 1980s and retail in 1990s) to Woodinville.

The incorporated cities of Redmond, Kirkland, Bothell, and non-urban areas of Snohomish County surround the City of Woodinville. The State mandated and King County determined urban growth area boundary lies immediately east of the City, a small neighborhood called "Grace" to the north, and a small section (less than 20 acres) to the south of NE 171st Street. Unless the urban growth area is altered, future growth of the City will be limited to the current boundaries and a few small areas adjacent to the incorporated city limits. Economic growth for the city will depend on the limited vacant lands within the City and redevelopment of land that is currently being occupied by commercial and industrial activities. This situation increases the importance of efficient utilization of the City's location, assets, utility and road infrastructure, and tax base.

The City of Woodinville provides a combination of commercial space that affects both historic and current economic patterns. 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 that primarily 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 Woodinville attracted a wide range of residential development. Recent development has resulted in housing types ranging from diverse multifamily housing that responded to rapid growth in this region, to large-lot housing, which is driven by higher income households that represent a 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 is consistent with other Eastside cities, but there are also significant differences.

A-6.1.2 Community Population Growth

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

Table A6-1 compares the recent population growth of the State of Washington, King County, the Eastside, other communities and the City of Woodinville. The population estimate for 2000 is 9194 persons. The US Census of 2000 estimated that the City has grown slightly over seven percent (7.1%) in the last decade (from 8587 to 9194 persons). The population in the area surrounding Woodinville (a forecast analysis zone of several census tracts that includes the city) is estimated by the Puget Sound Regional Council as having increased by 16.7% from1990 to 2000.

Table A6-1 1990-2000 Population Growth Woodinville, Eastside, County and State

Area	1990 Population	2000 Population	Percentage Increase
Washington State	4,866,663	5,894,121	21.1
King County	1,507,305	1,737,034	15.2
Snohomish County	465,628	606,024	30.2
Eastside Cities*	288,582	366,891	27.1
Bellevue	86,812	109,569	26.1
Bothell	12,345	30,150	144.2
Duvall	2,770	4,616	66.6
Issaquah	7,786	11,212	44.0
Kirkland	40,059	45,054	11.3
Redmond	35,800	45,256	26.4
Sammamish	---	34,104	10.7
Woodinville	---(8,587) est.	9,194	7.1
Beaux Arts	303	307	1.3
Carnation	1,243	1,893	53.4
Clyde Hill	2,957	2,890	-2.3
Hunt's Point	514	443	-15.8
Medina	2,981	3,011	1.0
Mercer Island	20,816	22,036	5.9
Newcastle	---	7,737	-3.9
Snoqualmie	1,546	1,631	5.5
Yarrow Point	957	1,008	5.3

Source: U.S. Census; Washington State, Office of Financial Management: "Population Trends, 2000"
Notes: * includes the cities in this table and using their incorporation population.

The City of Woodinville is among a number of new cities that was incorporated in King County during the 1990's. Other newly incorporated cities on the Eastside include Kenmore with a population in 2000 of 18,679, Sammamish at 43,104, and Newcastle with 7,737 persons.

There is some concern that the 2000 census undercounted the estimate of the City's 2000 population. The City's first comprehensive plan population estimates were made from census block data available at the time of incorporation. Census block data is the smallest area for which population estimates are available. The 1990 population was estimated at 8,587 persons. At the time of incorporation, the Office of Financial Management of the State of Washington certified the City's population at 8,882 persons. The US Census estimated that the year 2000 population was 9,194 persons living in Woodinville. However, the State's estimate of the City's population in 2000 was 10,280 persons. The City is exploring a resolution of this issue.

A-6.1.3 Demographic Characteristics

Table A6-2 summarizes data on the composition of the City's population based on census data and a comparison to the demographic patterns of the County. At the time this update was completed, not all census data was available. Comparisons are difficult because of the ambiguity about 1990 boundaries and the lack of exact comparability between census data for 1990 and 2000. Some comparisons can be made, as can comparisons to King County and other Eastside cities with this limited data. Compared to the County as a whole, the City of Woodinville tends:

1. To have proportionally fewer small children (under the age of five years) than the County as a whole,

2. To have fewer persons over the age of 65 years than the County,

3. To have the same median age (of 37.5 years) as the County as a whole. This pattern may be explained by proportionally larger amounts of persons in the school years and middle age years in the City,

4. To have a less diverse population based on race or ethnicity, though its diversity has increased since the last census,

5. To remain the same between 1990 and 2000 in household size, i.e., persons per household,

6. To have larger households in Woodinville than King County in general for both households and families, i.e., related individuals living together,

7. To have proportionally more households with children and married couple households in Woodinville than the County,

8. To have more owner occupied housing units than in the County, and

9. To have fewer vacant and fewer housing units that were seasonally occupied.

Table A6-2 1990 and 2000 Summary of Population and Housing Census

	1990 Woodinville Census Designated Place	2000 Woodinville	2000 Woodinville Percent	2000 King County
Population	8,587	9,194		1,737,034
Median Age	32.4years	35.7 years		35.7 years
Ave. Household Size	2.61	2.61 persons		2.39 persons
Ave. Family Size	--	3.15 persons		3.03 persons
Total Reporting Race		8,892		1,666,535
-Population under 5yrs	6.9%	326	3.5	6.1%
-Population 18 and over	68.5%	6,747	73.4	77.5
-Population 65 and over	5.7%	796	8.7	10.5%
White	93%	7,724	86.9	78.0%
Black/African Amer.	.7%	84	.9	5.6
Native American	1.4	47	.5	1.0
Asian	4.3%*	674	7.6	11.3
Hawaiian/Pac. Islander	4.3%*	23	.3	.5
Other	.9	340	3.8	2.7
Reporting Two Races		302	3.3	4.2
Hispanic/Latino		658	7.4	5.7
Households		3,512		
Households with kids <18	--	1,295	36.9	28.4%
Married Couple family	--	2,021	57.5	46.4%
Housing Units		3,592		742,237
-Occupied		3,512	97.8	95.8%
-Vacant		80	2.2	4.2%
-Seasonal		11	.3	.7%
Owner Occupied		2558	72.8	59.8%
Renter Occupied		954	27.2	40.2%

Source: 1990 and 2000 U.S. Censuses of Population and Housing

Using estimates from the State of Washington's Office of Financial Management Table A6-3 below outlines trends that indicate greater multi-family units within the City of Woodinville than is typical within King County.

Table A6-3 Comparison of Housing Units: Year 2000

	City of Woodinville	King County
Single Family Units	54.3%	58.7%
Multi-family Units	42.4%*	37.4%
Mobile Homes, Trailers	3.3%	3.9%
Total Units	3,888	100.0%

Note: Woodinville, see Table A 4-3; King County Census of Housing 2000; * includes townhouses

Table A6-4 compares the City of Woodinville demographics to other Eastside cities, nearby cities in the same part of Snohomish County, and the City of Seattle. On the whole, with some notable exceptions, the Eastside and Snohomish County cities are fairly homogeneous, but there are interesting differences. The City of Seattle also has some notable differences. Comparisons to other cities include the following:

a. Woodinville is comparable in size of population to Issaquah (11.212), Lake Forest Park (13,142), Mill Creek (11,525), Monroe (13,795) and Snohomish (8,494).

b. In land area, Woodinville (6.1 square miles) is comparable to Kenmore (6.1 square miles) and Monroe (5.332 square miles).

c. Issaquah (1.9 pop/acre) and Sammamish (2.5 pop/acre) have a similar population density to Woodinville (2.4 pop/acre) with Seattle (10.5 pop/acre) being the most densely populated along with Kirkland (6.8 pop/acre) and Lake Forest Park (6.0 pop/acre).

d. The age profile for Woodinville in 2000 is similar to most Eastside cities, whereas the more outlying cities of Sammamish (8.4 percent of population under the age of five) and Monroe (9.7 percent of population under the age of five) tend to have more children (less than five years).

e. Woodinville (20.1 percent of population between the ages of five and 18), Bothell (19.2 percent of population between the ages of five and 18), Kenmore (18.8 percent of population between the ages of five and 18), Lake Forest Park (17.7 percent of population between the ages of five and 18), Sammamish (25 percent of population between the ages of five and 18), Mill Creek (18.4 percent of population between the ages of five and 18), and Monroe (17.7 percent of population between the ages of five and 18)tend to be the communities with proportionally more school-aged children.

f. The cities of Seattle (12 percent of population at the age of 65 and up) and Lake Forest Park (13 percent of population at the age of 65 and up) tend to have higher proportions of persons in retirement ages.

g. On the whole, based on median age for the community, Lake Forest Park (42.1), Kirkland (36.1), Mill Creek (38.6) and Kenmore (37.5) tend to be older than the median age of 35.7 for Woodinville.

h. Racial census data indicates that the older economically active cities of Redmond (29.7 percent non-white) and Seattle (29.9 percent non-white) have more diverse populations. This report indicates that most of the cities on the Eastside, including Woodinville (15.1 percent non-white), are less diverse reporting 12-16% non-white race. Among the cities compared, Woodinville has the highest percentage (7.2%) reporting an Hispanic heritage.

i. Woodinville contains one of the higher proportions of households with children (under 18) present (38.7%), which range from a low of 19.6% in Seattle to a high of 54.5% in Sammamish.

j. The percentage of married couples with children in Woodinville is 30.9% among a range of 13.0% in Seattle to 49.2% in Sammamish.

k. The highest number of persons per occupied dwelling units is 3.06 in Sammamish to a low of 2.08 persons per household in Seattle with Woodinville at 2.61, which is the same level as reported in the data from the 1990 census.

l. Home ownership is a predominant pattern in Sammamish (90.1%), Lake Forest Park (79.8%), Woodinville (72.8%), and Kenmore (72.0%) with lows in Seattle (48.4%), Snohomish (54.4%), and Redmond (55.1%).

m. The census data on composition of the housing stock is not yet available, but based on the state estimates, several cities stand out with low percentages of multi-family units as a portion of the housing stock. Estimates show that Sammamish (6.7%), Lake Forest Park (16.5%), Kenmore (21.7%), and Monroe (22.9%), with Woodinville at 44.7% which is a moderately high percentage.

In summary, the pattern that emerges from the census data is that Woodinville is quite like many of its neighbors and communities that share its location at the edge of the urbanized area of King County. It tends to be diverse in its demographic make-up with few extreme characteristics when compared with these cities.

Table A6-4 Demographic Comparison for Eastside Cities

	Woodinville	Bothell	Issaquah	Kenmore	Kirkland	Lake Forest Park	Red - mond	Sammamish	Seattle	Mill Creek	Monroe
Population & Size											
2000 Pop	9,194	30,150	11,212	18,678	45,054	13,142	45,256	43,104	563,374	11,525	13,795
Square Miles	6.117	12.252	9.317	6.100	10.596	3.678	16.644	21.181	83.782	3.594	5.332
Pop/acre	2.4	3.9	1.9	4.8	6.8	6.0	4.3	2.5	10.5	5.0	4.0
Age											
Median Age	35.7	35.6	37.0	37.5	36.1	42.1	34.0	35.3	35.4	38.6	31.2
% Pop<5 yrs	6.5	6.0	6.1	5.7	5.5	4.7	6.4	8.4	4.7	5.9	9.7
% Pop 5-18 yrs	20.1	19.2	18.7	18.8	13.0	17.7	15.1	25.0	10.9	18.4	17.7
% Pop 18-64 yrs	64.7	65.3	67.2	65.2	71.3	64.6	69.2	62.6	72.4	64.0	6

% Pop 65 yrs & up	8.7	9.5	10.0	10.3	10.2	13.0	9.3	4.0	12.0	11.7	8.0
Race											
% Non-white	15.1	12.7	11.9	13.3	15.7	14.7	29.7	12.2	29.9	18.5	13.9
% Reporting more than one	3.3	3.0	2.9	3.0	2.9	3.6	3.1	2.5	4.5	2.6	2.7
Hispanic	7.2	1.1	5.0	3.5	4.1	2.2	5.6	2.5	5.3	3.3	3.4
Households											
With kids<18	38.7	35.6	30.6	35.2	24.6	33.7	29.8	54.5	19.6	33.7	48.0
Married Couple family	30.9	27.0	21.8	27.1	17.3	27.8	22.8	49.2	13.0	27.9	36.0
Household Size	2.61	2.51	2.27	2.54	2.13	2.55	2.33	3.06	2.08	2.48	2.83
Occupied Housing Units	3,512	11,923	4,840	7,307	20,736	5,029	19,102	11,131	258,499	4,631	4,173
% Owner occupied	72.8	60.2	58.5	72.0	57.0	79.8	55.1	90.1	48.4	67.0	61.7
% Multi-family	44.7	31.5	47.1	21.7	48.9	16.5	50.7	6.7	50.3	37.8	27.9

Sources: U.S. Census of Population and Housing; State of Washington, Office of Financial Management, "Population Trends: 2000; * Land area and percent of dwelling units multi-family from OFM estimates

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.

According to the 2000 Census, the median household income for Woodinville households is $68,114. The estimated median household income for other cities near Woodinville on the Eastside of King County include: Bellevue at $62,338, Bothell at $59,264, Issaquah at $57,892, Kenmore at $66,900, Kirkland at $60,332, Lake Forest Park at $69,900, Redmond at $66,735, and Sammamish at $93,000. For the entire county, the median household income is $52,679. The median household income for Snohomish County is $54,002 and $45,296 for Washington State. The median household income estimated for the City of Woodinville is 59% higher than that of King County and five percent higher than the average of the Eastside cities listed above. More detailed and current data on local incomes and economic well-being for the City and other areas will be published in the spring or summer of 2003 when more census population and housing information is made available. This more current data may reflect the population and economic gains of the more recent years for Eastside residents.

Another method utilized to measure economic well-being is the distribution of income among households in a community. In 1996, compared with King County, Woodinville had 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.

A third measure of economic well-being is per capita income or income per resident. Woodinville 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 2000, the per capita income for King County was $31,561 and was $24,046 for Snohomish County. The State of Washington's per capita income per the 2000 Census was $23,879. The City of Woodinville's per capita income in 2000 was $31,458.

In the Woodinville Planning Area, 3 % of households in 1990 were considered to be below the poverty level, compared with 8 % of households in King County. For a family of four, in 1990, 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

Educational attainment is also closely related to income levels of households. In the City of Woodinville, 29.5 percent of residents over age 25 have completed a Bachelors degree and 13.2 percent a graduate degree. This is similar to other Eastside cities and slightly higher than King County (see Table A6-5).

Table A6-5 2000 Educational Attainment

	Percent of population over Age 18 who have completed:		
Jurisdiction	**Associates degree**	**Bachelors degree**	**Graduate Professional degree**
City of Woodinville	7.3%	29.5%	13.2%
Bothell	8.9%	29.3%	9.3%
Redmond	7.7%	35.9%	17.0%
Kirkland	7.3%	33.0%	14.4%
Issaquah	7.8%	34.0%	14.3%
Bellevue	6.9%	34.7%	19.4%
Mill Creek	9.6%	31.0%	16.7%
King County	7.5%	26.6%	13.3%

Source: 2000 US Census

A-6.1.4 Economic Base

The local employment base defines the existing economic character of Woodinville. There are several ways to measure and describe the local economic base. The most common is to report the amount and composition of employment in local firms and agencies. Other measures are the amount of retail sales and value of the stock of real estate (i.e., value of real estate investment as measured by assessed value). More comprehensive economic measures are rarely available for small areas. The composition of the current stock of available zoned land and the amount and type of commercial and industrial buildings are indicators of the capacity to sustain economic activity now and in the future. The main economic development tool that a local community has is controlling the amount and kind of real estate that can be used to contain economic activity. The community controls this economic capacity by zoning adequate supplies of appropriately located and serviced land through appropriate building and site development regulations, and with reasonable processes for real estate investment. The existing stock of building space gives an indication of the current and future types of businesses

that the community can attract, those that will continue to grow there, and businesses that may find this place acceptable to start a business.

The following sections describe current economic and real estate activity as a basis to assess the potential to guide the economic development strategy and implementation actions of the city.

Economic Location within the Region

Examining the geographic pattern of regional growth trends indicates that Woodinville is strategically located to take advantage of these trends. The Central Puget Sound region continues to grow at a rate of 1.7% in comparison to the national rate of 1% annually. A significant path and portion of growth has and may continue to move in a northeasterly direction in King County and into Snohomish County. Regional population growth tends to follow transportation corridors (including the SR-522/SR-9 corridors) and be accommodated by vacant land that is not restricted by natural or political boundaries. The Sammamish River Valley, regionally significant environmentally sensitive areas in that valley, and the mandated urban growth boundaries of both Snohomish and King County will tend to encourage growth in a northeasterly direction from the main regional economic engines in more urban areas in King County/Seattle/Bellevue.

The City of Woodinville and surrounding areas are an attractive location for future residential population growth. The generally high quality of many Woodinville and surrounding residential areas will attract business decision-makers who will want their office or business near their home. The factors that improve the prospects for more residential and economic growth in and around Woodinville include:

a. The Growth Management Act encourages increases in density for both employment and residential development,
b. Increasing regional traffic congestion encourages commute alternatives (for example tele-work and shorter commute trips),
c. Existing transportation corridor capacity,
d. The desire to live close to work and significant employment growth in areas near Woodinville (Redmond, Bothell, Kirkland, Bellevue),
e. The "High Technology Corridor", and
f. Businesses will want to locate near areas of economic and residential growth.

Unincorporated King County growth will generate economic strength for retail, services, and other businesses that are supported by population growth.

Woodinville's residential and commercial-industrial areas can accommodate this policy-induced trend toward increased density.

Income

According to the 2000 Census, the median household income for Woodinville households is $68,114. The median household incomes for other cities near Woodinville on the Eastside include; Bellevue at $62,338, Bothell at $59,264, Issaquah at $57,892, Kirkland at $60,332, and Redmond at $66,735. For the entire county the median household income is $52,679. The median household income for the City of Woodinville is 29% higher than that of King County and one percent higher than the average of the Eastside cities listed above.

Employment Activity

The data available indicates that the City of Woodinville is a diverse economic community. The

City has attracted a variety of industries not often found in newly incorporated areas, especially smaller areas of a large region. Typically, residentially oriented suburbs within large regions specialize in businesses that serve the local population base. Many of the businesses that have located in the City of Woodinville either existed here before its recent population growth or have located here independent of its experience with population growth. The availability of several different types of commercial and industrial land is attractive to businesses serving a larger geographical area.

Tables A6-6 and A6-7 summarize currently available data on the employment base for the City of Woodinville. Local employment data is available from state employment agency sources for areas smaller than county areas. The tables compare the employment patterns of the City to those of the Eastside and King County. The amount of employment in the City covered by federal/state employment insurance programs, which is the source of this data, is estimated at over 10,323 employees in 1999. This amount of employment does not include self-employed, business proprietors and others in service industries that may not pay employment taxes.

Table A6-6 Woodinville, Eastside, & King County Employment*: 1999

Industry	City of Woodinville Employment	Woodinville Percent of Employment	Eastside** Percent of Employment	King County*** Percent of Employment
Construction/Resources	2,339	22.7	6.9	5.7
Finance, Insurance, Real Estate & Services	2,313	22.4	44.1	37.3
Retail	1,810	17.5	18.8	16.6
Manufacturing	2,278	22.1	11.5	13.9
Wholesale, Trans. Comm. & Utilities	1,154	11.1	12.5	13.7
Government/Education	429	4.2	6.3	12.5
Total	10,323	100.0%	100.0%	100.0%

Note: King County Annual Growth Report: 2000: Puget Sound Regional Council; *Covered Employment, i.e., those workers covered by unemployment compensation programs, does not include self-employed some managerial and household employees; **Eastside includes: Bellevue, Bothell, Carnation, Clyde Hill, Duvall, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, North Bend, Redmond, Sammamish, Skykomish, Snoqualmie, Woodinville, Yarrow Point; *** includes Seattle

The percentage composition of employment by industry is a way to compare the diversity of the local economic base. There is a near balance among four industry groups:

a. Construction/resource-based,

b. Finance, insurance, and real estate services (typically found in office and/or retail space),

c. Retail, and

d. Manufacturing industries

These industries account for nearly eighty-five percent of employment within Woodinville. When compared to other employment composition, it is apparent that Woodinville's businesses represent a balanced economic base. The Eastside's employment base has rested on office

(finance, insurance, real estate, and services) uses and retail, and less emphasis on industrial and business park industries (manufacturing, wholesale, communications and utilities). This pattern has changed in recent years. Many areas being used for office space initially began as light industrial uses.

This balance of industries (construction/resource-based, finance, insurance, real estate, services, retail, and manufacturing industries) within Woodinville provides both a basis to grow and an advantage against short-term cyclical fluctuations in local economic activity. The importance to the local economy of the resource, construction, and manufacturing industries represents Woodinville's agricultural past and the local and Eastside real estate building growth. The retail, services, finance, insurance, and real estate industries tend to be associated with local population and business growth.

Table A6-7 Woodinville Employment* as Share of Eastside and King County

Industry	Woodinville as Percent of Eastside**	Woodinville as percent of King County***	Eastside as Percent of King County
Construction/Resources	13.2	3.7	27.8
Finance, Insurance, Real Estate & Services	2.0	0.6	27.4
Retail	3.4	0.9	26.4
Manufacturing	8.3	1.6	19.2
Wholesale, Trans. Comm. & Utilities	3.6	0.7	21.1
Government/Education	2.6	0.3	10.4
Education			
Total	4.0	0.9	23.2

Note: King County Annual Growth Report: 2000: Puget Sound Regional Council; *Covered Employment, i.e., those workers covered by unemployment compensation programs, does not include self-employed some managerial and household employees; **Eastside includes: Bellevue, Bothell, Carnation, Clyde Hill, Duvall, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, North Bend, Redmond, Sammamish, Skykomish, Snoqualmie, Woodinville, Yarrow Point; *** includes Seattle

Table A6-8 draws a comparison to how important the employment base of Woodinville is as a component of the Eastside and King County. Woodinville's population is 3-4% of that of the Eastside and approximately .5% (one-half of one percent) of that of King County. This indicates that Woodinville has comparable levels of finance, insurance, real estate service and retail employment to its population. Government and education are also within comparable ranges for the rest of King County. The diversity that is present and the potential to build on that diversity is a firm basis for a strong tax base to support a community's needs for its residents and businesses. Woodinville has grown at a proportional rate to King County as follows:

Table A6-8: Employment Growth Woodinville & King County (1995-1999)

	Percentage Increase 1995-1999
King County	17.3
City of Woodinville	18.2

Source: King County Annual Growth Report: 2000

Specific information available from state employment records shows that employment within the City grew just slightly less that the county from 1995-1999. The pace of growth during the last decade increased more rapidly than the Eastside, the county and region. The models that the PSRC uses to project future growth indicate a slowing of employment growth in the future.

Table A6-9: Employment* Growth and Projections Region, Eastside, King County & Woodinville Area (1995-1999)

Area	1990-2000	2000-2020
Central Puget Sound**	2.12% per year	1.37% per year
King County***	1.46%	1.07%
Eastside****	4.10%	1.07%
Woodinville Area*****	4.23%	0.50%

Notes: Source 1999 Working Projections for Population and Employment (2000), Puget Sound Regional Council (PSRC). * Total employment estimates and includes more than "Covered Employment" such as self-employed, managerial, service and household workers; ** King, Kitsap, Pierce, and Snohomish Counties; *** includes Seattle; ****Eastside includes: Bellevue, Bothell, Carnation, Clyde Hill, Duvall, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, North Bend, Redmond, Sammamish, Skykomish, Snoqualmie, Woodinville, Yarrow Point; ***** includes the City of Woodinville plus an area surrounding Woodinville, designated as Forecast Analysis Zone (FAZ) by the PSRC who does not make forecasts for specific jurisdictions.

Future employment growth is projected to slow considerably. There are limitations for using the PSRC projections for Woodinville. The PSRC models are based on relationships between employment and population location with respect to the regional transportation network. The main use of these models is regional planning for transportation. The models do not directly consider real estate market factors including the potential for redevelopment of existing land.

Other Local Economic Indicators

Another way to compare the relative health of Woodinville's economic condition is to relate the employment estimates to dwelling units. One of the indicators of a community's degree of urban development is the "jobs/housing" balance ratio. The following "job/housing" ratio is an indicator of the balance of economic and residential attractiveness of the city.

The "jobs/housing" ratio for Woodinville compared to many other cities in the region indicates that Woodinville is a balanced, well-rounded community with a mix of housing and employment opportunities. It is and will have the potential to be an important economic location in the future. The "jobs/housing balance" ratio is also an indicator of a city's ability to attract economic activity and the density of that activity. Higher value of this ratio represents another dimension of economic and residential diversity. Cities with higher ratios typically have an easier time financing services and facilities to the extent that employment is a proxy for tax base. The "jobs/housing" ratio is also used to be an indicator of desirable urban form and likelihood for reduced transportation system trips. This potential is often not realized, because people are not compelled to reside near their work except by residency cost factors.

Table A6-10 Comparison of "Jobs/Housing Ratios"

City	"Jobs/Housing" Ratio	1999 Covered Employment	1999 Dwelling Units
Redmond	3.31	64645	19073
Issaquah	2.67	12135	5281
Bellevue	2.43	114972	48351
Woodinville*	2.66	10323	3888
Renton	2.25	52124	23569

Kirkland	1.44	30246	21148
Bothell	.87	10,221	11748
Mercer Island	.71	6225	8795
Kenmore	.66	4472	7072
Sammamish	.38	4409	10042
Newcastle	.17	608	3591
Tukwila	6.93	52,378	7560
SeaTac	2.87	29791	10478
Auburn	2.03	36272	16453
Seattle	1.83	493915	267493
Kent	1.82	58901	32151
Federal Way	.91	29622	32369
Burien	.82	11188	13652
Shoreline	.62	13386	21268
Covington	.58	2469	4240
Everett	2.08	79154	38055
Lynnwood	1.79	24556	13720
Monroe	1.51	6215	4120
Snohomish	1.17	3919	3350
Edmonds	.61	10154	16646
Mill Creek	.53	2607	4918
Fife	3.93	9720	2473
Puyallup	1.43	18027	12606
Tacoma	1.24	99776	80464
Sumner	1.20	4374	3645
Lakewood	.77	20980	27247

Sources: Puget Sound Regional Council: Covered Employment by Jurisdiction: 1999; Office of Financial Management dwelling units. Estimate for Woodinville uses City's estimate of housing units for 2000, using comparable data sources as for other cities would estimate jobs/housing balance at 2.41.

Table A6-11 illustrates the growth of the components of the tax base used to support public services in Woodinville. The growth in taxable sales in the retail services and other industries and growth of assessed value of properties (land, improvements and buildings) within the City are recorded in the table.

Table A6-11 Tax Base Growth: 1993-2000 City of Woodinville

Indicator	1993	2000	Average Annual Rate of growth (per year) %
Taxable Retail Sales			
Retail (thousands)	$96,049.3 ($162.0/unit)	$217,789.1 ($220.7/unit)	12.4 (4.5)

Services (thousands)	$16,584.7 ($25.9/unit)	$63,463.2 ($54.9/unit)	21.1 (11.4)
Total Taxable Sales (000's)	$180,495.3 ($52.4/unit)	$527,839.5 ($89.8/unit)	16.6 (8.05)
Assessed Value (thousands)	$774,469.8*	$1,411.204.4*	8.95
Seattle Consumer Price index	142.9	179.2	3.3
City Population	8,880** est.	9,194 (10,280**)	0.5 (2.1**)

Sources: Washington State Department of Revenue, Research and Statistics Division; City's Finance Dept.; U.S. Census; Forecast Council and Office of Financial Management, State of Washington.

Note: * the rates of growth were calculated from 1994-2001;
**This calculation uses the state and US Census estimates'.

It is important to compare these measures of economic activity and tax base to the rates of population growth in the City and the increases in the regional price levels. The growth in local economic activity of retail and service sales indicate that, in general, business and the local City budget are increasing at rates faster than the growth of population. On the whole, these components of the City's tax base increased faster than the number of persons the City has to provide services for and the costs of providing these services. New construction in the City has averaged over $32.3 million per year since its incorporation, ranging from a high of $56.8 million in (1999) to a low of $12.7 million in 1995. The growth in the property tax base, which is a significant portion of the City's tax base, increased at a rate of 9% per year. This rate of growth is in excess of the combined rates of growth for local population and price levels.

Real Estate Inventory

Data presented in Tables A6-11 and A6-12 are indicators of the non-residential real estate niche that the City of Woodinville occupies. The data describes the office and industrial space that is available for rent in the City. The source is the "Office, Industrial and Retail Leasing Guide" that is published each year by the Puget Sound Business Journal used to market this type of space to the businesses that are seeking space to do their economic activities. It is useful as a proxy for what the real estate industry thinks of the location of the City relative to other options that would be available to firms. These firms are those who have selected this region, then made a choice within the region among locations; firms that are expanding in the region; and spaces available for "start-ups" and "spin-off" businesses. The businesses implicitly evaluate the real estate capacity of the sub-area and its relative attraction as a location within the region and sub-region, (i.e., Eastside), to do business.

Table A6-12: High-Tech/Industrial Space Eastside King County Market Area (1,000's square feet)

Market Segment	SR 520 / Overlake	Bellevue	Bothell	Woodinville	Kirkland / Totem Lake	I-90	Redmond / Willows	Total	Percent
Industrial	287.2	581.5	590.9	3,319.7	1,113.1	1,114.9	1,433.3	8,440.1	44.0%
Percent (%)	3.4%	6.9%	7.0%	39.3%	13.1%	13.2%	17.0%	100.0%	
High-Tech	810.2	952.4	2,714.1	132.3	1,174.1	879.9	4,064.3	10,726.8	56.0%
Percent (%)	7.6%	8.9%	25.3%	1.2%	10.9%	8.2%	37.9%	100.0%	

Total	1,097.4	1,533.9	3,305.0	3,452.0	2,287.2	1,994.8	5,497.6	19,166.9	100.0%
Percent (%)	5.7%	8.0%	17.2%	18.0%	11.9%	10.4%	28.7%	100.0%	

Source: "Industrial, Office, Retail Leasing Guide", Puget Sound Business Journal, 2000;
Note: industrial properties larger than 20,000 sq. ft multi-tenant buildings, not owner occupied or special purpose buildings, "high-tech" buildings typically have more than 25% build out.

Woodinville, among the cities and sub-regional real estate markets of the Eastside of King County, specializes in industrial space and industrial parks. The City has nearly forty percent (39.3%) of the sub-areas' industrial space for rent/lease. The Redmond/Willows Road, Bothell ("High Technology Corridor") and Kirkland/Totem Lake areas are the leaders for this type of business park space. The Redmond/Willows Road, I-90, and Kirkland/Totem Lake sub-areas are distant followers for attracting this type of space. Woodinville is not as strong nor as attractive for space that is of a higher quality, i.e., "hi-tech" business and industrial park space. The City of Woodinville has attracted only a small portion of this market segment (1.2%). Factors that may influence this are Woodinville's agricultural past, the city's recent (relatively) incorporation, and Woodinville's distance (located at the outskirts of other eastside cities) from the Seattle market.

Regionally the industrial and "hi-tech" market segments are rated highly among U. S. industrial real estate markets. The South end market area in this region, i.e., South Seattle, Green River (Kent, Tukwila, Renton, SeaTac, Auburn) and Tacoma-Fife-Sumner areas of Pierce County have the large majority of this space within the region. Woodinville leads in the industrial type of space on the Eastside. This concentration of industrial space is well located for serving businesses and the residents of both the Eastside and southern Snohomish County. In the future, the growth in the industries that utilize this type of space, manufacturing, wholesale, transportation, communications and utilities are not expected to grow as fast as the office, business park and "hi-tech" industries in the region. However, this type of space in the South end and Seattle sub-markets has been redeveloped into space to accommodate these more valuable commercial and industrial spaces. The redevelopment of existing industrial land and building space may be easier for communities than finding areas within the community that may be rezoned or converted from residential uses.

Table A6-12 summarizes similar real estate information about the office market segment of the Eastside real estate sub-area. The Seattle office market tends to dominate the region, but the Eastside market area is a significant and growing part of the regional real estate office market.

Table A6-13 Office Space for Lease for Selected Eastside Cities (1,000' square feet)

Year Built Renovated	Bellevue CBD	Bellevue Other	Redmond	Kirkland	Issaquah	Woodinville	Bothell	Mercer Island	Total	% Of existing office space
>1980	457.4	789.2	0.0	184.4	0.0	0.0	0.0	0.0	1,431.0	6.5
1980	235.9	596.4	43.0	40.0	0.0	0.0	0.0	0.0	915.3	4.1
1981	277.5	169.2	145.9	0.0	0.0	0.0	0.0	0.0	592.6	2.7
1982	0.0	189.3	0.0	149.7	0.0	0.0	0.0	0.0	339.0	1.5
1983	1,059.7	200.8	0.0	290.5	0.0	0.0	0.0	9.9	1,551.0	7.0
1984	0.0	490.8	41.4	26.0	0.0	0.0	0.0	0.0	558.2	2.5
1985	0.0	469.7	46.8	20.0	0.0	0.0	0.0	0.0	536.5	2.4

1986	411.0	976.8	0.0	184.8	0.0	43.5	0.0	98.0	1,714.1	7.8
1987	408.0	679.4	150.0	107.8	36.8	0.0	0.0	0.0	1,381.8	6.3
1988	475.7	997.0	0.0	96.4	0.0	0.0	0.0	0.0	1,569.1	7.1
1989	0.0	279.0	0.0	167.0	71.0	0.0	0.0	0.0	517.0	2.3
1990	66.3	230.3	215.9	265.7	168.5	60.0	44.0	0.0	1,032.7	4.7
1991	0.0	284.6	0.0	272.3	16.6	0.0	0.0	0.0	573.5	2.6
1992	0.0	265.0	143.9	24.0	216.7	0.0	0.0	0.0	649.6	2.9
1993	117.7	175.9	0.0	27.8	41.6	0.0	295.3	0.0	363.0	1.6
1994	0.0	200.0	200.0	0.0	0.0	0.0	0.0	0.0	400.0	1.8
1995	0.0	0.0	200.0	42.5	0.0	0.0	0.0	0.0	242.5	1.1
1996	0.0	0.0	0.0	39.6	30.0	0.0	50.0	0.0	119.6	.5
1997	0.0	O.0	174.7	0.0	0.0	0.0	43.2	0.0	217.9	1.0
1998	0.0	298.0	441.3	0.0	0.0	0.0	109.0	22.2	870.5	4.0
1999	22.0	977.0	1,036.7	258.0	165.5	0.0	513.1	0.0	2,972.3	13.5
2000	472.9	545.0	1,144.9	113.5	520.0	0.0	684.9	0.0	3,481.2	15.8
Total	4,013.1	8,813.4	3,984.5	2,310.0	1,267.1	103.5	1,739.5	120.2	22,030.4	100.0%
% Of Total	18.2%	40.0%	18.1%	10.5%	5.8%	.5%	7.9%	.5%	100.0%	

Source: "Office, Industrial, Retail: Leasing Guide" Puget Sound Business Journal, 2000; includes office buildings larger than 15,000 square feet that are for lease, usually to multiple tenants, excludes owner occupied, public buildings, and medical dental buildings.

Woodinville has not attracted a significant share of the Eastside office space market. The City of Woodinville accounts for one-half of one percent (.5%) of the office building space that is available for lease/rent in the Eastside market area. Bellevue dominates (58.2%) the office space market, followed by Redmond (18.1%) and Kirkland (10.5%). There has been dramatic growth of office space on the Eastside. Nearly forty percent (40%) of the existing office space for lease was built in the years since 1993, with nearly thirty percent (29.3%) being added to the inventory on the market in1999 and 2000 alone.

The prospects for Woodinville to enter and grow in this market are not unrealistic with adequate and appropriate land use regulations. The City's current office market is scattered among its commercial areas and occupies what are also retail spaces. There are exceptions. There are a number of low-rise professional, financial, and business services office buildings. There are a few mid-rise office buildings that contain medical/dental and other services. Locations with access to and visibility from freeways in commercial/industrial areas could attract significant office space in the future.

There is a pattern for this emergence of office space. The smaller Eastside communities of Issaquah and Bothell have become participants in the office market. Both communities have added substantial amounts of office space for lease since 1993. Issaquah added 57.4% of its current stock during that period; Bothell added 97.5% of its growing inventory during that time period. Woodinville has a similar competitive situation. The attraction of office space in mid-rise (3-6 story) buildings is a component of the "urban village" style types of developments that many communities in the region are trying to attract and develop. This type of office space

development over retail space on ground floors or in combination with medium density residential space is appearing in suburban communities outside of the Seattle area. It is consistent with the "pedestrian friendly" types of developments that many communities covet.

Woodinville has the location and will experience market pressure that will be consistent with attracting more office space in mixed-use developments, as well as its industrial areas, especially areas visible from the freeway.

Another strength of the City of Woodinville rests on some of the businesses that have located here. The available data sources do not show the level of detail to quantify the importance of tourism and other traditional businesses that attract local and regional visitors to the City. Woodinville is known within the region and state for certain businesses that are associated with agriculture, nurseries, wineries, plus a new lodging facility that serves this market niche. Supporting the tourism is a diner railroad and entertainment train terminus that serves as an attraction. In addition, the Sammamish River Trail system links the City to other recreational assets of the northern part of King County and other parks and recreation destinations.

A-6.2 Trends and Projections

The use, occupation and redevelopment of the City's land base is very important. The City is "landlocked", i.e., surrounded by other incorporated cities and is adjacent to the state-mandated and King County determined urban growth area boundary. There is limited land for growth in the community and its tax base.

A-6.2.1 Population History: 1980 to 1990

From 1980 to 1990, the percent of population change per year in Woodinville outpaced that of King County and the State of Washington, as shown in Table A6-14. In fact, the population of Woodinville 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 A6-14 Population History 1980 to 2000

Jurisdiction	1980 Population	1990 Population	2000 Population	Percentage Increase 1990-2000*	Long term (1980-2000) Annual Percent Growth Rate (%/year)*	Forecast 2000-2020 (% per year)
City of Woodinville	n/a	8,587est	9,194 (10.145)**	7.1 (0.0)**	0.7 (1.7)**	
Bothell	7,943	12,345	30,470	146.8	6.9	
Bellevue	73,903	86,874	109,827	26.4	2.0	
Issaquah	5,536	7,786	11,212	44.0	3.6	
Kirkland	18,779	40,052	45,054	12.5	4.5	
Redmond	23,318	35,800	45,256	26.4	3.4	
Woodinville FAZ***	n/a	14,805	17,125	15.7	1990-2000 1.5	1.8***

King County	1,269,749	1,502,428	1,737,034	15.6	1.6	0.8
State of Washington	4,132,156	4,866,692	5,894,121	21.1	1.8	1.2

Notes: * Includes population growth through annexations; ** 2000 census estimate (and 2000 City estimate in parentheses); *** FAZ = Forecast Analysis Zone use by Puget Sound Regional Council (PSRC) for forecasting future population, employment growth, composed of two census tracts, an area larger than current city boundaries, and reflects the experience of the area around and including the current City of Woodinville; Sources: Censuses of 1980, 1990, and 2000: PSRC "1999 Working Projections for Population and Employment" (2000) was the source for population growth rates to 2020; Population growth rate forecasts to 2020 for the County and State were obtained from the State's Office of Financial Management that by the growth management law is tasked with providing forecasts of population for counties and the state. These forecasts were the intermediate range forecasts from OFM produced after the 2000 Census in January of 2002; and Economic Consulting Services: plus City of Woodinville.

A-6.2.2 Household History: 1980 to 1990

Data on changes in the number of households in Woodinville follows a pattern similar to population changes. As illustrated in Table A6-15, the number of households in Woodinville 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 A6-15 Woodinville Household Statistics Compared to King County and the State of Washington

	1980 Total Households	1990 Total Households	% Change	2000 Total Households	Annual Rate of Change
City of Woodinville	N/A	3,297	N/A	3,512	N/A
Woodinville Planning Area	9,452	14,199	50.22		4.15
King County	497,292	615,792	23.80	710,916	2.16
State of Washington	1,540,516	1,872,431	21.50	2,271,398	1.97

Source: Puget Sound Council of Governments, 1990 / 2000 Census Reports, and Economic Consulting Services.

A-6.2.3 Population and Household Projections

The regional planning agency, the Puget Sound Regional Council (PSRC), prepares a set of projections of population, dwelling units, and employment for the four county regions. It also prepares projections for small areas; forecast analysis (FAZ) zones. These FAZ's contain several census tract areas, but do not reflect City boundaries. Table A6-16 displays the projections for the next twenty years. The patterns for the future are different than those of the past decade. The growth in the areas that surround and include the City of Woodinville are projected to continue population and housing unit growth at rates faster than the county. Growth in employment is projected to slow considerably to an annual rate half that of the county and one-eighth as fast as the recent past.

The models that the PSRC uses to project future growth indicate a slowing of employment growth in the future. There are limitations for using the PSRC projections for an area like Woodinville. The PSRC models are based on relationships between employment and population location with respect to the regional transportation network. The main use of these models is regional planning for transportation. The models do not directly consider real estate market factors, including the potential for redevelopment of existing land.

The projections were used to indicate an amount of land that will be needed for economic development purposes within the City. Table A6-19 contains the land needs projections for economic development purposes. The task before the City is to plan and use its land base to continue the balance of relatively strong economic activity and a viable tax base into the future. The potential need to redevelop existing real estate should be taken into account and the pace of economic activity should be monitored to continuously update these land need projections.

Table A6-16 Population and Employment projections for Woodinville Area*

	1990	Estimated % Change per year 1990-2000	2000	Projected % change per year 2000-2020	2020
Population in Woodinville FAZ*	14,805	1.4% (2320)	17,125	1.8% (7437)	24,562
Rate of growth applied to City Population			10,145	1.8%	14,495
Population growth rate in King County		1.5%		1.0%	
Population growth rate in Washington State****				1.2%	
Woodinville FAZ Housing Units	4,779	1.9%	5,760	2.1%	8,776
Applied to City of Woodinville Housing Units			3,888		5,891
% Single family from FAZ	84%		82%		81%
Employment					
Woodinville FAZ	5,346	4.2% (2,745)	8,091	.5% (840)	8,931
King County		2.0%		1.1%	
City of Woodinville Using rate of growth in FAZ		**Estimated 1999**	**% Increase per year**	**Projected for 2020**	**Increase**
Manufacturing		2278	.28 of 1%	2416	138
W.T.C.U.**		1154	.13	1186	32
Retail		1810	.18	1880	70
Service F.I.R.E.**		2313	.68	2667	354
Gov't / Ed		429	2.14	495	66
Resource**		2339	.50	2819	480
Total Covered Employment		10,323	.50	11,463	1140

Notes: * This Woodinville FAZ Is a "Forecast Analysis Zone" which includes two census tracts and includes the area that is currently the incorporated City of Woodinville. These FAZ's areas are used by the Puget Sound Regional Council to make projections that may be used for transportation planning on a uniform basis within the region. ** W.T.C.U. includes Wholesale, Transportation, Communications, Utilities; F.I.R.E. includes Finance, Insurance, & Real Estate; Resource includes: Agriculture, Fishing, Forestry, Mining, & Construction. ***Covered employment does not include some service workers, self-employed, some management employees. ****Based on intermediate range projections from OFM (January 25, 2002)
Source: Population and Employment Projections, Puget Sound Regional Council, 1999: Office of Financial Management, State of Washington January 25, 2002

Table A6-17 Population Growth for Woodinville and Surrounding Communities

	Population Growth		
Jurisdiction	**1990**	**2000**	**% Of growth per decade**
City of Woodinville	8,587	9,194*	7%
Bothell	12,345	30,150	144%*
Redmond	35,800	45,256	26 %
Kirkland	40,052	45,054	12%

Issaquah	7,786	11,212	44%
Mill Creek	7,172	11,525	61%
Bellevue	86,874	109.827	26%
Seattle	516,259	563.374	9%
King County	1.502.428	1,737,034	16%

Source: 2000 US Census data / 2001 King County Growth Report.
*The City of Woodinville is currently working with the US Census and the Washington State to ensure accuracy of this number.
*Due to a large annexation in the City of Bothell.

Table A6-18 Average Household Size for Woodinville and Surrounding Communities

Jurisdiction	Household Size
City of Woodinville	2.61
Bothell	2.51
Redmond	2.33
Kirkland	2.13
Issaquah	2.27
Mill Creek	2.48
Bellevue	2.37
Seattle	2.08
King County	2.39

Source: 2000 US Census data.

A-6.2.4 Economic Trends

The data in Table A6-16 is from forecasts by the Puget Sound Regional Council. The Puget Sound Regional Council provides forecasts of population, households, and employment for the four county regions: 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 and updated frequently. Local governments in this region for planning purposes use the results.

Long-term availability of commercial and industrial areas for expansion is limited, and Woodinville must rely on currently identified infill land for new development and redevelopment.

Table A6-19 Land Needs Projections 2000-2020

Type of Space*	Increase in Employment Projected	Square Feet Per Employee	Land Coverage	Estimated Acres Needed
Business Park	170	1,500 sq. ft.	.25 -.45	23-13 acres
Retail	70	300 sq. ft.	.35 -.50	7-5
Office	354	500 sq. ft.	.20 - .25	4-3
Gov't / Ed	66	4.21/acre**	na	16
Total	660			50-37ac.

Notes; *does not include Agricultural, Fishing, Forestry, Mining, or Construction employment, some of this type of employment could be accommodated into business park or office space. Business park employment includes: Manufacturing, Wholesale, Transportation, Communication, Utilities. Office employment includes: Services, Finance, Insurance, Real Estate. **Obtained by comparing employment in these industrial categories to land use data for the City of Woodinville. Some of the increase in this type of employment could be accommodated within existing facilities or sites

A-6.3 Summary of Countywide Plans and Policies

A-6.3.1 Washington State Growth Management Act (1990-1991)

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 generate 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-6.3.2 Vision 2020 and Economic Development (1990)

The Puget Sound Regional Council (PSRC) 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. PSRC has adopted a five-part strategy for encouraging growth. One of these strategies directly relates to economic development and reads as follows:

Maintaining a Strong Regional Economy and Accommodate Growth

a. *Accept responsibility to plan for the moderate growth forecast for the region by 2020,*

b. *Promote a distribution of new employment growth centers, such as Tacoma, Everett, and Bremerton, to relieve growth pressures on King County,*

c. *Provide enough urban land to allow private enterprise to effectively create the urban structures in which residents will live and work, and*

d. *Recognize the mobility needs of business and industry and provide for these needs within the intent of VISION 2020.*

A-6.3.3 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 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.

The countywide planning policies are intended to provide vision and policy direction for King County jurisdictions. The countywide policies related to economic development direct the county to:

a. Strengthen, expand, and diversify the economy,

b. Protect the environment,

c. Enhance human resources for economically disadvantaged citizens and neighborhoods through job training and education,

d. Direct governmental actions to mobilize the land supply with infrastructure and reasonable permitting,

e. Foster private/public partnerships, and

f. Establish implementation, monitoring and evaluation systems for economic development goals.

A-6.3.4 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:

a. Assess the comparative advantages, which the community now offers or could create to support future economic diversification and vitality,

b. 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,

c. Designate locations for commerce and industry in the land use element and in urban growth areas,

d. Include economic development policies consistent with existing or planned capital and utility facilities,

e. Coordinate economic plans with transportation, housing, and land use policies that support economic development and predictability for future growth, and

f. Recognize, where appropriate, the growth and development needs of businesses of local, regional, or statewide significance.

A-6.4 Economic Development Opportunities

The future economic situation for the City of Woodinville is very positive overall. The City has the potential to grow from its already diverse economic base. Not only does the City have a diverse economy for a newer part of the metropolitan area, it retains some of the attributes that have traditionally provided it strength and association with traditional agricultural and resource industries. Further, it has the distinction of being a tourism destination, which is rare for a small city within a large metropolitan area. The City has the benefit of a good economic location and is surrounded by areas that have exhibited and are expected to exhibit continued economic and population growth.

That general list of positive geographical attributes also comes with some significant challenges to direct and encourage economic growth. Besides being a task that is important to private businesses and property owners in the City, the challenge to encourage and sustain economic growth is important to the residential community. The resources that are necessary to provide

a level and quality of public services and facilities for all of its citizens come directly from a healthy and growing tax base.

Opportunities

The economic opportunities that will sustain the City of Woodinville for the future are related to its challenges. The City can build on the economic base that it has inherited and encouraged. The City has the potential to leverage its future from the current and potential economic base. Among the opportunities that will sustain and have the potential to leverage a positive future are:

1. Location on and near major freeways, Interstate-405, State Route (SR)-522, SR-202, and SR-9. Other major roadways include Woodinville-Snohomish and Woodinville-Duvall Roads,
2. Proximity to regional economic assets:
    i. Large concentrations of employment in the Eastside area of King County, including high technology, scientific, regional and national or internationally related firms,
    ii. A branch campus of the University of Washington, and
    iii. A skilled employee pool.
3. Proximity to a "High Technology Corridor" that begins near Woodinville in Bothell and extends along I-405 culminating in a large concentration of Boeing employment in southwest Everett, this area has capacity to accommodate future business and employment growth,
4. Established niche, such as nurseries, wineries, visitor/tourist and recreational attractions,
5. Established real estate niche as an industrial location,
6. Image for quality residential areas,
7. Land for development and redevelopment, including industrial and resource areas and the downtown, and
8. Location with concentration of retail space.

Some of these attributes are well established while others may need to be nurtured and encouraged with initiation from the public sector.

Challenges

The challenges that face Woodinville include:

1. Find ways to provide adequate utility, roads and other infrastructure to all areas of the City, especially those occupied by and zoned for commercial and industrial uses,
2. Facilitate the efficient use of its limited land base and conversion of industrial and resource –oriented properties to those that respond to market trends,
3. Transform the image of the community based on development conditions along SR-522,

4. Form effective public-private partnerships with organizations that represent the business and property ownership community and developers of specific real estate projects,
5. Continue investment in tourism assets and to leverage tourism visits into economic development activity that benefits other local businesses,
6. Continue to attract businesses from regional markets as well as businesses that serve local resident's needs,
7. Increase the share of office, business park and commercial uses as a competitive location in the Eastside market area,
8. Identify an appropriate area to be the focus for downtown improvement, then plan for and encourage private investment in horizontal and vertical mixed use development in a "pedestrian friendly" environment consistent with evolving trends elsewhere in the region,
9. Increase the level of amenities and infrastructure in industrial areas to compete with other areas on the Eastside while not losing its competitive edge for industrial space from such improvements,
10. Provide infrastructure to serve an increasingly urban area rather than a small town rural setting, especially linking areas with strength and growth potential,
11. Examine and initiate remedies for potential environmental problems caused by previous uses in industrial and resource areas, and
12. Retaining quality of life while implementing the City's Vision.

In summary, the City of Woodinville has three established strengths:

1. Its industrial areas,
2. The tourism, and
3. Its expanding retail role.

In addition to its range and quality of residential areas, there are four directions for potential economic growth:

1. Encouraging mixed uses (commercial and residential) in the downtown,
2. Recognizing the potential growth of the small tourist/visitor assets and link them to other potential growth areas,
3. Redeveloping of industrial areas and parks for higher valued uses, and
4. Accommodating office buildings and parks.

In addition to the plans, strategies and implementation actions that may be taken by the City, there are state laws, plans and policy directives that will influence local economic development. Economic development is a goal with implementation strategies in state, regional and county growth management policies and plans. There are also other regional and county agencies that may be able to provide resources and assistance to the Woodinville community.

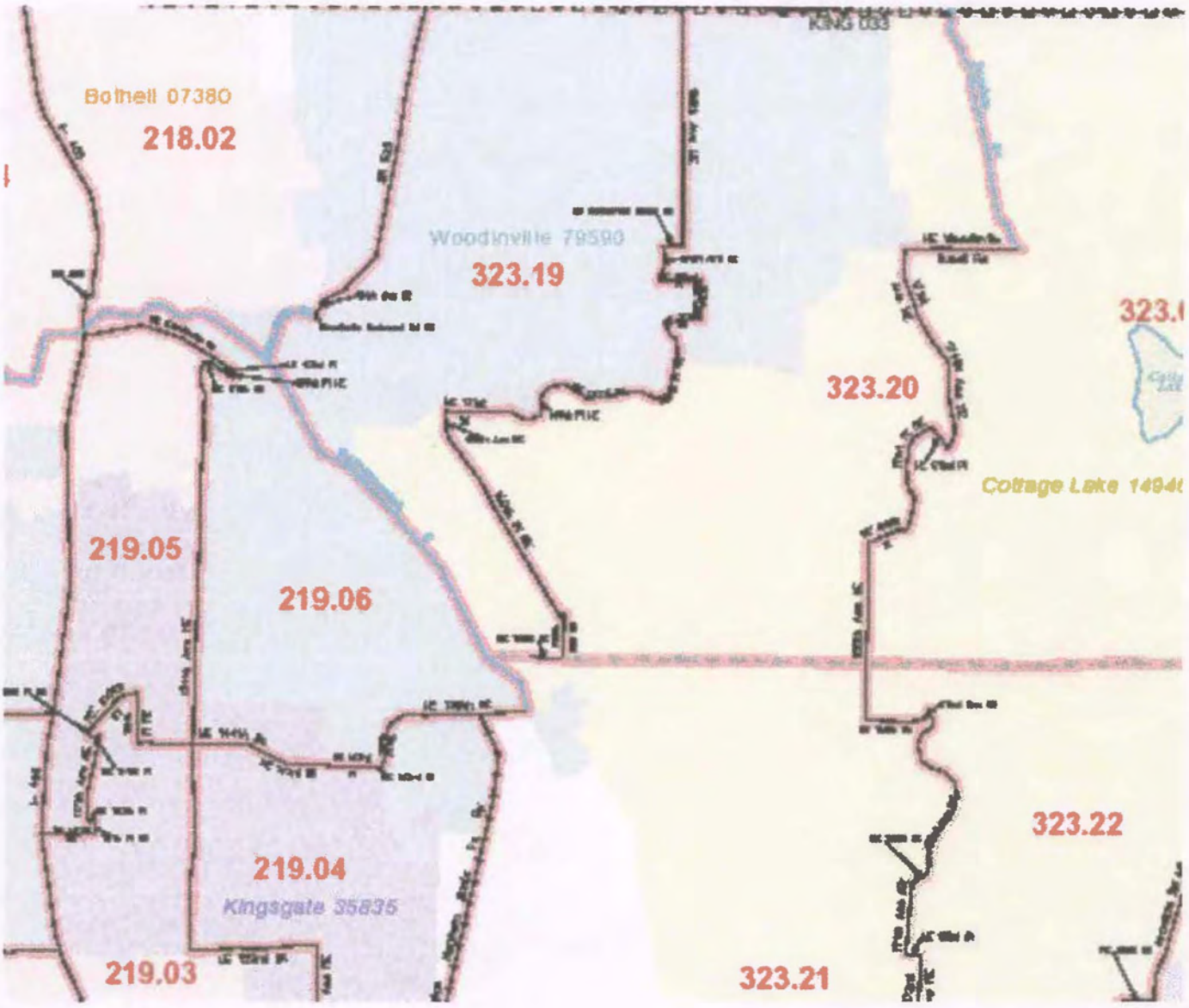


Figure A6-1
Census Tracts for the
City of Woodinville

The City of Woodinville

Source: 2000 US Census
5/28/02 - EFC

Chapter 7 Parks, Recreation and Open Space

CHAPTER 7 PARKS, RECREATION, AND OPEN SPACE

7.1 Introduction

The Parks, Recreation, and Open Space Element 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. 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."

In 1997 the City Council created a Parks and Recreation Commission and charged that body with the creation of a comprehensive Parks, Recreation, and Open Space Plan (PRO Plan) for the City. The 1998 PRO Plan, adopted by reference in this Comprehensive Plan, provides the detailed findings and data of a year long study conducted by the Parks and Recreation Commission. The PRO Plan also contains the tables and survey results which form the basis for the levels of service and strategy outlined in this element.

Since Woodinville is part of a larger urban region, Woodinville residents have access to parks and recreation programs that are 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 within the City. For information on the available facilities and recreation programs within Woodinville, please see the Park, Recreation and Open Space Plan. 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.

This element and the Park, Recreation and Open Space Plan provide an inventory of park and recreation facilities and programs in Woodinville; 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.

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 within the City and region.

PRO-1.3 Use the Woodinville Zoning Code and a combination of creative financing alternatives, impact fees, developer mitigation, grants, and cooperative strategies with the private sector to pay for the acquisition and construction of parks and acquisition of open space.

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, counties, 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 Support King and Snohomish Counties in fulfilling their defined role of providing regional facilities, programs, parks, and open space.

PRO-1.8 Maintain existing and/or future parks and recreation facilities using best management practices and best available science.

PRO-1.9 Achieve and/or maintain parks and recreation capital facilities level-of-service (LOS) standards to establish long-term facility and funding requirements.

GOAL PRO-2: To ensure adequate and enriching recreational activities for the citizens of Woodinville.

Policies

PRO-2.1 Create and promote a wide range of new facilities and opportunities to address the recreational needs of the citizens of Woodinville.

PRO-2.2 Provide recreational facilities in and near downtown and within the Tourist District to accommodate citizens and tourists.

PRO-2.3 Provide recreational activities specific and appropriate for each age group pursuant to the adopted Recreation Plan and Parks Recreation and Open Space (PRO Plan).

PRO-2.4 Provide public access to the water's edge when developing parks and public space along the Sammamish River in compliance with the City's Shoreline Master Program.

PRO-2.5 Develop and maintain a comprehensive multi-modal trail system connecting all parts of Woodinville.

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 Give precedence to those acquisitions, developments, and open space opportunities which have the greatest potential to preserve diversity and protect valuable fish and wildlife habitat.

PRO-3.3 Give preferences to facilities that improve water quality, protect stream corridors, and provide fish spawning habitat; especially those that serve species which are endangered or threatened.

PRO-3.4 Plan interpretive facilities and environmental programs to increase public understanding of the value of stream corridors, wetlands, and critical areas.

PRO-3.5 Consider incentives to preserve valuable open space in new development.

PRO-3.6 Utilize a variety of public and private tools in the preservation of open space including donations, land banking, mitigation, impact fees, grants, and partnerships, or transfer of development rights, regulatory restrictions, and tax relief programs.

GOAL PRO-4: To explore innovative opportunities to achieve parks, recreation, and open space objectives as a part of all City planning activities and development review.

Policies

PRO-4.1 Plan bike paths, trails, and non-motorized transportation routes to improve access to parks, recreational facilities, open space, residential neighborhoods, employment centers, downtown, and other local and regional non-motorized systems.

PRO-4.2 Integrate planning for park facilities with other capital facility projects such as roads and stormwater projects in order to realize the greatest benefit to the public by leveraging mitigation, grant funds, and cost-effective use of design, acquisition, and construction funds.

PRO-4.3 Take a leadership role in coordinating the development of park and recreation facilities with neighboring jurisdictions.

PRO-4.4 Obtain agreements with the Northshore School District to maximize recreational opportunities and provide greater access to school facilities during non-school times for the entire community.

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 Role of the City

Woodinville should perform a strategic role by: 1) providing park, recreation, and open space facilities and programs that no other agency can or is willing to provide; 2) coordinating local interests where facilities are provided by many other agencies; and 3) acting as a facilitator where unique acquisition or development opportunities may occur which could be implemented or operated by other agencies.

A strategic approach to services will require the following components.

Involvement
Woodinville must coordinate planning and development efforts with other agencies to be aware of and have input in these and other agency local programs and efforts.

Planning
Woodinville must continually analyze long range needs and conditions for residents within city limits, as well as for surrounding area residents and users who may use local facilities in order to recognize and be prepared to act on opportunities.

Priorities
Woodinville must decide policies and outline actions to be undertaken should opportunities allow strategic developments.

Commitment
Woodinville must provide appropriate staff expertise and budgets with which to implement strategic planning programs and projects when no other agency can or is willing to do so within a strategic time schedule.

The Parks, Recreation, and Open Space Plan contains a full description of the role of the City with regard to the following:

a. Environmental conservation,

b. Outdoor facilities,

c. Special facilities,

d. Indoor facilities,

e. Recreation programs,

f. Coordinating activities,

g. Planning and development assistance, and

h. Development, operation, and maintenance.

7.4 Existing Lands and Facilities

A variety of public, private agencies, and various other public and private organizations have assembled acres of land with park, recreation, and open space uses within the City.

These lands provide a variety of park, recreation, and open space activities including waterfront access points, picnic facilities, trail corridors, athletic fields and playgrounds, community facilities, and supporting administrative and maintenance facilities.

The Park, Recreation and Open Space Plan contains an extensive inventory of all existing land and resources within City limits and the park service area. The Plan also accounts for the effects of future demand on those facilities and programs and calculates the investment necessary to preserve existing and proposed levels of service.

Park Acreage within the City of Woodinville

Resource Conservancy:

Conner Property/Woodin Glen Pond	0.95 Acres
Lumpkin Property	6.48 Acres
Mercer Property	1.20 Acres
Beeson Property	17.09 Acres
Lakeside Property	39.67 Acres
Total	**65.39 Acres**

Resource Activity:

Woodin Creek Park (part)	2.13 Acres
Wilmot Park (part)	0.85 Acres
Woodinville Heights (part)	.025 Acres
Total	**3.23 Acres**

Linear Trails:

Woodinville Valley Trail		2.9 Acres
	Total	**2.9 Acres**

Athletic Fields/Playgrounds:

Woodinville Heights		0.32 Acres
Sorenson		7.30 Acres
Woodin Creek Park		2.13 Acres
	Total	**9.75 Acres**

Special Use Facilities:

Wilmot Park Amphitheater and overlook		2.84 Acres
DeYoung Park		0.62 Acres
	Total	**3.47 Acres**

Recreation Centers/Pools:

Sorenson		6.17 Acres
	Total	**6.17 Acres**

The total recreation acreage within the City of Woodinville is 90.91 acres.

7.5 Future Growth Implications

According to the 1998 Parks Recreation and Open Space (PRO) Plan, the population of Woodinville will continue to grow in significant fashion.

According to the 1998 PRO Plan, the population of the Woodinville park service area (as defined by PRO Plan Section 1.1, figure 1, Park, Recreation and Open Space Planning Area) will increase from approximately 42,000 persons in 1997 to an estimated 55,000 persons by the year 2003 or by 13,000 more persons, an increase of 30.9 percent. The forecasted population increase will create significant requirements for all types of park, recreation, and open space lands and facilities.

Under the City's existing level-of-service (LOS) standards, the forecasted population increase will create a citywide need for additional acres of land devoted to parks and recreation. Please see Chapter 5 – Land and Facility Demand of the Parks, Recreation and Open Space (PRO) Plan, for a detailed discussion of future needs and levels of service.

7.6 Financial Implications

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 – Capital and Public Facilities). A detailed discussion of the financial implications of future land acquisition and facility development can be found in Chapter 9 - Finances of the Parks, Recreation and Open Space (PRO) Plan.

The potential development costs (and existing value) for each type of land and facility were estimated using a replacement cost estimating methodology. The methodology estimated the costs required developing prototype improvements for each facility, including direct costs such as utilities, parking, and supporting site furnishings or equipment and indirect costs, including design fees, sales taxes, permit fees, and financing.

In some instances, the prototype facility development cost estimates were varied to account for different field sizes, trail surfaces, or other quality assumptions. The total development costs were then divided by an appropriate unit of measure (square foot, mile, picnic table, parking stall) to determine a pro rata cost or value rate.

Based on the prototype facility costs per unit, increased facility requirements in Woodinville will create significant cost investments if the City and all sponsoring agencies are to maintain, let alone improve upon, existing level-of-service standards.

7.7 Implementation Strategies

The following implementation strategies are based on an analysis of existing park, recreation, and open space conditions, the results of workshop planning sessions, and the goals and policies developed in this Comprehensive Plan.

7.7.1 System-wide Strategies

1. Pursue an interlocal agreement with the Northshore School District so that school recreation facilities and programs are available to Woodinville residents.

2. Continue to monitor and maintain park impact fee ordinance for residential development. Draft park impact fee ordinance(s) for non-residential development.

3. Pursue park land acquisition and development.

4. Actively pursue alternative funding opportunities for parkland development and recreation programs. Funding sources might include, but are not limited to:

   <u>City</u>

   General obligation bonds,

   Councilmanic bonds,

   Real Estate Excise Tax,

   Admissions Tax,

   General fund,

   Development mitigation,

   In-kind dedication,

   Impact Fees,

   Lease agreements,

   <u>External</u>

Washington Interagency Committee grants for outdoor recreation, including the Land and Water Conservation Fund Program, Endangered Species Recovery, and the Urban Wildlife Habitat Program.

Grants,

Donations,

Foundation grants,

Partnerships,

Northshore Park and Recreation Service Area (junior taxing district),

Volunteerism,

Adopt-a-Park programs, and

Gift catalogues.

5. Pursue long-range partnering strategies with local organizations, businesses, and private recreation providers to develop high priority activities and programs.

6. Continue to enhance and maintain the Community Center.

7. Improve access to recreation opportunities within the park service area by using innovative transportation partnerships with the Northshore School District, adjacent private providers, and other entities.

8. Consider proposed annexations that include open spaces to provide buffers between urban and rural areas and to provide open space within City limits.

9. Establish policies and procedures for private property dedication for park land within the City.

10. Continue to recruit the volunteer corps of citizens and businesses to support the City's facilities and programs.

11. Evaluate incentives and regulations in the Zoning Code to encourage private developers to contribute to the expansion of trail corridors, enhance wetlands, and protect habitat and critical areas.

12. Include acquisition, development, maintenance guidelines, procedures, and budget when preparing master plans for future neighborhood and community parks.

13. Establish interagency agreements with the Seattle Water Department and Puget Sound Energy to develop new trails and enhance existing trails along their respective utility corridors.

14. Establish working relationships with other public agencies to promote the acquisition, development, and management of high demand recreation facilities.

15. Allocate resources for park and recreation facilities that place emphasis on the acquisition of land for park sites while they are still available.

16. 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.

17. 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.

18. Negotiate with King County to obtain appropriate recreation facilities to correct historic park and recreation deficiencies in the area.

7.7.2 Specific Strategies

Wildlife Habitat

1. Identify and conserve wildlife habitat in conjunction with other agencies including nesting sites and foraging areas within or adjacent to natural areas, open spaces, and developed urban areas - such as the wetlands and woodlands surrounding Little Bear, Woodin, Nelson, Gold, Daniel's, and Derby Creeks, the Sammamish River, Woodin Glen Pond, and Leota Lake.

2. Acquire and preserve wildlife migration corridors that link nesting sites and foraging areas, such as the riparian corridors along Little Bear, Nelson, Woodin, Gold, Derby, and Daniel's Creeks, and the Sammamish River.

3. Work with the Washington State Department of Fish and Wildlife to promote the "Backyard Wildlife Sanctuary" program where private landowners and other volunteers enhance portions of their properties for native habitat and wildlife protection, especially adjacent to migration corridors along Little Bear, Nelson, Woodin, Gold, Derby, Daniel's Creeks and other greenway areas within the City and adjacent Snohomish County urban growth area.

Natural Areas

4. Preserve and protect significant environmental features including unique wetlands, open spaces, woodlands, shorelines, waterfronts and other characteristics that support wildlife and reflect Woodinville's natural heritage, such as the woodland stands located along the plateaus overlooking the Little Bear Creek, Derby Creek and Sammamish River Valleys.

5. Acquire and provide public access where appropriate to environmentally sensitive areas and sites that are especially unique to the Woodinville area - such as Woodin, Glen Pond, Gold Creek, Little Bear Creek, Derby Creek, and Leota Lake.

Open Spaces

6. Define and conserve a system of open space corridors or separators to provide definition between natural areas and urban land uses, especially at the City's gateways at Woodinville-Snohomish Road, Woodinville Drive and NE 175th Street, and NE 171st Street and 140th Avenue NE.

7. Increase natural area and open space linkages within the developed area, including along Little Bear, Woodin, Nelson, Derby, and Gold Creeks.

8. Acquire and/or preserve environmentally sensitive areas as natural area linkages and urban separators, particularly along the steep hillsides that define the sides of all creek corridors, and the edge of the Sammamish River Valley.

Urban Growth Preserves and Set-Asides

9. Cooperate with public and private agencies and with private landowners to set-aside land and resources necessary to provide high quality, convenient park and recreational facilities before the most suitable sites are lost to development. Examples are the wooded, undeveloped, and sensitive lands adjacent to Little Bear Creek, Derby Creek, Woodin Glen Pond, Winchester Hills NGPE, John Muir Ravine, Gold Creek adjacent to Gold Creek Park, the Nelson Homestead, and Wellington Hills Golf Course.

10. Preserve unique environmental features or areas in future land developments and increase public use and access. Cooperate with public and private agencies and with private landowners to set aside unique features or areas as publicly accessible resources.

Historical Features and Interests

11. Identify, enhance, and provide appropriate interpretation of Woodinville's cultural heritage, traditions, and cultural features, including historical sites, views, and monuments such as the Nelson Homestead, the Johann Koch Blacksmith site, and Memorial Mead Cemetery.

12. Identify and incorporate significant historical and cultural lands, sites, artifacts, and facilities into the park system to preserve these interests and provide a balanced social experience, such as the Old Woodinville Schoolhouse and the Historical Society's salvage and relocation of the old mill structure.

13. Work with King and Snohomish Counties and Woodinville Historical Society and other cultural groups to incorporate community activities into park and recreational programs.

Manmade Environments and Features

14. Incorporate interesting manmade environments, structures, activities, and areas into the park and open system to preserve these features and provide a balanced park and recreation experience - such as the the old wooden trestle across the Sammamish River.

15. Work with property and facility owners to increase public access and utilization of these special features.

Trail Systems

16. Create a water access system to freshwater bodies of interest to kayakers, canoers, paddle boaters, and other nonmotorized watercraft users along the Sammamish River.

17. Create an off-road walking trail system providing access to environmental corridors, natural areas, historic sites, scenic vistas, parks, public facilities, and local business districts for local resident hikers, particularly along the Little Bear Creek, Woodin Creek, Nelson Creek, Sammamish River, and Tolt Pipeline Trail.

18. Create an on-road bicycle route system providing access to historic areas, scenic vistas, parks, public facilities, and business districts for local resident commuter and recreational biking enthusiasts.

19. Create an off-road multipurpose hike and bike trail system providing access to major parks, schools, public facilities, business districts, and other citywide and

regional trail corridors, especially along the Sammamish River, Tolt Pipeline, and under the electric power lines in publicly owned areas in cooperation with service providers.

20. Develop a plan and program to create walkways, trails, and other facilities, which encourage safe non-motorized circulation that connect existing and future non-motorized facilities within the community and other neighboring jurisdictions. Such system would include provisions to link all current and future activity centers by non-motorized facilities. Such a proposed trail system may link the Centennial Trail system in Snohomish with the Burke-Gilman/Sammamish River Trail system. Improvements shall be integrated and coordinated in accordance with the current adopted Transportation and other Elements of the Comprehensive Plan.

Supporting Furnishings and Improvements

21. Create trailhead improvements that furnish trail systems with appropriate supporting services.

22. Where appropriate, locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and reduce duplication of supporting improvements - such as the Old Maltby Schoolhouse, Wellington Hills Golf Course, Woodinville High School, East Norway Hill Park, John Muir Elementary, Gold Creek Park, Hollywood Hill Elementary School, and Old Woodinville Schoolhouse, among others.

49. Develop trail improvements to a design and development standard, which is easy to maintain with access by maintenance, security, and other appropriate personnel, equipment, and vehicles.

Waterfront Access and Facilities

50. Cooperate with King and Snohomish Counties, the Washington State Department of Fish & Wildlife, and other public and private agencies to acquire and preserve additional shoreline access for waterfront fishing, wading, swimming, and other related recreational activities and pursuits, particularly into Little Bear Creek and the Sammamish River.

51. Develop a mixture of watercraft access opportunities including canoe, kayak, sailboard, and other nonpower boating activities, especially on the Sammamish River.

Athletic Facilities

52. Develop athletic facilities that meet appropriate playing standards and requirements for all age groups, skill levels, and recreational interests.

53. Concentrate on field and court activities like soccer, football, baseball, basketball, tennis, and volleyball that provide for the largest number of participants.

54. Assist, where appropriate, with the development of a select number of facilities that provide the highest competitive playing standard, possibly in conjunction with King and Snohomish Counties, Bothell, Northshore, Monroe, and Lake Washington School Districts, and other public and private agencies, possibly using portions of South Gateway Park and Wellington Hills Golf Course.

Indoor Facilities

55. Support the continued development and diversification by the Northshore, Monroe, and Lake Washington School Districts of special meeting, assembly, health, and other community facilities that provide general support to school age populations and the community-at-large at primary, intermediate, junior, and senior high schools within the City and urban growth area.

56. In partnership with the Northshore, Monroe, and Lake Washington School Districts, maintain and expand multiple use indoor recreational centers that provide aquatic, physical conditioning, gymnasiums, recreational courts, and other athletic spaces for all age groups, skill levels, and community interests on a year-round basis.

57. Develop a multiple use indoor community center that provides arts and crafts, music, video, classroom instruction, meeting facilities, health care, daycare, latch key, and other spaces for all age groups on a year-round basis as provided within the adopted Civic Master Plan.

58. Develop and operate special indoor and outdoor cultural and performing arts facilities in City and school facilities that enhance and expand music, dance, drama, and other audience and participatory opportunities for the community-at-large.

Special Enterprises

59. Use enterprise funds as an operational model when special use recreational facilities can be developed or operated to be self-supporting or to assist in achieving unmet community needs.

60. Where appropriate, initiate joint planning and operating programs with other public and private agencies to determine and provide for special activities on an area wide basis.

Recreational Programs

61. Provide arts and crafts, classroom instruction in music and dance, physical conditioning and health care, meeting facilities, daycare, latchkey, and other program activities for all cultural, age, physical and mental capability, and income groups in the community.

62. Provide soccer, baseball, softball, basketball, volleyball, tennis, and other instruction and participatory programs for all age, skill level, and income group in the community, using municipal, county, and school facility resources.

Cultural Arts Programs

63. Support successful collaborations between King and Snohomish Counties and Woodinville Historical Society, Chamber of Commerce, business community, service groups, schools, arts patrons, and artists that optimally utilize artistic resources and talents.

64. Develop strategies that support and assist local artists and art organizations. Develop and support policies and programs that encourage or provide incentives that attract and retain artists and artworks within the Woodinville community. Develop a Public Art Advisory Committee.

65. Assist historical and cultural societies with the development and display of artifacts, reports, and exhibits; as well as other programs that document and develop awareness of Woodinville's heritage.

Artworks

66. Acquire and install public artworks including paintings, sculptures, exhibits, and other media for indoor and outdoor display to expand resident access. Appropriately furnish public places, particularly within the downtown core and along the Sammamish River Trail.

Accessibility

67. Design outdoor picnic areas, fields, courts, playgrounds, trails, parking lots, restrooms, and other active and supporting facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age groups, income, and activity interests pursuant to the American Disabilities Act, especially at sites with significant interpretive opportunities.

68. Design indoor facility spaces, activity rooms, restrooms, hallways, parking lots, and other active and supporting spaces and improvements to be accessible to individuals and organized groups of all physical capabilities, skill levels, age groups, income, and activity interests per the American Disabilities Act.

Maintenance

69. Develop low maintenance and high capacity design standards and capabilities to reduce overall facility maintenance and operation requirements and costs.

70. Where appropriate, institute standards for low maintenance materials, settings or other value engineering considerations that reduce care and security requirements, and retain natural conditions and experiences.

Security and Safety

71. Implement the provisions and requirements of the American Disabilities Act (ADA) and other design and development standards to improve park facility safety and security features for park users, city staff, and the public-at-large.

72. Develop and implement safety standards, procedures, and programs that provide proper training and awareness for city staff.

73. Define and enforce rules and regulations concerning park activities and operations that protect user groups, city staff, and the public-at-large.

48. Where appropriate, develop adopt-a-park programs, neighborhood park watches, park police patrols, and other innovative programs that increase safety and security awareness and visibility.

Finance

49. Implement innovative available methods, such as growth impact fees, land set-a-side or fee-in-lieu-of-donation ordinances, and interlocal agreements to finance facility development, maintenance, and operating needs in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.

50. Enter into joint ventures with other public and private agencies such as King and Snohomish Counties, Northshore School District, Monroe School District and Maltby Parks Districts, regional, state, federal, and other public and private agencies including for-profit concessionaires where feasible and desirable.

Public and Private Resource Coordination

51. Create a comprehensive, balanced park and recreational system that integrates Woodinville facilities and services with resources available from King and Snohomish Counties, Northshore, Lake Washington and Monroe School Districts, Maltby Parks District and other state, federal, and private park and recreational lands and facilities in a manner that best serves and provides for local resident interests.

52. Cooperate with King and Snohomish Counties, Northshore, Lake Washington and Monroe School Districts, Maltby Parks District and other public and private agencies to avoid duplication, improve facility quality and availability, reduce costs, and represent local resident interests through joint planning and development efforts.

Cost/Benefit Assessment

53. Define existing and proposed land and facility levels-of-service that differentiate requirements due to population growth impacts versus improved facility standards, neighborhood versus community nexus of benefit, City versus the combination of city, county, school, and other provider agency efforts in order to effectively plan and program park and recreation needs within existing City boundaries.

54. Create effective and efficient methods of acquiring, developing, operating, and maintaining park and recreational facilities in manners that accurately distribute costs and benefits to public and private user interests, including the application of growth impact fees where new developments impact existing level-of-service standards.

55. Develop and operate lifetime recreational programs that serve the broadest needs of the population and recover program and operating costs with a combination of registration fees, user fees, grants, sponsorships, donations, scholarships, volunteer efforts, and the use of general funding.

56. Where appropriate, provide recreational programs for those interested groups who are willing to finance the cost through user fees, registration fees, volunteer efforts, or other means and methods.

Personnel

57. Employ a diverse, well-trained work force that is motivated to achieve department and citywide goals.

58. Encourage teamwork through communications, creativity, positive image, risk taking, sharing of resources, and cooperation toward common goals.

59. Where appropriate, provide staff with education, training, and modern equipment and supplies to increase personal productivity, efficiency, and pride.

60. Establish and coordinate the activities of an active volunteer corps to assist staff

and other City officials with park and recreation programs and facility maintenance and development requirements.

7.7.3 Monitoring

1. Review the PRO Plan annually in conjunction with review of the Capital Facilities Plan,

2. Review the Parks inventory every three years, and

3. Periodically reassess and review the Implementation Strategies within this Element and the PRO Plan.

Appendix 7 Parks, Recreation and Open Space

APPENDIX 7: PARKS, RECREATION, AND OPEN SPACE

A-7.1 Parks, Recreation, and Open Space Plan

For detailed parks, recreation and open space data please see the Park, Recreation and Open Space Plan (PRO Plan), adopted July 6, 1998 here by reference.

A-7.2 Summary of Countywide Planning Policies for Parks, Recreation, and Open Space

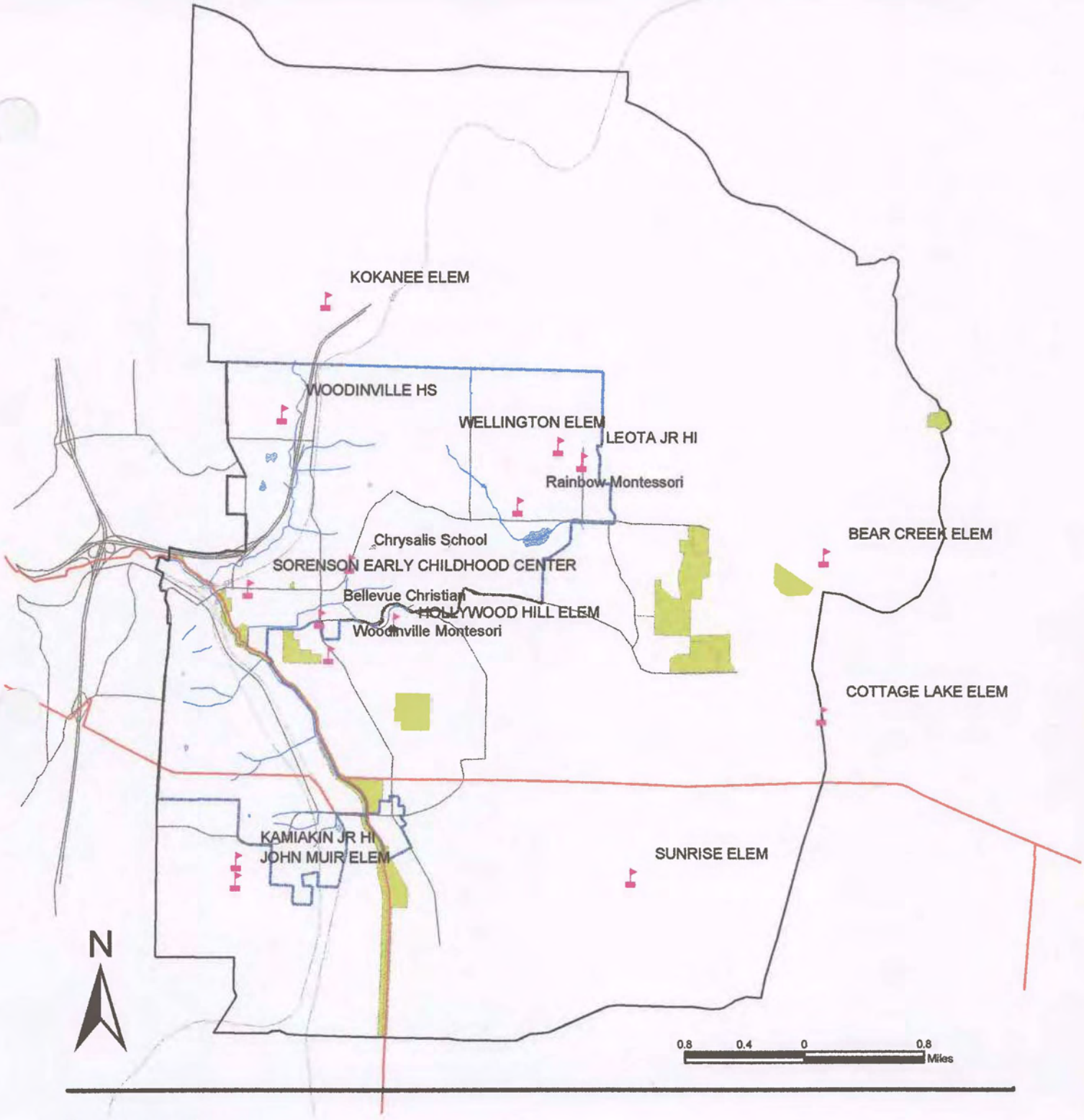
A-7.2.1 King County

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 with updates through August 2000. 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 occurs. As part of this, jurisdictions are required to develop coordinated levels of service standards for the provision of parks and open space.

A-7.2.2 Snohomish County

Snohomish County does not have countywide policies relating to parks, recreation, and/or open space.



Legend

- Woodinville Lakes
- Woodinville Area Schools
- Woodinville Area Parks
- City Limits
- Washington-Rails
- Major Roads
- KC Trails
- Woodinville Streams
- Park Planning Area

Figure 7-1

Existing Public Parks and Facilities

6-25-02 GPB

Chapter 8 Community Design

CHAPTER 8 COMMUNITY DESIGN

8.1 Introduction

This Community Design Element is intended to address the built and natural 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 complements a number of other elements including transportation, land use and parks. In addition, this element relates to the policies of the Economic Development Element. The community's strength is in part derived from its visual characteristics. Accordingly, policies regarding community design should be examined in the context and implementation of other parts of the Comprehensive Plan.

A separate but related component to this element is the City's Design Guidelines. The Design Guidelines provide specific direction on all commercial, industrial, multi-family and tourist district development in Woodinville. The intent is to guide development in a manner that is not only functional, but also aesthetically pleasing, promotes social and economic vitality, and fosters an enhanced sense of safety, comfort, interest and identification between people and their environment. The Design Guidelines address specific community design issues such as site planning, pedestrian access, vehicular access and parking, building design, landscape and site design. To ensure a consistent pattern of development, the Design Guidelines and Community Design Element should be used jointly when planning and analyzing development covered by the Design Guidelines 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 major portals to the City.

CD-1.2 Encourage preservation of the enhancement of views, of natural features and landmarks as valuable community assets.

CD-1.3 Promote an image of quality and distinction by blending the natural and built environments.

CD-1.4 Promote development that reflects Woodinville's heritage and fosters a sense of community pride.

CD-1.5 Enforce visual character through use of adopted Design Guidelines for commercial, industrial, and multi-family projects.

GOAL CD-2: To maintain the Northwest woodland character and heritage of Woodinville.

Policies

CD-2.1 Identify, preserve and interpret Woodinville's historical identity.

CD-2.2 Encourage 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 be 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, through regulations in the Woodinville Zoning Code.

CD-2.6 Ensure City street standards conform to Woodinville Tree Board and National Arbor Society recommendations for an officially designated Tree City.

CD-2.7 Identify and protect archaeological resources through the site development review process.

CD-2.8 Increase public awareness and appreciation of Woodinville's history and culture through interpretive and educational programs in cooperation with the Woodinville Heritage Society.

CD-2.9 Increase public awareness and appreciation of the benefits of historic preservation 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.

CD-2.10 Provide opportunities for public education on the value of trees, including their environmental, aesthetic and visual qualities and benefits.

GOAL CD 3: To promote quality design that preserves and enhances the character of Woodinville.

Policies

CD-3.1 Integrate new development with the existing character of the surrounding area when the existing development already conforms to these goals and policies. The architectural style of new development should take into consideration the architecture of the surrounding neighborhood in style, scale, and choice of materials.

CD-3.2 Develop a street tree plan for each residential, commercial, and industrial neighborhood in the City.

GOAL CD 4: To create pedestrian friendly environments in Woodinville.

Policies

CD 4.1 Create human scale pedestrian amenities in Woodinville.

CD 4.2 Require appropriate design standards, as well as other techniques and methods in the development of pedestrian-oriented areas, to enhance pedestrian safety.

CD 4.3 Plan for safe and convenient pedestrian traffic in the design of streets and building facades.

CD 4.4 Promote and plan for pedestrian/bicycle connections to and through residential neighborhoods.

CD 4.5 Where appropriate, encourage landscaping rather than fences, walls, or other structures that impede pedestrian travel along the perimeter of residential, commercial, and industrial land uses. If fences or walls are planned, convenient breaks for pedestrians should be included.

GOAL CD 5: To encourage the arts as a vital contributor to community design.

Policies

CD-5.1 Encourage a variety of artwork and arts activities in public places, such as parks, public buildings and plazas.

CD-5.2 Support efforts to expand arts resources in the community, such as arts and crafts learning opportunities, art exhibits, shows, and competitions.

CD-5.3 Encourage private developments to incorporate artwork into the design of their projects.

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 Design Guidelines.
2. Establish sidewalk, street tree, and street furnishing standards where consistent with City Design Guidelines.
3. Work with Metro and other appropriate agencies to provide transit shelters consistent within Woodinville's Design Guidelines.
4. Develop a prototype entry sign plan with guidelines to be placed at major 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. Implement the tree preservation and planting standards.
7. Implement code amendments as necessary to promote the goals and policies contained in this Community Design Element.
8. Implement the Community Urban Forestry Plan for the City of Woodinville.
9. Work with the Woodinville Heritage Society to preserve historic and cultural resources.
10. Investigate a variety of ways to provide pedestrian amenities and linkages.
11. Participate in the King County Historic Preservation Program to protect the City's historic resources.
12. Identify and, if appropriate, preserve historic buildings and sites which exemplify the heritage of the community.
13. Conduct a downtown master plan study to define the City's vision for this area.

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 eight 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 water bodies; 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:

1. To target policies which protect and reinforce important community attributes, such as places of historic value or valuable open space,
2. To guide and direct future land use in keeping with desirable community characteristics,
3. To foster a sense of community, and
4. To focus efforts to guide urban or community design in a direction which will reinforce or unify the underlying character.

Design guidelines have been in place for the past few years allowing Woodinville the opportunity to give direction to development in order to reach the City's vision.

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 uplands east of the valley. 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 floor outside the city limits, consisting of open fields for agriculture. The main road through the Sammamish Valley is Woodinville-Redmond Road (State Route 202), a two-lane 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 Woodinville on its way from Bothell northeast to the City of Monroe. Interstate-405 runs north-south, one and a half miles west of Woodinville. The Woodinville-Duvall road extends east from downtown to the City of Duvall.

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, inside the city, and agriculture, outside remains on the valley floor, following the roads and river. Residential

development occurs mostly on the valley sides and adjacent plateaus. Most residential development consists of single-family homes. (55% of single-family, 42% of multi-family, and 3% of mobile home) Woodinville is a relatively 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 good recreational opportunities.

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 eight neighborhoods.

A-8.1.1 Leota

Located in the northeastern corner of the City, the Leota area is the largest neighborhood in Woodinville (1,143 acres). Leota is bounded on the north by the Snohomish County Line, on the east by 170th Avenue NE, (the Urban Growth Area), 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. An office building was recently built in the district under the existing design guidelines. The major thoroughfare through the Leota neighborhood is Woodinville-Duvall Road, which bisects the area in an east-west direction.

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 205-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. The western boundary is bordered by the City of Bothell and a portion of unincorporated, urban King County.. 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 and in unincorporated, urban King County, In 1998, eight affordable housing units were built in the southern part of the Wedge. Major features of the area include a number of small ponds and wetlands, and one larger, over 10-acre, wetland. Little Bear Creek is located along the eastern edge of the neighborhood.

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. Woodin Elementary School is located just outside of the western boundary of the neighborhood. Extensive tree cover exists throughout most of the neighborhood, although as newer, higher density developments occur, vegetation is being cleared.

A 18.31acre portion of land was purchased by the City in 2001 for permanent open space and passive recreational use.

A-8.1.3 West Ridge

The West Ridge area is predominantly residential, occupying approximately 584 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 this consists of steep slopes and erosive soils on the eastern half of the neighborhood.

In addition to the residential developments, a number of major utilities 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 129 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, a major brewery, and Woodinville's first hotel development 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 City recently participated in a pedestrian bridge project with King County. This has opened up pedestrian access along NE 145th St. 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 Tourist business district. 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 area, it contains several historic buildings, including the 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 a unique period feeling.

A-8.1.5 Valley Industrial

This 194-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. This neighborhood is bounded on the north by SR522 and on the south by the southern city limits. 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 in the past attracted lumber yards, , 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 the 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, but 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.

A-8.1.6 North Industrial

Encompassing 286 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 use of metal cladding and relatively large one and two story concrete tilt-up buildings mark the character of buildings in this area. 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. Because of new development, much of the mature vegetation has been lost in this area.

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.

A-8.1.8 Town Center

Occupying 405 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 old 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. Wilmot Gateway and Woodin Park are located on the east bank of the Sammamish River just west of 131st Ave NE. The DeYoung Park is located on the north side of 175th in the middle of downtown.

Residential development in the neighborhood consists of a multi-family development, a large mobile home park in the southwest sector, and additional multi-family uses in the northwest segment. Moderate-density single family houses dominate the slopes immediately east of town, affording a good view of downtown.

A large senior citizen housing complex was constructed in the southwest end of downtown. Since the initial adoption of the Comprehensive Plan in 1996, an investment group purchased and developed several properties in the downtown core creating a major shopping area that draws residents and community members in addition to others in the region.

The new shopping center contains large retail chain stores and smaller infill shops. A movie theater is also located here. The center incorporated many design elements including a park, retaining mature fir trees, pedestrian paths, and incorporating an agrarian design to the buildings many of which were located on the street frontage with parking behind.

The City of Woodinville constructed a new City Hall with a unique and example setting design. The design of this building was not only functional and attractive, but was widely accepted by the community for its aesthetically pleasing appearance. The campus setting for the new City Hall includes the Sorenson Elementary School complex, 10 acre ball fields, and old City Hall (see Civic Center Master Plan, adopted by City Council May of 2001). It will be an opportunity to further shape the community design aspects of the 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 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 Downtown Neighborhood, while the intersection of NE 175th Street and State Route 202, several blocks to the west, forms the western gateway. New roads were developed in the shopping center that has improved the downtown grid road system.

Several 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.

The downtown retail center is developing as an urban center, which serves the needs of the surrounding community well. The older part of downtown 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, and some commercial buildings that address the street in a more pedestrian-friendly manner. Pedestrian connections to and through the downtown are limited, although sidewalks exist along the NE 175th Street corridor. 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-8.2 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 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, the Redhook Brewery, and the hotel 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 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 developing as an urban center. The existing road network is approaching capacity and poses limits on future development however, new road projects such as Little Bear Creek Parkway (NE 177th St.) are expected to improve downtown traffic circulation. 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-8.3 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 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 or northwest woodland character lies, what the nature of the tourist attractions is, and what the character of a compact, inviting downtown continues to 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 eight neighborhoods 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:

1. 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,
2. Protection of its rural landscape and image, although much of the land responsible for this image is outside Woodinville's control,
3. 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,
4. Creation of attractive residential neighborhoods with good connections to downtown, by all modes of travel, and

5. Identification and protection of Woodinville's historic and cultural resources.

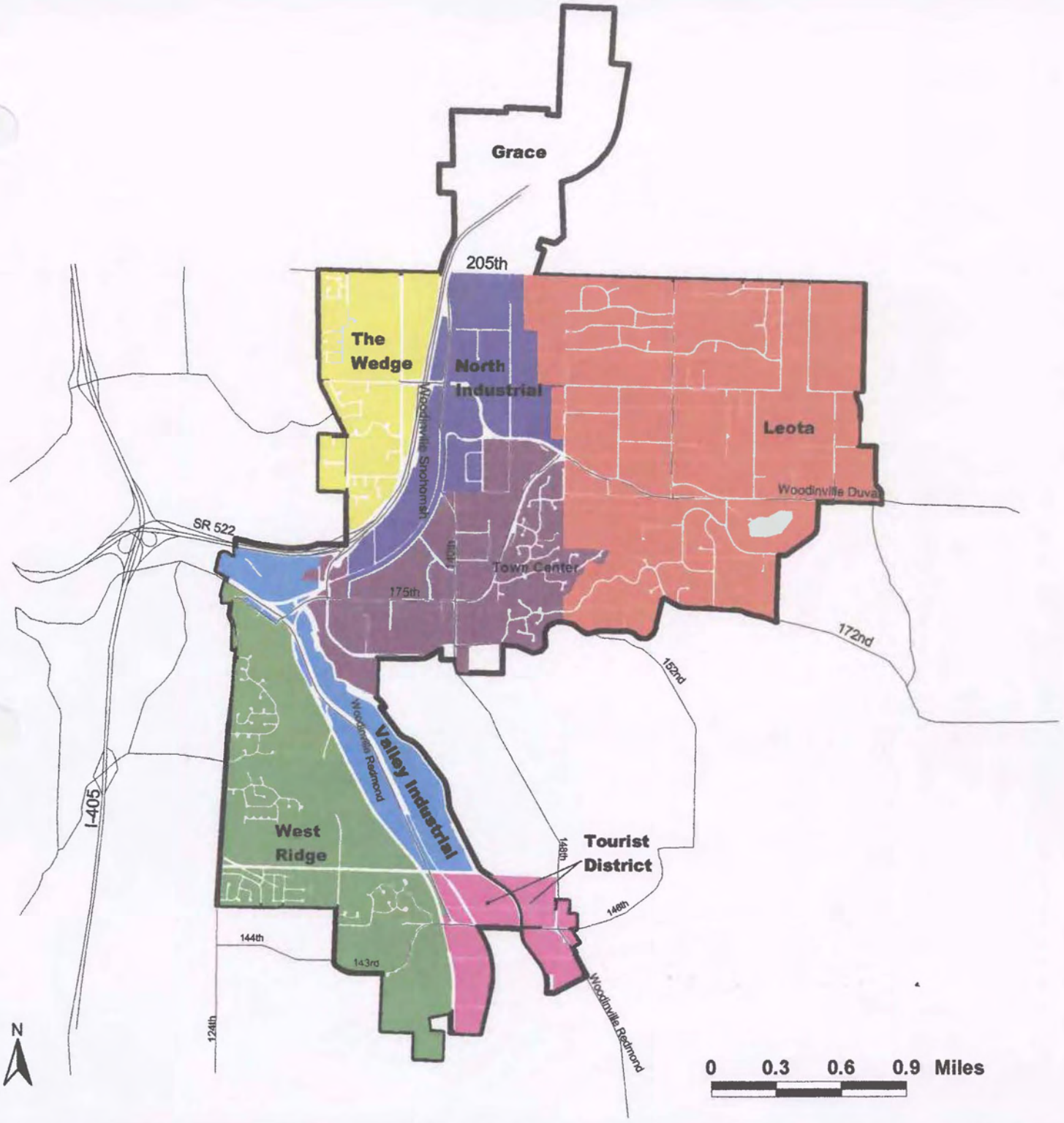
A-8.4 Summary of Countywide Planning Policies for Community Design

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.



- West Ridge
- Valley Industrial
- Town Center
- Tourist District
- The Wedge
- North Industrial
- Leota
- Urban Growth Boundary
- Major Roads

Figure A8-1
City of Woodinville and Neighborhoods

Source: City of Woodinville, 2002
5/28/02 - EFC

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 meets 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:

1. Support, coordinate, and integrate with the plans of the other elements of the Comprehensive Plan,
2. Establish a framework for transportation system planning, development, and management processes,
3. Meet level of service, concurrency, and related elements of the Growth Management Act,
4. Address transportation facilities, services, and strategies for providing an array of practical alternatives for multi-modal mobility via:
    - Automobile and truck
    - Public transit, high-occupancy vehicle, and rideshare modes
    - Non-motorized (Bicycle and pedestrian modes)
5. Emphasize cost-effective, environmentally sound, and fundable transportation improvement measures which promote and enhance the livability and attractiveness of the City's neighborhoods and activity centers,
6. 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, and
7. 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

1. ***Roadway and Capacity, and Level of Service (LOS).*** Woodinville's roadway system serves cars, trucks, buses, bicycles, and pedestrians. Woodinville's roadway system connects to those of the City of Bothell, King County, Snohomish County and the state highway system.

   The City's adopted level-of-service (LOS) for its roadway system is "E" throughout the City. Currently, the roadway system is operating at below LOS E at six locations (see Table 9-1). The City has a 20-year list of transportation improvements that are projected to keep the City's LOS at "E" or better at all measured locations (Table 9-1).

level-of-service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle for a 15-min analysis period.

LOS E describes operations with delay greater than 40 and up to 60 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.

2. ***Transit.*** Metro Transit currently serves the City of Woodinville. Most of Metro's routes serve commuters traveling either to downtown Bellevue or downtown Seattle. In the downtown area, only NE 171st Street, NE 175th Street, 140th Avenue NE, and a portion of State Route (SR) 202 are served by transit. There is no bus service along SR 202 or in the Tourist District and no direct route connections to Snohomish County.

3. ***Non-motorized.*** Woodinville has a system of non-motorized facilities that serve bicyclists, in-line skaters, pedestrians, and other non-motorized transportation. The system is made up of sidewalks, paved shoulders, and paved and unpaved trails that provide connections between the downtown, the Tourist District and the neighboring cities of Bothell and Redmond. The most heavily traveled non-motorized facility within the City is the Sammamish River Trail, which parallels the Sammamish River connecting to the Burke-Gilman Trail system.

4. ***Freight Mobility.*** The efficient delivery of freight goods is important to the vitality of Woodinville's retail and manufacturing businesses. The cost of moving freight is directly related to roadway congestion and the delay incurred by it. If the cost to deliver freight increases in Woodinville relative to its neighbors, business will be impacted. Woodinville is traversed by railroad tracks owned by the Burlington Northern Santa Fe (BNSF) Railway which connects the BNSF Pacific Mainline at Tukwila with the Steven's Pass line at Snohomish Junction West. Another line, which runs down the eastside of the Sammamish River Valley through Redmond and south along East Lake Sammamish, is being converted to a non-motorized use trail by King County.

5. ***Neighborhood Preservation.*** The citizen's of Woodinville are sensitive to cut through traffic on residential streets and its impact on the safety and livability of their community. Cut through traffic may be caused by congestion on arterials, by a lack of sufficient connections within the street network, or other factors.

6. ***Regional Coordination.*** Woodinville serves as a crossroads for regional SR 202 and SR 522 (and SR 9 within the UGA). Other regional routes also cross through Woodinville such as Woodinville-Duvall Road and Woodinville-Snohomish Road. Woodinville's regional planning partners include King County, Snohomish County, and the Cities of Bothell and Redmond. In addition, Woodinville is within the Interstate 405 (I-405) planning area.

7. ***Funding.*** The City of Woodinville endeavors to fund the development and construction of transportation projects to provide continued mobility and maintain adopted level-of-services (LOS). Projected revenues are unable to fund all projects. The City utilizes grant programs at the state and federal level and public / private partnerships that are available to supplement City-generated revenue. In addition to the public funding, the City of Woodinville collects impact and/or mitigation fees to offset LOS reduction and land use needs.

8. ***Downtown Street Development.*** Woodinville's downtown area is the commercial backbone of the City. In addition to being the primary area of commercial activity, it is also

the most urbanized part of the City with the most traffic congestion. Pedestrian, bicycle and other non-motorized facilities and amenities are part of Woodinville's downtown transportation system and are being used by the community.

9. ***Travel Demand Management / Growth Management Act Compliance.*** Travel Demand Management (TDM) is a way to relieve traffic congestion that does not require capital improvements. TDM can be used to help reduce the number of vehicle trips and the time at which trips are made. Reducing trips requires that persons travel via an alternative mode (for example: carpool, transit, and non-motorized travel) or decide not to make the trip at all. Promoting TDM is a requirement of the Growth Management Act (GMA) and since 1991 has been a requirement for all employers within urban areas that employ over 100 persons at a single work site. There are several agencies that support TDM activities including the State Department of Transportation and King County Metro Transit.

10. ***Parking.*** Parking supports the City businesses and community.

11. ***Operations and Maintenance.*** The City monitors the transportation system for wear and damage to protect public investment and to respond to citizen concerns and requests. Travel within and through Woodinville is heavily dependent on the automobile. According to the 2000 Census, 75 percent of Woodinville residents drive to work alone, 12 percent drive in carpools, 5 percent travel to work by transit. Of the remaining 8 percent, 4 percent travel by non-motorized modes and 4 percent work at home. This fact, together with a limited arterial system, limited transit service, and limited non-motorized 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:

    a. Nearly all of the arterial traffic is accommodated by only a few routes, all of which traverse or pass near the downtown; SR 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 9-3 and 9-4). Several two-lane arterial segments carry average weekday traffic volumes of 15,000 to 25,000 vehicles (Figure 9-3),

    b. 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 Woodinville; Interstate-405, SR 522, SR 202, SR 9, the Woodinville–Duvall Road, and the 140th Avenue NE–148th Avenue NE corridor,

    c. Woodinville-Duvall Road (with NE 175th Street) is the only through east-west arterial within the City of Woodinville,

    d. Gaps in much of the downtown 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),

    e. Eastbound SR 522 access into downtown is impeded by bottlenecks and circuitous routing along 131st Avenue NE slowing both automobile and transit travel,

    f. Transit service is mainly oriented to peak-hour connections to the Interstate-405 and SR 522 corridors south and west toward Bellevue and Seattle. Large portions of Woodinville's residential and employment areas lack local transit service,

g. Portions of Woodinville lack adequate pedestrian and bicycle facilities, with only a few sidewalk and bicycle lane segments in or near downtown. Portions of the low-density residential areas lack paved shoulders for non-motorized travel. The incomplete road network, hilly terrain, railroad tracks, and the Sammamish River serve to restrict safe and convenient non-motorized access to downtown and the Sammamish River Trail, and

h. Regional air service in the Puget Sound area is provided by Seattle-Tacoma International Airport.

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 Cooperate with neighboring cities of Bothell, Kirkland, and Redmond; the Washington State Department of Transportation; the Regional Transit Authority; Puget Sound Regional Council; Sound Transit; King County; 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 [SR 202] Woodinville-Duvall Road, and Regional Arterial Network (RAN) corridors), Snohomish County, and neighboring cities.

T-1.3 Cooperate with these and other jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the City of Woodinville.

T-1.4 Develop transportation systems that support the quality of life for the residents of Woodinville while enhancing the economic viability of the City of Woodinville.

T-1.5 Prepare solutions in cooperation with neighboring 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.

T-1.6 Develop a roadway system that maximizes the person-capacity of the system.

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 adopted road adequacy standards, an impact fee program, State Environmental Policy Act, and the development review process.

T-2.2 Monitor and modify as necessary 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 plan and approval of vehicle access, pedestrian access, and circulation schemes for major public or private developments.

T-2.4 Encourage private development to support public transportation facilities.

T-2.5 Encourage parking facilities to be designed to facilitate transit use and pedestrian access.

T-2.6 Encourage the location of building entrances and transit facilities near each other.

T-2.7 Encourage pedestrian amenities as part of all new public and private development in the City of Woodinville.

T-2.8 Encourage landscaping in the construction of all new streets and street frontage improvements.

T-2.9 Encourage trucks to make deliveries, when possible, outside of the peak hours of traffic.

T-2.10 Coordinate with railway owners and users to develop and manage roadway and rail intersections in order to support transportation goals.

T-2.11 Promote the construction of grade separations between roadways and rail where traffic volumes, rail movements or accident experience warrant them.

T-2.12 Coordinate with Burlington-Northern Santa Fe Railroad to identify locations for and to develop new roadway rail crossings in order to complete key connections within Woodinville's transportation system.

T-2.13 Incorporate special gateway/entrance treatments into transportation projects which support the identity of Woodinville and encourage patronage of Woodinville's businesses.

T-2.14 Provide for a complete system of sidewalks in the downtown area that connects the retail areas to transit, the regional trail system, parking, parks and public facilities.

T-2.15 Encourage signing that directs pedestrians to downtown public facilities consistent with approved City Standards.

T-2.16 Develop a transportation network that supports the City's Land Use goals.

T-2.17 Promote off-street parking.

T-2.18 Reduce block size through the development of a grid road system.

T-2.19 Promote a "Boulevard" concept in pedestrian oriented areas using access control and pedestrian friendly design to promote pedestrian activity. A "Boulevard" concept would incorporate street trees on both sides of the roadway with a center-landscaped median that meets vehicle site distance and safety standards and specifications.

T-2.20 Encourage transit services that are accessible to all users and provide a viable transportation alternative within the City.

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 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. Providing 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 Continue to assess 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-3.3 Develop and implement a long-range Transportation Facilities Plan (TFP) that ensures compliance with the City's adopted Transportation Infrastructure Standards and Specifications and supports growth envisioned by the City's Land Use Element.

T-3.4 Update the TFP at least once every three years.

T-3.5 Annually update the 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-3.6 Allocate resources in the City's transportation capital investment program according to the priorities as indicated below:

1. Address public health and safety concerns,
2. Ensure adequate maintenance of existing facilities throughout the City,
3. Relieve circulation and congestion problems,
4. Provide other growth-supporting improvements serving downtown,
5. Give priority to multi-modal projects versus single mode projects,
6. Give priority to transit and non-motorized projects downtown, and
7. Give priority to community development improvements not within the downtown, which contribute to the City's economic vitality.

T-3.7 Emphasize the development of joint projects, such as those involving neighboring 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-3.8 Coordinate with other right of way users and neighboring jurisdictions when planning facility construction and/or maintenance.

T-3.9 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-3.10 Integrate and achieve consistency between the short-range and long-range transportation plans and improvement programs of the City.

T-3.11 Encourage transit providers to maintain their facilities to adopted transit standards.

T-3.12 Coordinate transportation plans so they are consistent with the Capital Facilities Plan, and all Elements of the Comprehensive Plan.

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,
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 may be required.

T-4.2 Cooperate with the neighboring 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 Consider other modes of transportation, in addition to single-occupant vehicles, in making concurrency determinations.

T-4.4 Coordinate data collection and processing using professionally accepted measures and methods in determining transportation level-of-service and other transportation information related to travel demand and system operations with adjacent local jurisdictions and transit agencies.

T-4.5 Develop interlocal agreements with neighboring jurisdictions that require development within Woodinville and the neighboring jurisdictions to mitigate significant impacts that are generated on Woodinville's and neighboring jurisdiction's transportation system 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-4.7 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 transportation,
4. Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development, and
5. Support the City's concurrency standard that defines acceptable levels of service for roadway segments and intersections throughout the City.

T-4.8 Continue to consider King County Metro and Sound and Community Transit's level-of-service guidelines for transit when making transportation decisions.

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 Cooperate with transit providers, adjacent jurisdictions, and private development to:

1. Encourage commuters to use car/vanpool programs, public transit, and non-motorized 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 Cooperate with transit agencies to achieve increased service from more developed portions of Woodinville by extending existing transit routes or creating new routes while encouraging Woodinville residents to take advantage of them.

T-5.3 Cooperate with King County Metro 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 regional travel, increase service frequency and to shift dependence away from single-occupancy vehicle automobile travel.

T-5.4 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-5.5 Plan for and implement additional park-and-ride lots as needed in low-density neighborhoods and within joint-use lots to facilitate ride sharing where transit is not effective or efficient.

T-5.6 Explore potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

T-5.7 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-5.8 Cooperate with public transit providers and Washington State Department of Transportation to develop transit improvements and high-occupancy vehicle treatments on Interstate-405 and SR 522. This may include developer contributions as part of the development review process.

T-5.9 Cooperate 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.

T-5.10 Actively participate in the Eastside Transportation Partnership and its high capacity transit recommendations. The City should cooperate with the Regional Transit Authority, King County, Snohomish Community Transit, Washington State Department of Transportation, and neighboring 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-5.11 Coordinate with transit agencies to identify and designate locations for planned park-and-ride lots and transit stations and ensure ease of access to those facilities. Ensure that clear provisions for such transit facilities are made in the City's development regulations.

T-5.12 Coordinate with transit agencies to plan and construct transit-friendly road treatments along primary corridors and selected transit routes.

T-5.13 Coordinate with transit agencies to plan for public transportation modes that are time-coordinated and interconnected (signal interconnect and over-ride) to increase level-of-service and ridership.

T-5.14 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-5.15 Encourage and support cooperation among neighboring cities, transit agencies, and King and Snohomish Counties to establish compatible schedules and terminal locations.

T-5.16 Coordinate with transit agencies to promote service throughout the City and connections between the Tourist District and downtown.

GOAL T-6: To promote non-motorized 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.

T-6.2 Develop a community-wide trail system for pedestrians, bicyclists, and other non-motorized transportation. 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 of multipurpose trails separated from the street systems as a transportation resource to the Woodinville community.

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 non-motorized transportation needs through the inclusion of separated trail facilities.

T-6.5 Cooperate 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, completing the connection between existing and proposed trail systems.

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 non-motorized facilities for their ability to meet safe and effective non-motorized design standards.

T-6.8 Incorporate the role of non-motorized travel modes as a viable and legitimate element of the overall transportation system. Transportation projects should accommodate the needs of non-motorized transportation by incorporating a network of facilities:

1. Within the road right-of-way,

2. Within an enhanced trail network, and

3. As part of design and review of development features which can improve non-motorized access and safety.

T-6.9 Incorporate non-motorized-friendly design in transportation projects, using a variety of design and traffic control techniques.

T-6.10 Encourage parking facilities for securing bicycles at centers of activity throughout the City of Woodinville.

T-6.11 Ensure that development addresses non-motorized transportation in its site planning.

T-6.12 Plan for a continuous non-motorized transportation system that provides Woodinville's citizens and visitors safe and direct access to the City's schools, employment, housing, shopping and recreation areas.

T-6.13 Encourage employers to provide bike facilities and amenities, such as showers and bike lockers.

T-6.14 Encourage pedestrian facilities to be consistent with the unique downtown character.

GOAL T-7: To develop and implement Transportation Demand Management programs and policies.

Policies

T-7.1 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 of high-occupancy vehicles, and
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 mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.

T-7.4 Encourage the development of coordinated traffic demand management in areas where employers are clustered within the same vicinity.

T-7.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.

T-7.6 Encourage development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.

T-7.7 Pursue with neighboring jurisdictions, the development community, and Woodinville businesses an active public education on the benefits of carpooling.

Assisting public transit providers and employers in providing information on the carpool/vanpool ride match services.

T-7.8 Promote Transportation Demand Management and Commute Trip Reduction programs and activities.

GOAL T-8: To coordinate with local, regional, and State jurisdictions in the development and operation of the transportation system.

Policies

T-8.1 Coordinate with adjoining jurisdictions in the development and operation of the transportation system.

T-8.2 Participate with the Puget Sound Regional Council and the Eastside Transportation Partnership 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 to be consistent with the Capital Facilities Plan and the goals and policies of the Comprehensive Plan.

T-9.2 Prepare a 6-year Transportation Improvement Program (TIP) 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 the CIP programming process to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered.

T-9.5 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 awards.

T-9.6 Identify resources to effectively compete in regional, state, and federal grant funding programs.

T-9.7 Consider impact fees and user-based fees as a source of funding for transportation improvements.

T-9.8 Pursue creative and technologically advanced solutions that are economically

viable and appropriate to reduce congestion and improve roadway operations.

T-9.9 Consider participation in public partnerships with private, public and state development to optimize and leverage funds.

T-9.10 Consider annual funding for monitoring and implementation programs: Pavement Management, Safety and Intersection Control, Neighborhood Traffic Control, Sidewalks and Crosswalks (Non-motorized), Freight Mobility, and Travel Demand Management Program.

T-9.11 Consider the delivery and transport of goods and services projects within the TIP.

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 Based on identified impacts, new development projects should participate in providing transportation circulation solutions.

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. Encourage circulation improvements to include non-motorized mobility, where appropriate.

T-10.3 Ensure convenient access to residential neighborhoods and major community facilities from collector, minor and major streets.

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.

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 residential driveways off of neighborhood collectors and onto internal access roads whenever feasible.

T-10.9 Design the arterial street system to accommodate regional trips and minimize the potential for external traffic to use residential streets for through access.

T-10.10 Encourage public involvement when considering improvements to residential streets.

T-10.11 Design new residential streets to avoid creating roadways that are conducive to high speeds.

GOAL T-11: To ensure the development and regulation of parking facilities that support the transportation system and development goals and policies.

Policies

T-11.1 Regulate parking in business districts to favor shoppers and clientele.

T-11.2 Encourage preferential and convenient parking as an incentive for using carpools, vanpools, and disabled (pursuant to the Americans With Disabilities Act standards and specifications).

T-11.3 Provide minimum and maximum off-street parking stall ratios for different uses to provide safe and adequately sized parking facilities. Implement the provisions and requirements of the American Disabilities Act (ADA) and other design and development standards to improve parking and access facility safety and security features.

T-11.4 Encourage joint parking facilities for compatible uses to reduce the total number of spaces needed and reduce overall impervious surface.

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 neighboring 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 Implementation Strategies, Planning and Monitoring

The following programs, plans and strategies are used by the City to ensure that the goals and policies established in the Transportation Element will be achieved.

9.3.1 Implementation Strategies

1. Require that all development in Woodinville be constructed in accordance with the requirements of the Americans With Disabilities Act (ADA). *(Implements T-2.2)*

2. Require new development to include street frontage improvements that meet the adopted Transportation Infrastructure Standards and Specifications. *(Implements T-2.2 & T-2.8)*

3. 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. *(Implements T-2.3)*

4. 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 Design Guidelines. *(Implements T-2.3 & T-10.8)*

5. Design traffic circulation within developments in a way that allows safe and

efficient storage and movement of driveway traffic. *(Implements T-2.3 & T-10.8)*

6. Require driveway and traffic flow restrictions to allow safe and efficient access for emergency vehicles. *(Implements T-2.3)*

7. Maintain the guidelines for intersection spacing, median treatments and driveway spacing based on roadway functional classification and posted speed. *(Implements T-2.3)*

8. 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 and pursuant to Metro standards 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. *(Implements T-2.3, T-5.9 & T-12.1)*

9. 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. *(Implements T-2.4, T-5.9 & T-5.19)*

10. Require that new development in Woodinville incorporate pedestrian/ transit design considerations and provide appropriate access through barriers, particularly fences, that enclose developments and isolate them from transit routes and principal pedestrian pathways. *(Implements T-2.3)*

11. Require pedestrian amenities to reduce 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. *(Implements T-2.7, T-6.7, T-6.9 & T-6.11)*

12. Provide handicapped accessibility for pedestrian facilities pursuant to the Americans With Disabilities Act. *(Implements T-2.7 & T-12.1)*

13. Require developments to incorporate transit and pedestrian supportive measures during the development approval process, by choosing from a menu of alternative measures such as, but not limited to: *(Implements T-2.4, T-2.7, T-6.9, T-6.10 & T-6.10)*

    a. Providing attractive pedestrian spaces and amenities,

    b. Providing adequate sidewalks, bikeways, pathways, and crosswalks,

    c. Minimizing walking distances between buildings and streets, sidewalks, and transit stops,

    d. Clustering buildings near each other, near streets, and near intersections,

    e. Preserving the connectivity of the pedestrian, bicycle, and street system,

    f. Reducing vehicle speeds, walkway crossing distances, and improving visual quality of neighborhood streets,

    g. Designing transit access into large developments, by including bus lanes, stops, and shelters as part of the project, and

    h. Providing connections with off-site transit, shopping and community facilities, and other neighborhoods.

14. 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: *(Implements T-3.4 & T-3.5)*

    a. Traffic counts,
    b. Level-of-service calculations,
    c. Accidents,
    d. Speed studies,
    e. Traffic control devices,
    f. Street lights,
    g. Parking,
    h. Pavement conditional
    i. Physical characteristics of roadways (lanes, widths, and channelization), and
    j. Mid- and long-range traffic forecasts.

15. Establish an ongoing allocation of funds for the construction and maintenance of non-motorized improvements in the transportation capital investment program. *(Implements T-6.1, T-2.7 & T-3.8)*

16. 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. *(Implements T-7.6 & T-7.8)*

17. Work to reduce parking demand by requiring accommodation within site plans of pedestrians, public transportation, ridesharing, and bicycles. *(Implements T-6.9, T-6.10, T-7.8 & T-11.2)*

18. Create an impact fee structure so that development pays its fair share. *(Implements T-2.1, T-9.8 & T-9.10)*

19. Place TIP funding priority on improvements that enhance the safety and effectiveness of existing transportation facilities and services. *(Implements T-9.3)*

20. Use the travel demand generated by development projects as the primary measurement in establishing the project's proportionate share of road improvements. *(Implements T-9.8 & T-9.10)*

21. Designate freight routes within the City that have connectivity and continuity with routes serving other jurisdictions. *(Implements T-1.5, T-2.10, T-4.5, T-4.6 & T-9.12)*

22. Use freight mobility as a TIP selection criterion in the development of transportation projects. *(Implements T-9.12)*

23. Create a citizen panel to study options for increasing the use of public transit. *(Implements T-5.1)*

24. Identify through the development approval process the impacts of developments on existing transportation systems. *(Implements T-2, T-9.8 & T-10.1)*

25. Require the developer to mitigate transportation impacts by participating in improving local circulation problems or providing the missing roadway portions identified in the applicable local circulation plan. *(Implements T-2.1, T-9.8 & T-10.1)*

26. Require that all property in the city be conveniently accessible from streets, walkways, or trails, subject to environmental, traffic, and safety limitations. *(Implements T-10.3)*
27. Maintain continuity of the street pattern by avoiding street system gaps, half streets, and dead-end streets without turnaround provisions. *(Implements T-10.3)*
28. Avoid the creation of excessively large blocks and long local access residential streets, as defined in the City's Subdivision Ordinance. *(Implements T-10.3)*
29. Utilize a neighborhood traffic control program to oversee, investigate and install appropriate neighborhood traffic control measures. *(Implements T-10.4, T-10.5 & T-10.7)*
30. Ensure parking availability for commercial needs without affecting arterial circulation, residential neighborhoods, or other businesses. Limit or prohibit parking on arterials that have inadequate capacity and/or facilities. *(Implements T-10.3, T-10.4, T-10.5 & T-11.1)*
31. Allow for the adjustment of parking ratios less than the required minimum for industrial and institutional land uses by: *(Implements T-11.3)*

    a. Allowing new development to provide less than the minimum parking where demand for employee parking is below normal,
    b. 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,
    c. Providing for reductions in minimum parking ratios in exchange of contributions to improved transit services and/or facilities, and
    d. 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.

9.3.2 Implementation Plans

The policies of the Transportation 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 Transportation Element.

9.3.2.1 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 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 non-motorized 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 9-5 and 9-6 show the projects in the road improvement plan, while Table 9-1 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).

The revised Downtown Grid Project consists mainly of a number of new downtown street links, which would be funded primarily by 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.

King County has initiated the Regional Arterial Network (RAN) and is attempting to coordinate and plan improvements and programs on the major regional arterials that consider multi-modal solutions, consistent across multi-jurisdictional boundaries.

9.3.2.2 Transit, High-Occupancy Vehicle and Rideshare Plan

Much of the implementation for transit and HOV facilities in the City of Woodinville will be the responsibility of King County Department of Transportation Metro Transit Division, Sound Transit and Community Transit.

1. Public Transit

The transit strategy includes two principal components: improved line haul service and improved local service. 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 SR 202 and/or 140th Place NE to 148th Avenue NE, a new express route from Woodinville to the Seattle area beginning in the year 2002 provided by Sound Transit, 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.

The King County Metro Six Year Transit Development Plan for 2002-2007 outlines service alternatives, which are generally consistent with the Woodinville transit service components.

The transit goals and policies also provide specific recommendations for improved transit stop design features and pedestrian access design features.

2. High Occupancy Vehicle Facilities

Park-and-ride and bus stop facilities are addressed under "Public Transit," above. Other high-occupancy vehicle (HOV) 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. Sound

Transit's system plan includes funding for arterial high occupancy vehicle improvements.

3. 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).

4. Transit and Rideshare Target
   The percentages recommended as goals for Woodinville combined daily person trips via transit and rideshare for the years 2000 and 2010 are, respectively, 5 percent and 15 percent.

9.3.2.3 Non-motorized Facilities Plan

Non-motorized travel in Woodinville consists primarily of pedestrian and bicycle transportation. The first two modes have sizable "transportation" or "utility" trip purpose as well as recreation trip purpose. 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. These two modes are important for access to transit routes and park-and-ride facilities.

The potential for non-motorized 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:

In 1985, 94 percent of all trail trips were made for recreational purposes and the remaining 6 percent were for commuting to school and/or work. This year's survey results show that only 62 percent of all trips were for recreational purposes while 32 percent were for commuting and 6 percent were for shopping.

User counts show that between 1980 and 1995, trail use continued to grow every year, with a drop off in 2000. Trail usage jumped by 65 percent from 1990 to 1995, while regional population grew only 10 percent. One reason for this could be that prior to 1993 the two trails were not connected as they are today. There was a 3-mile gap between Bothell and Kenmore. In 1993, that missing link was completed, providing a continuous trail from Gas Works Park in Seattle to Marymoor Park in Redmond. The final joining of the trails coincides with a steep increase in use during that same time period.

The drop off in use recorded between 1995 and 2000 is more difficult to explain. It could be due to weather conditions that were present on the day counts were taken this May. Or, it could be that the trail is a victim of its own success -- many users, especially bicyclists, are complaining that the trail is becoming too crowded, which may lead them to choose alternate routes. Future counts will be needed to determine if the decline in users in 2000 is actually the beginning of a downturn in use or if it is due to other temporary factors.

In 1985, 94 percent of all trail trips were made for recreational purposes and the remaining 6 percent were for commuting to school and/or work. In 2000, survey results show that only 62 percent of all trips were for recreational purposes while 32 percent were for commuting and 6 percent were for shopping. This shows that utilitarian use of the trail has grown by more than six times since 1985.

Planned extension of the Sammamish River Trail south along the east side of Lake Sammamish within the Burlington Northern Railroad right of way will further increase ridership in this trail and increase its usefulness as a commute route in addition to a recreation route.

Among principal objectives for the Non-motorized Plan are:

1. Provide pedestrian and bicycle facilities on all new and existing links of the City's arterial system (see Figures 9-5, 9-6, and 9-7),
2. All current and future activity centers are to be linked by pedestrian and bicycle facilities. These centers include Central Business, Tourist Business, Neighborhood Business, Industrial, schools, and parks,
3. Improve non-motorized access to and across the Sammamish River Trail,
4. Improve pedestrian and bicycle circulation in downtown, and
5. Develop a monitoring and implementation plan to identify pedestrian and bike facilities such as crosswalks, curb ramps, and missing sidewalks, to prioritize and to implement.

Nonmotorized improvements in the Transportation Element include:

1. Paved sidewalks,
2. Paved multi-use trails (pedestrian and bicycle),
3. Unpaved trails (pedestrian and equestrian, and bicycles in some instances),
4. Paved five- to six-foot-wide road shoulders (for pedestrians and bicycles in most residential areas and other non-downtown locations),
5. Wide curb lanes (13 to 15 feet) or five-foot-wide bicycle lanes adjacent to the curb, and
6. Pedestrian trail and bicycle route signing and information kiosks.

These improvements are integrated and coordinated in accordance with the current adopted Parks, Recreation, and Open Space Plan.

The Road System Facilities Plan includes "on-roadway" (i.e. non-trail) non-motorized 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 9-7 maps the non-motorized plan. Table 9-1 also includes non-motorized improvement features. 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 "SR 9/City of Snohomish to the King County Line Bikeway Project" in the Snohomish County Comprehensive Plan's Transportation Element. Similarly, King County's Non-motorized Plan includes improvement of Woodinville-Duvall Road to Duvall, while Redmond's non-motorized element includes bicycle lanes on SR 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 such as the King County project to extend the East Lake Sammamish Trail south to Issaquah.
Bicycle-friendly design and parking features must be incorporated in transportation planning for on-site circulation and parking in private developments.

Table 9-1 City of Woodinville's 20 Year Transportation Imrprovement Plan

		Need			Project Type				Level of Service			Improvement(1)						
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Capacity Lanes	Turn Lanes	Pedestrian Improvements	Bike Lanes	Water Quality	Gateway	Landscaping
GR-10	135th Ave. NE NE 171st St. - NE 172nd St.		x	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						x		x	x			x
GR-17	135th Ave. NE NE 175th St. - NE 177th St.		x	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						x		x	x			x
GR-2	138th Ave. NE NE 171st St. - NE 172nd St.		x	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						x	x	x	x			x
GR-6	NE 172nd St. 138th Ave. NE - 135th Ave. NE		x	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						x	x	x	x			x
GR-7	NE 177th Street 140th Ave. NE - Wood. -Duv. Rd.		x	New three lane grid road with bike lanes, pedestrian improvements, signals (2), lighting		X						x	x	x	x			x
I-1	Wood. -Duvall at 168th Ave.	x		Turn movement and pedestrian safety improvement	X								x	x		x	x	
I-10, 11	124th Ave. at NE 148th St at NE 157th St.	x		New traffic signals, pedestrian crossings		X							x	x				
I-15	136th Avenue and 195th Street	x		Widening, new lanes, rechannelization		X							x	x	x			
I-17	NE 171st Street and 133rd Ave NE Signal	x	x	New signal with pedestrian improvements		X							x	x		x	x	x

		Need			Project Type				Level of Service			Improvement(1)						
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Capacity Lanes	Turn Lanes	Pedestrian Improvements	Bike Lanes	Water Quality	Gateway	Landscaping
I-21	NE 175th Street and 133rd Ave NE Signal	x	x	New signal with pedestrian improvements		X							x	x		x	x	x
I-6	SR 202 at 127th Pl. NE	x	x	Installation of new signal, additional lanes, pedestrian improvements, bike lanes	X							x	x	x	x	x	x	x
I-8	SR 202 at NE 145th St./148th Ave. NE (Hollywood)	x	x	Installation of roundabout, pedestrian improvement, bike lanes	X								x	x	x	x	x	x
RM-1	144th Ave. NE South of county line		x	Alternative connection road to commercial area		X						x		x	x			
RM-11	State Route 202 (WR Road) NE 145th St/148th Ave. NE I/S- 127th Place		x	Additional capacity lanes, pedestrian improvement, bike lanes, access improvement	X							x	x	x		x		
RM-12	SR202 (WR Road) 127th Place NE - 131st Ave. NE	x	x	Additional capacity lanes, pedestrian improvements, bike lanes, RR xing improvement	X							x	x	x		x		x
RM-15	State Route 522/NE 195th St "North" Ramps Set		x	New access for SR 522 from 195th	X							x						
RM-16	Little Bear Creek Parkway (177th Pl). - 139th Ave. NE 131st Ave. NE - NE 190th St	x	x	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement		X							x	x	x	x	x	x
RM-25	SR 522/SR 202 Access : CCRP)	x	x	Realignment of SR 202, future interchange connection to SR 522 & I-405	X							x	x	x	x	x	x	x

		Need			Project Type				Level of Service			Improvement(1)						
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Capacity Lanes	Turn Lanes	Pedestrian Improvements	Bike Lanes	Water Quality	Gateway	Landscaping
RM-27	Wood. - Snohomish Rd NE 175th St. - 140th Ave. NE		x	Left turn lane, pedestrian improvement, bike lanes		X							x	x	x	x		x
RM-3	Wood. - Snohomish Rd - North City Limits to NE 195th St.		x	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement	X							x	x	x	x	x	x	x
RM-5	Wood. -Snohomish Rd NE 195th St - 185th Ave. NE	x	x	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements	X							x	x	x	x	x		x
RM-6	Woodinville - Duvall Rd NE 190th St. - 171st Ave. NE	x	x	Additional capacity lanes, pedestrian improvement, bike lanes, intersection lighting, transit improvements	X							x	x	x	x	x	x	x
RM-7	140th Ave. NE 185th Ave. NE-N/O 175th Ave. NE		x	Additional capacity lanes, signal improvements		X						x	x			x		x
RO-1	168th Ave. NE WD Rd to NE 195th St	x		Pedestrian improvements, bike lanes, lighting				X						x	x			
RO-12	NE 171st-175th St 140th Ave. NE to164th Ave. NE	x		Turn improvement, pedestrian improvements, bike lanes		X							x	x	x	x		
RO-14	NE 143rd Place 132nd Ave. NE to SR 202 (WR Rd.)	x		Intersection improvements (2), Pedestrian improvements, bike lanes, lighting		X							x	x	x	x	x	
RO-16	NE 195th Street 130th Ave. NE to WS Road	x		Turn improvement, pedestrian improvements, bike lanes		X							x	x	x	x		

		Need			Project Type				Level of Service			Improvement(1)						
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Capacity Lanes	Turn Lanes	Pedestrian Improvements	Bike Lanes	Water Quality	Gateway	Landscaping
RO-17	124th Ave. NE - NE 160th St to NE 169th St	x	x	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement		X						x	x	x	x	x	x	x
RO-19	124th Ave. NE - NE 169th St to SR 202 WR	x	x	Widen lanes, turn lanes, pedestrian improvements, bike lanes, signal improvement		X							x	x	x	x		
RO-20	NE 205th Street - 130th Ave. NE to136th Ave. NE	x		Turn improvement, pedestrian improvements, bike lanes		X							x	x	x	x		
RO-21	130th Ave NE-132nd Ave NE NE 182nd St. to NE 205th St.	x		Turn improvement, pedestrian improvements, bike lanes		X							x	x	x	x	x	x
RO-22	NE 186th St. -136th Ave. NE 132nd Ave. to NE 195th St.	x		Minor widening existing lanes, pedestrian improvements		X								x		x		
RO-26	NE 190th Street 142nd Ave NE to 144th Ave NE		x	Improve existing road as alternate route from CBD to Industrial area		X							x	x	x	x		
RO-3	156th Ave. NE WD Rd to NE 205th St	x		Turn improvement, pedestrian improvements, bike lanes		X							x	x	x	x		
RO-4	Woodinville-Duvall Rd NE 178th St to NE 190th St	x	x	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement	X							x	x	x	x	x	x	
RO-27	SR 202 From NE 175th St. to NE 182nd St.	x	x	Additional capacity lanes and safety improvements, possible transit	X							x			x	x		x

		Need			Project Type				Level of Service			Improvement(1)						
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Capacity Lanes	Turn Lanes	Pedestrian Improvements	Bike Lanes	Water Quality	Gateway	Landscaping
RO-28	NE 195th St. From SR 522 Inter. To WS Rd	x	x	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements	X							x	x	x	x	x	x	x
S-5	"Leota Lake Loop" traffic calming 160th/167th Aves. NE, NE 180th Street	x		Traffic calming to reduce cut through traffic and speeding			X											
I-22	NE 143rd Place At 132nd Ave.	x		Realignment of intersection			X						x	x				
S-7	164th Ave. NE - NE 175th St to NE 180th St	x		Traffic calming to reduce cut through traffic and speeding			X											

Notes: (1) - Improvements is either a safety or capacity improvements over the existing system. Therefore, if sidewalks already existing for a widening projects, the project would not be considered to be an "improvement" over the existing system.

9.3.2.4 Transportation System Management Plan

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. Two programs, safety management, and intersection control management are included in the monitoring section (9.5) and identify processes for annually setting priorities and identifying these types of improvements.

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, access management, and operational performance characteristics.

Figure 9-4 shows the existing functional classification of principal arterials, minor arterials, and collector streets. Recommended revisions to the arterial system classification are presented in Table 9-2. 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.

Table 9-2. Functional Classification System

Road/Street Segments	Adopted Functional Classification
1. 140th Place NE–148th Avenue NE: NE 145th to NE 171st Sts.	Principal Arterial
2. 140th Ave.: NE 171st to NE 185th Sts./(Wood-Snoh Rd.)	Principal Arterial
3. Wood-Snoh Rd.: NE 185th St. to SR 9	Principal Arterial
4. SR 202: NE 145th St./148th Ave. NE intersection to 131st Ave. NE	Minor Arterial
5. NE 180th St.: 132nd Ave. NE to 120th Ave. NE	Minor Arterial
6. NE 144th St.–NE 143rd Pl.: 132nd Ave. NE to 148th Ave./ NE 145th St. intersection	Minor Arterial
7. 156th Avenue NE: Wood-Duvall Rd. to 240th St. SE	Minor Arterial
8. 160th Ave. NE–NE 180th St. to 164th Ave. NE (west half of "Leota loop")	Collector
9. Wood-Snoh. Rd.: NE 175th St. to NE 185th St./140th Ave. NE	Collector
10. 135th Avenue NE: Wood-Snoh. Rd. to NE 171st St.	Collector
11. 144th Ave. NE Ext.: NE 190th St. to 140th Ave. NE	Collector

Source: City of Woodinville, 1996.

The existing routing of SR 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 SR 522/132nd Avenue NE Interchange,

2. Shift the route to 140th Place NE, then to Woodinville-Snohomish Road to either SR 522 at the NE 195th Street interchange or at the SR 9 interchange,

3. "Split the SR 202 route" and assign it to both (1) and (2) above,

4. Provide an overpass over SR 522. Shift the SR 202 segment between SR 202/127th PL NE and SR 202/SR 522 Interchange to the new overpass, and

5. Abandon as a SR altogether.

These measures meet land use objectives for the Tourist District. Furthermore, potential costly and difficult widening of the existing SR 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.

Access Management

Access 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, and

4. Developing access classifications within the functional classification system that promote the function and set desirable access limits for driveways, turn prohibitions and intersection spacing.

Routes identified for further review of access management include:

1. SR 202, Woodinville-Redmond Road,
2. Woodinville-Duvall Road,
3. 140th Place NE–148th Avenue NE,
4. 140th Avenue NE,
5. Woodinville-Snohomish Road (north of 140th Avenue NE),
6. NE 190th to NE 195th Streets between SR 522 and Woodinville-Duvall Road,
7. NE 171st and NE 175th Streets, downtown, and
8. 131st Avenue NE.

High-occupancy vehicle Facilities

Transportation System Management 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 SR 522 ramp metering improvement program.

Design Standards

The transportation policies address design standards (City of Woodinville's Transportation Infrastructure Standards and Specifications) 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
The Transportation Infrastructure Standards and Specifications manual provides Traffic Impact Analysis requirements to assist developers in traffic impact assessment and mitigation studies and Environmental Impact Statement documentation. Ordinances will be established to regulate concurrency threshold of developments and set impact fees.

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.

9.3.2.5 Transportation Demand Management and Parking Plan

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.

The City of Woodinville has formalized the Transportation Demand Management requirements for medium-sized as well as large companies and employment developments, and allows developers a wide latitude of Transportation Demand Management program components. Major institutional uses also should be included.

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, non-motorized 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.

A City Transportation Demand Management Program is proposed that encourages alternative modes of travel.

9.3.2.6 Freight and Goods Movement Plan

Limited rail freight service is provided in the SR 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 Figure 9-6, and Table 9-2), and improvement projects on SR 202, the Woodinville-Snohomish Road, and the Woodinville-Duvall Road.

Freight movement policies and a Freight Management Program are proposed to identify strategies to assist the City in accommodating freight movement in a way that promotes economic development while protecting residential neighborhoods.

9.3.3 Plan Monitoring

The Transportation Element 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:

1. Revisions to Woodinville Transportation policies,
2. Revisions in policies, programs, and plans of the counties, neighboring cities, transit providers, Eastside Transportation Programs, Puget Sound Regional Council, Regional Transit Authority, and Washington State Department of Transportation,
3. Annual Woodinville traffic volume count program,
4. Other periodic local studies: accidents, roadway condition, and level-of-service, and
5. Traffic impact studies, transportation plan and project design studies by local municipalities, transit providers, Regional Transit Authority, 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.

Concurrency implementation and monitoring requires ongoing attention. This activity is addressed in depth in Chapter 10, Capital and Public Facilities.

Citizen Advisory Groups and special purpose citizen outreach programs (meetings, surveys, workshops, special advisory committees) for major projects, program formulation, and issues resolution will be valuable resources.

Several monitoring programs are proposed to annually identify, prioritize and implement projects, and also monitor overall transportation system progress. These include:

1. Intersection Control and Safety Management,
2. Pavement Management,
3. Freight Management, Non-motorized modes (or crosswalks sidewalks and bike routes), and
4. Transportation Demand Management.
5. Creation of a standing Citizen Advisory Committees and/or other citizen outreach programs and/or groups to aid in the annual identification and prioritization of projects or policy issues.

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. For example, 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. For example, 156th Ave NE, NE 145th St, and 124th Ave NE are classified as 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 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 Woodinville-Duvall Road arterial is four-lane to 156th Ave NE and transitions to a two-lane for the remaining section to Duvall, 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 Woodinville to reach State Route 522 and Interstate-405.

Downtown Grid

The City of Woodinville has developed and continues to study the arterial street and pedestrian /bicycle pathway systems in downtown Woodinville. 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, and improve operations of the existing park-and-ride. The Downtown Master Plan shall study this and other traffic circulation areas.

Neighborhood Streets

Residential streets for local access are constructed as part of residential subdivisions. As such, facilities for non-motorized travel 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.

A-9.1.3 Traffic Volumes

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 has become more stable, with average growth in traffic of 3 to 3.5 percent. Traffic volume on downtown NE 175th Street has 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. See Figure A9-1 for the P.M. Peak Hour Traffic Volumes in 1998.

Table A9-1 Average Weekday Daily Traffic Volumes in the City of Woodinville

Location	Annual Growth Rate (1995-96)	1995	1996	1997	Annual Growth Rate (1997-98)	1998
State Route 202 (south of Woodinville Dr.)	0.0%	15,000	15,000*	15,000	0.0%	15,000
State Route 522 (Snohomish Co. Line)	2.9%	33,000*	34,000*	35,000*	0.0%	35,000*
State Route 9 (north of 212th Street)	5.0%	19,000	20,000*	21,000	0.0%	21,000

* indicates actual count.
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 is 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-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

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 area has traditionally been an active area for recreational bicycling.

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 other non-motorized travel, determines the safety and access provided by that system.

The region 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 Burke-Gilman and Sammamish River Trails were opened in the late 1970s. Over the years additional segments of the trails Use and Mode Split have been developed so that today they provide a continuous 27-mile long, separated multi-use facility. All data comes from trail user surveys done at five-year intervals by the Cascade Bicycle Club, in cooperation with King County Parks and Recreation and the 2000 Puget Sound Regional Council.

The Wilmot Gateway, a 3.7-acre city park, provides 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 to incorporation, 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. 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. The City of Woodinville is expanding non-motorized transportation facilities. For example, NE 175th Street and 156th Ave NE provide bicycle lanes.

A-9.1.7 Transit

Most transit service in North King County is provided by King County's Department of Transportation, Metro Transit Division, who operate several transit routes and a park-and-ride lot in Woodinville. Sound Transit also serves Woodinville, Bothell and Kenmore.

The Woodinville park-and-ride lot located on Woodinville Duvall Road provides parking for 500 vehicles and is served by several bus routes

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.

A-9.1.8 Demand Management

The Commute Trip Reduction Act requires employers with 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. Several employers meeting the criteria - Stimson Lane, which include the Columbia and Chateau Ste. Michelle Wineries; Mackie Designs; and Molbak's Greenhouse. These and other employers will be preparing and implementing plans consistent with the Commute Trip Reduction Act.

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.

Commercial transportation mobility and access are critical to Woodinville's and the region's economic development. Rail service and truck movement are important for the success of businesses and industries in Woodinville and the region. The Transportation Element policies, and those in the economic development element, support existing businesses and industries, and promote Woodinville as an economically viable community.

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

In addition to population increases (see Housing and Land Use Elements), miles of travel per household have increased, as more and more households have more than one wage earner. 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.

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 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 Woodinville 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. It was updated in 1999 and calibrated to 1998 counts to represent 1998 and 2020 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 1999 updated Woodinville model were: (1) the incorporation of PSRC year 2020 land use outside the study area; (2) the use of PSRC zonal system and network instead of the Bothell zonal system and network; (3) the adjustments to depict the year 1998 rather

than 1994; (4) the incorporation of more recent land use plans for the City of Woodinville; (5) the 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 and (6)the Woodinville's model is compatible with the regional PSRC model and would allow the city to evaluate transit improvements in the City.

The calibrated model was used to generate 2020 traffic forecasts for several transportation alternatives including testing the CIP projects, looking at major transportation scenarios including extension and realignment of SR 202 across SR 522 and connecting to 120th Avenue in Bothell, extending Willows Road north, and evaluating Grid Roads (See Figure A9-2, 2020 Projected Weekday Traffic Volumes). These projects were used on proposed PSRC land use improvements and funded projects as of October 1999.

A-9.3 Planning Implications

A-9.3.1 The Land Use and Transportation Link

Land use and transportation are fundamentally interrelated. 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 relationships among travel behavior, housing density, population concentrations, and employment density should be used to accomplish Comprehensive Plan goals.

The Growth Management Act requires that the Comprehensive Plan include arterial and transit level-of-service standards to be used as a gauge to judge the performance of the system. The standards identify minimally acceptable travel conditions on arterials and the transit network. They focus on characteristics of the transportation system over which the City has some influence and control.

A-9.3.2 Environmental Stewardship

Increased trips by motor vehicles, increased travel time, congestion, and longer trips all contribute to deteriorating environmental quality. Policies in other parts of the plan and elsewhere in the transportation element that reduce car use, support transit, and encourage walking and bicycling are key to reducing transportation-related environmental impacts.

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 the arterial systems for less congested residential streets. The automobile-dominated transportation system makes individual mobility and traveling long distances inexpensive and convenient, and so makes 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

To slow the trend of increasing car use, the City must provide alternatives and must change the way people think about and act upon travel choices. Transportation alternatives to the car need to respond to people's needs for mobility, privacy, comfort, safety, and convenience. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

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 principal 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

Providing convenient and accessible transit service can help to slow the increase in the use of single-occupant automobiles, slow the increase in environmental degradation associated with their use, and increase mobility without building new streets and highways. Street rights-of-way are limited; and as streets get more congested, transit with priority treatment can help people move around the city and the region. The transit system will need to change to respond to people's behavior and travel needs. Major investment may be needed to provide more innovative transit service, while some actions can be taken which is low cost. Land use changes and capital facilities can strengthen the transit system, increase ridership, and provide greater mobility choices for citizens, employees and visitors.

The key to reducing reliance on single-occupant vehicles is the provision of viable options to using automobiles, such as improved transit service. More neighborhood-to-neighborhood transit service needs to be considered.

Bicycles and Pedestrians

With supportive land use and transportation policies, walking and bicycling can be practical alternatives to driving (especially for short trips), contribute greatly to the quality and vitality of the street scene, and help achieve environmental goals. Pedestrian and bike improvements to intersections, sidewalks, and other facilities can improve access and safety, and are particularly important for children, senior citizens, and people with disabilities.

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.

A-9.3.4 Parking Management

Adequate parking should be protected while parking policies should be changed to encourage alternative modes of transportation.

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

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

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 2-1 in Chapter 2 presents a comparison of King and Snohomish counties' transportation policies with the City of Woodinville's.

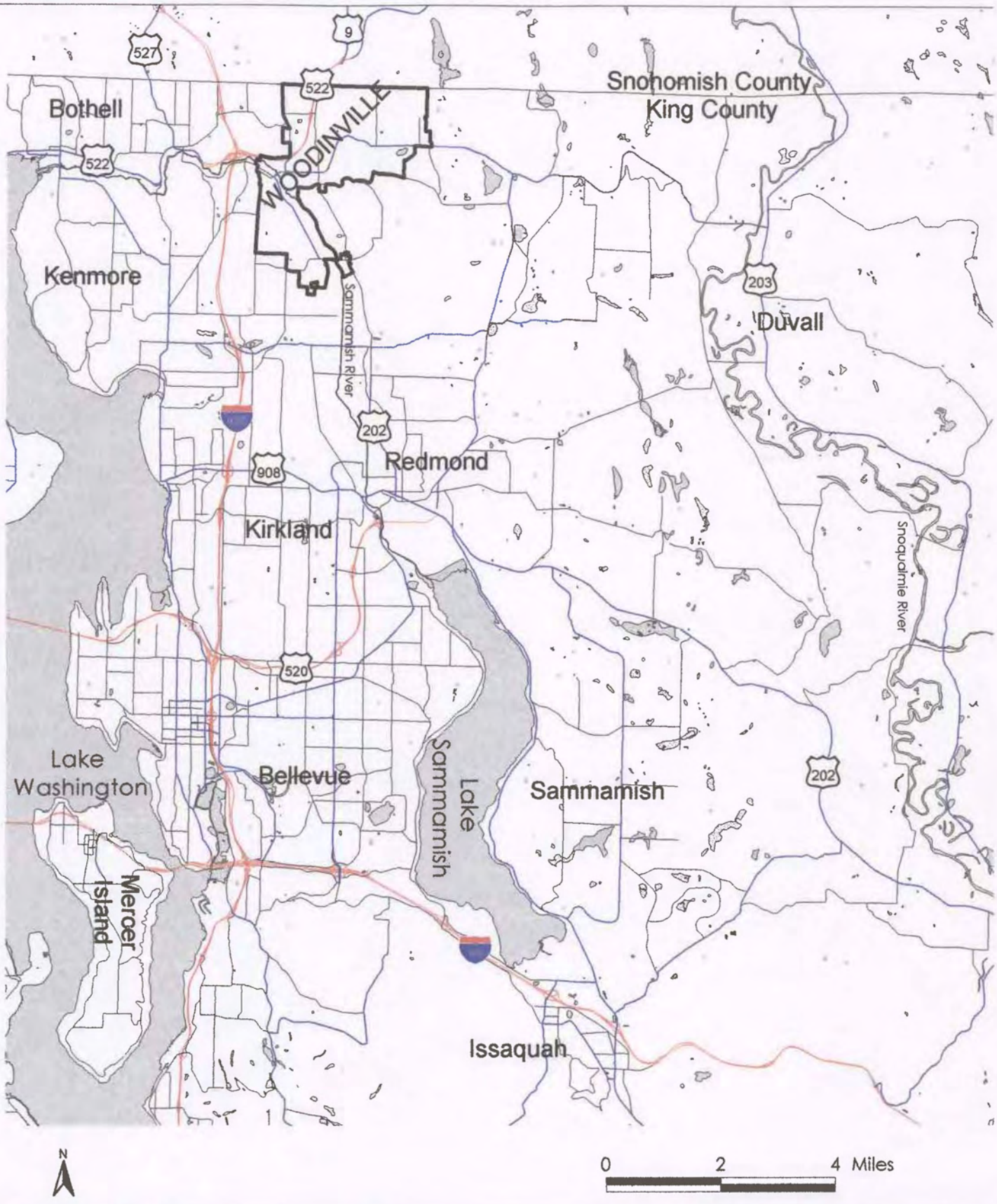
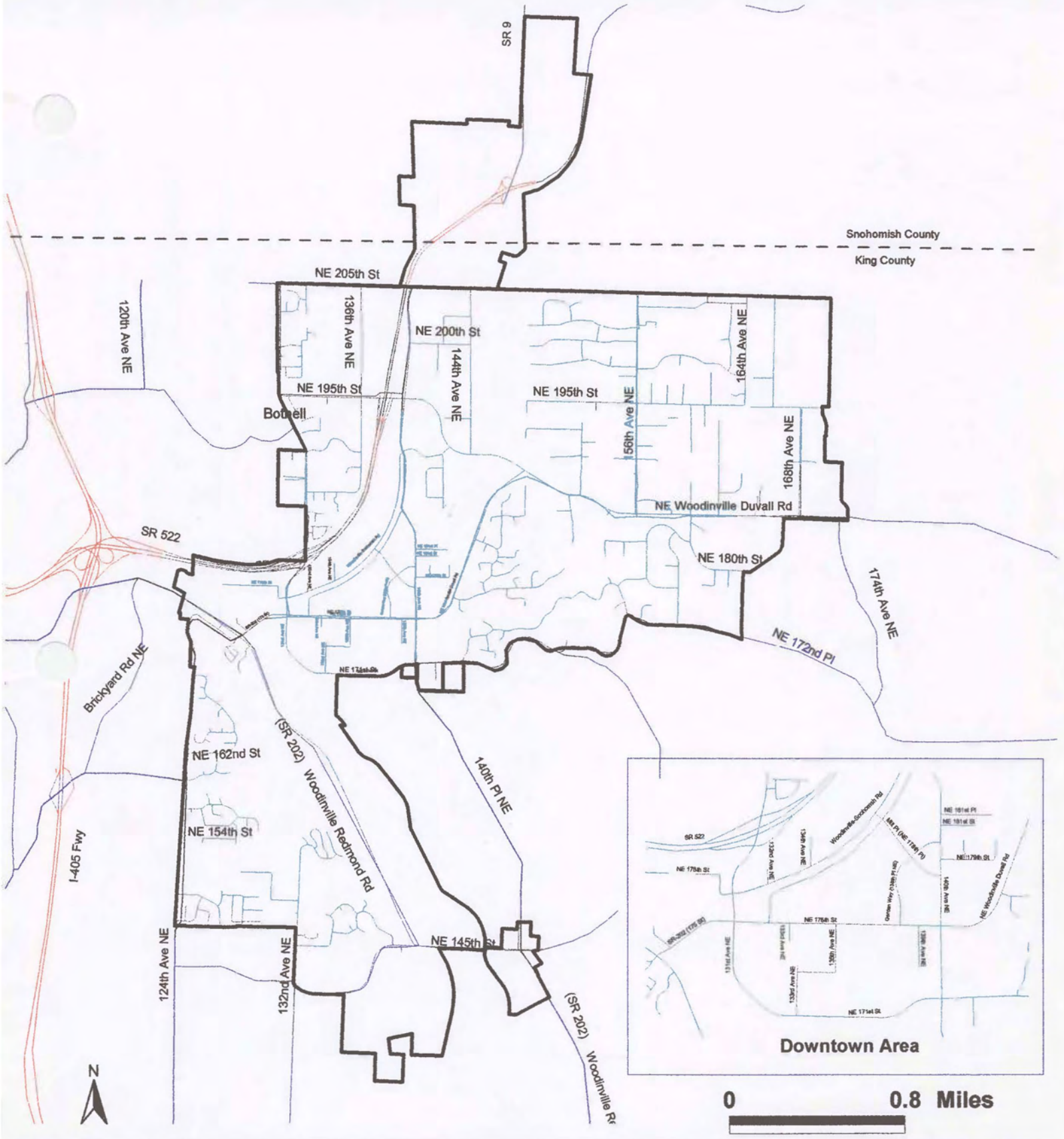


Figure 9-1
Regional Vicinity



Highway System
City of Woodinville Streets
Urban Growth Boundary
King County Streets
City Limits

Figure 9-2
Street and Highway Network

June 2002

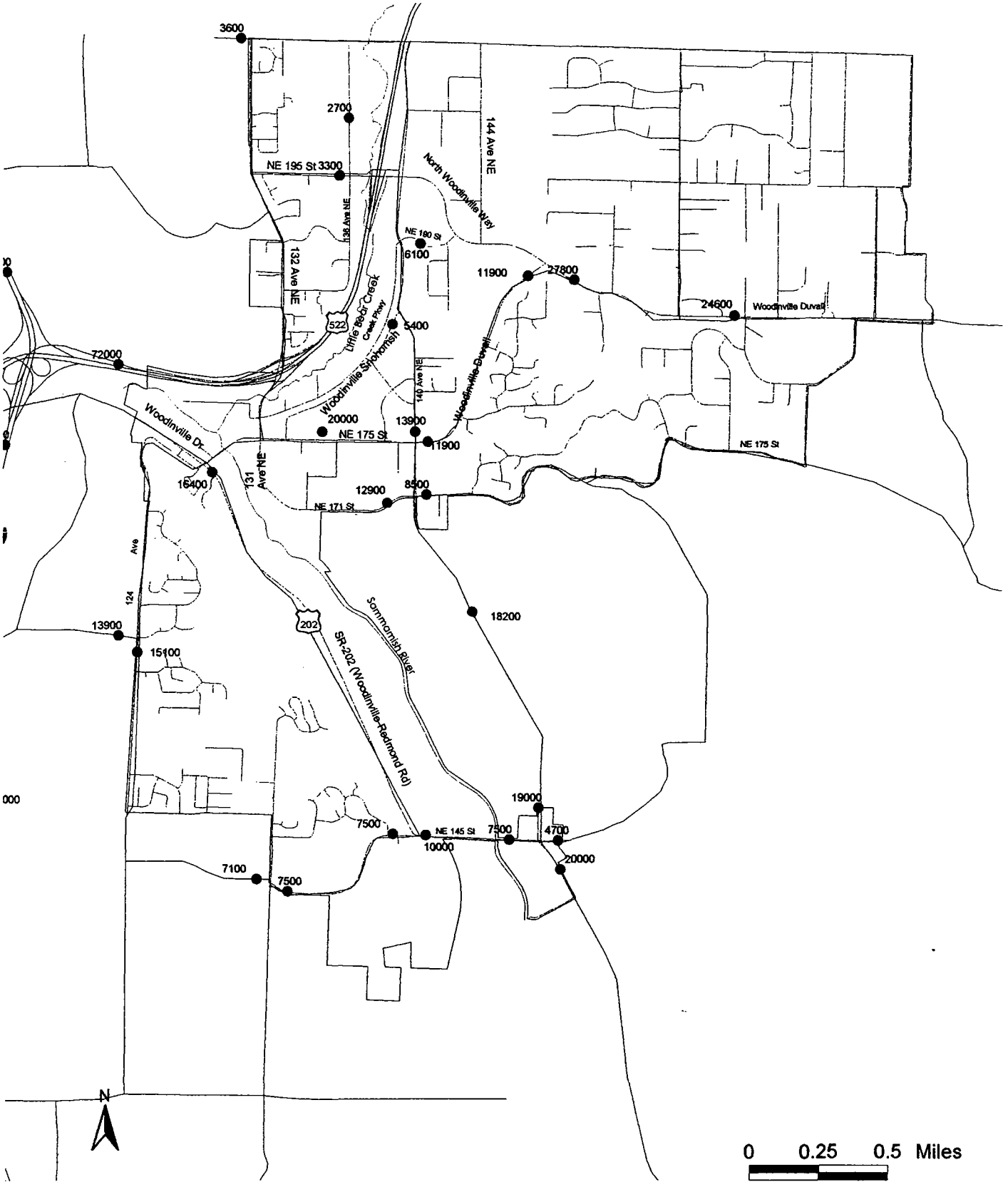
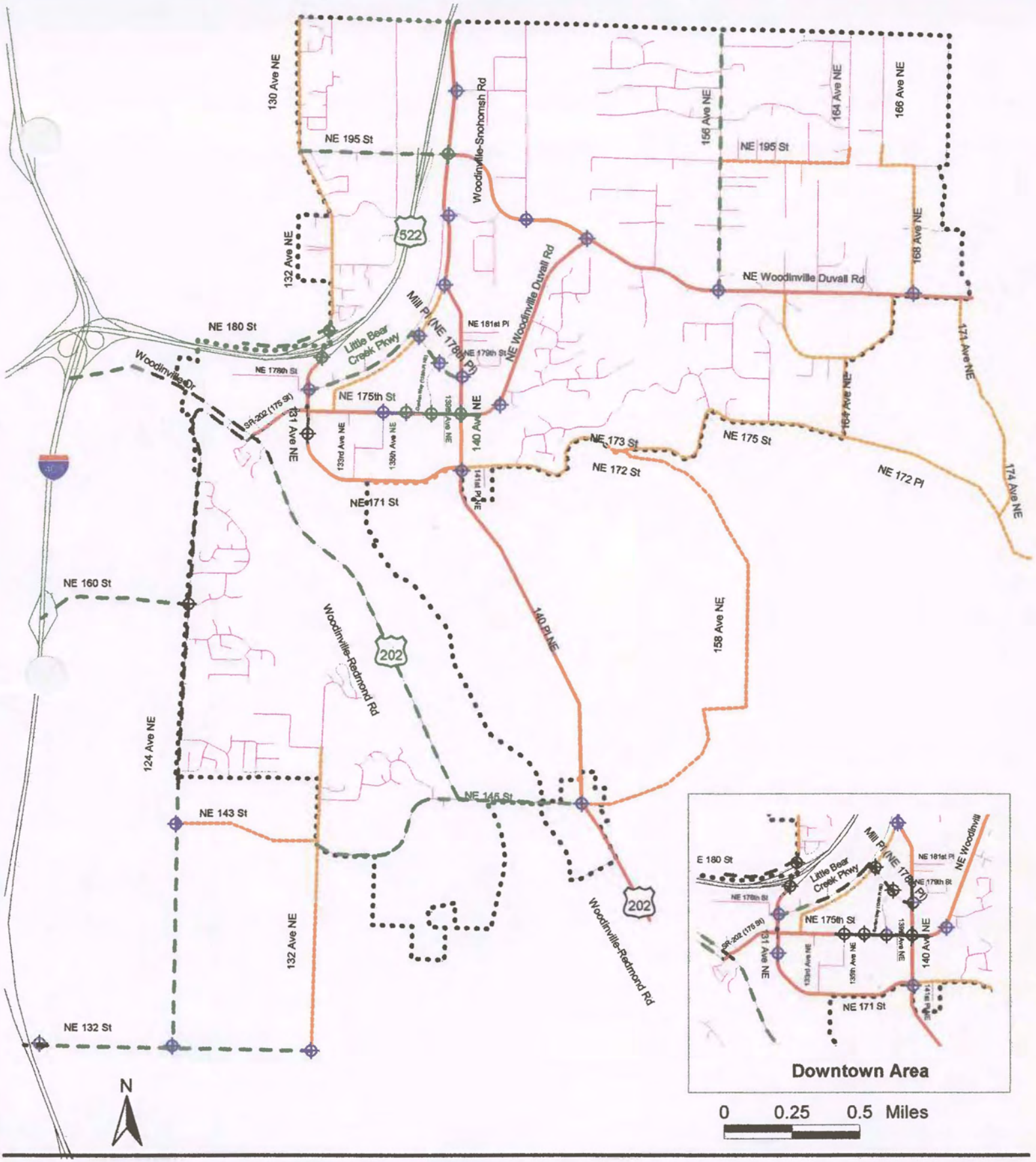


Figure 9-3
1998 Weekday Traffic Volumes

Note: This map is a pictorial representation and the City does not warrant its accurate depiction.

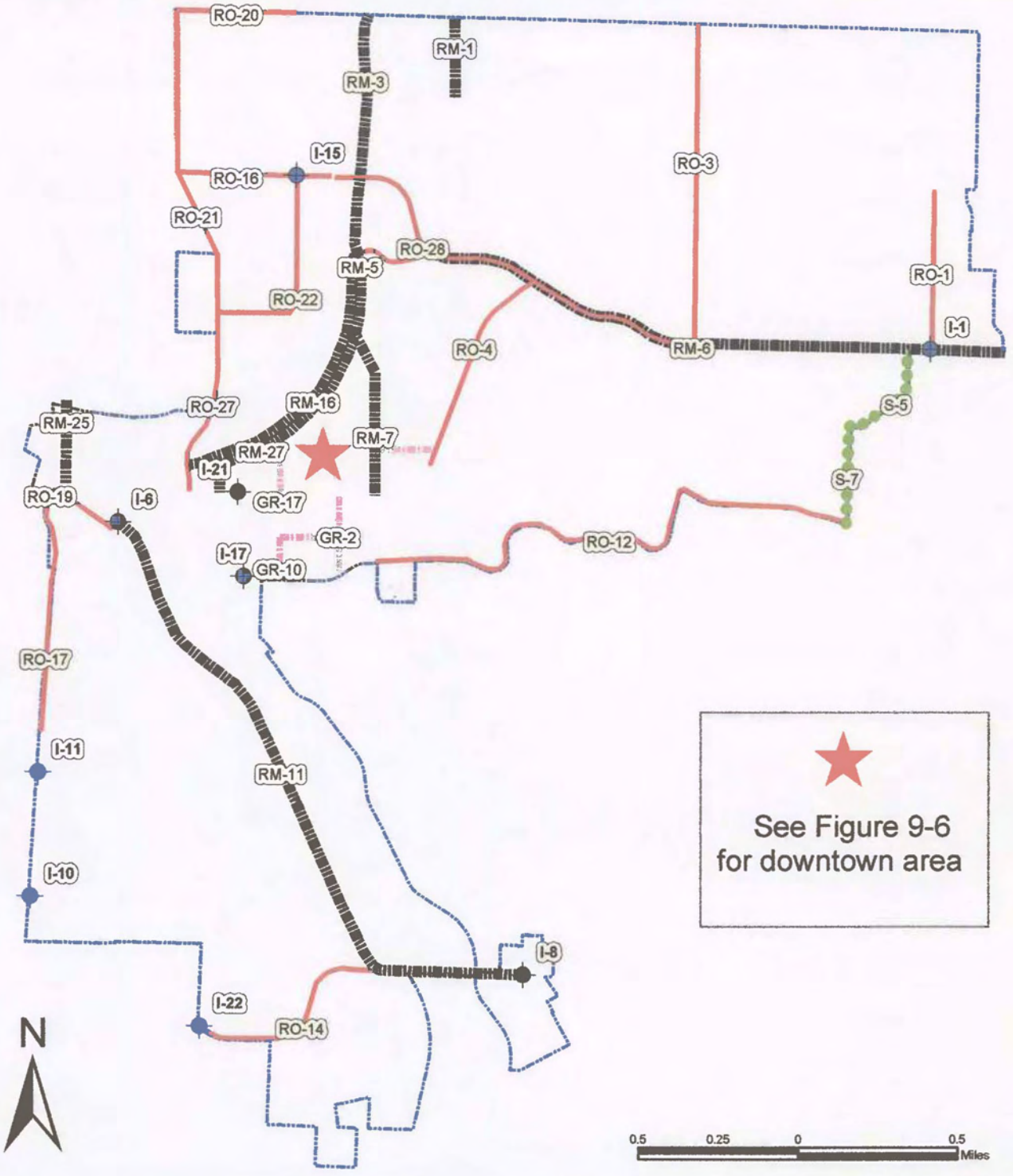
Source: WSDOT, City of Woodinville, CH2M Hill



Principal Arterial
Minor Arterial
Collector
City Limits
Traffic Signal

Figure 9-4
Existing Street Classification

Note: This map is a pictorial representation and the City does not warrant its accurate depiction.



Legend

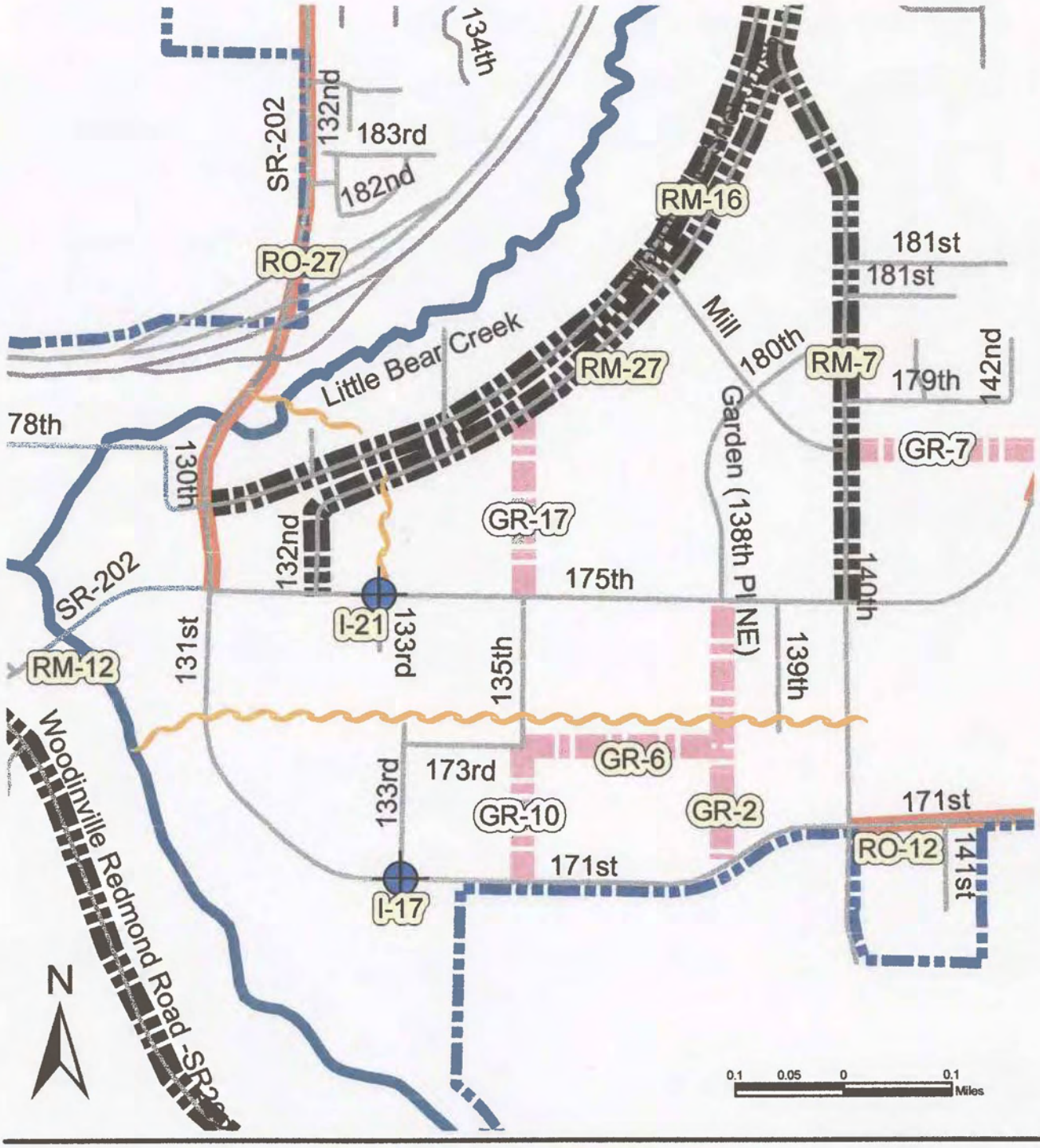
- 2003_intersection_improvements
- City Limit
- Grid Road
- Major Widening
- Minor Widening
- Traffic Calming

Figure 9-5

Roadway Improvements Plan

Reference: See TIP table 9-1

6-25-02 GPB



Legend

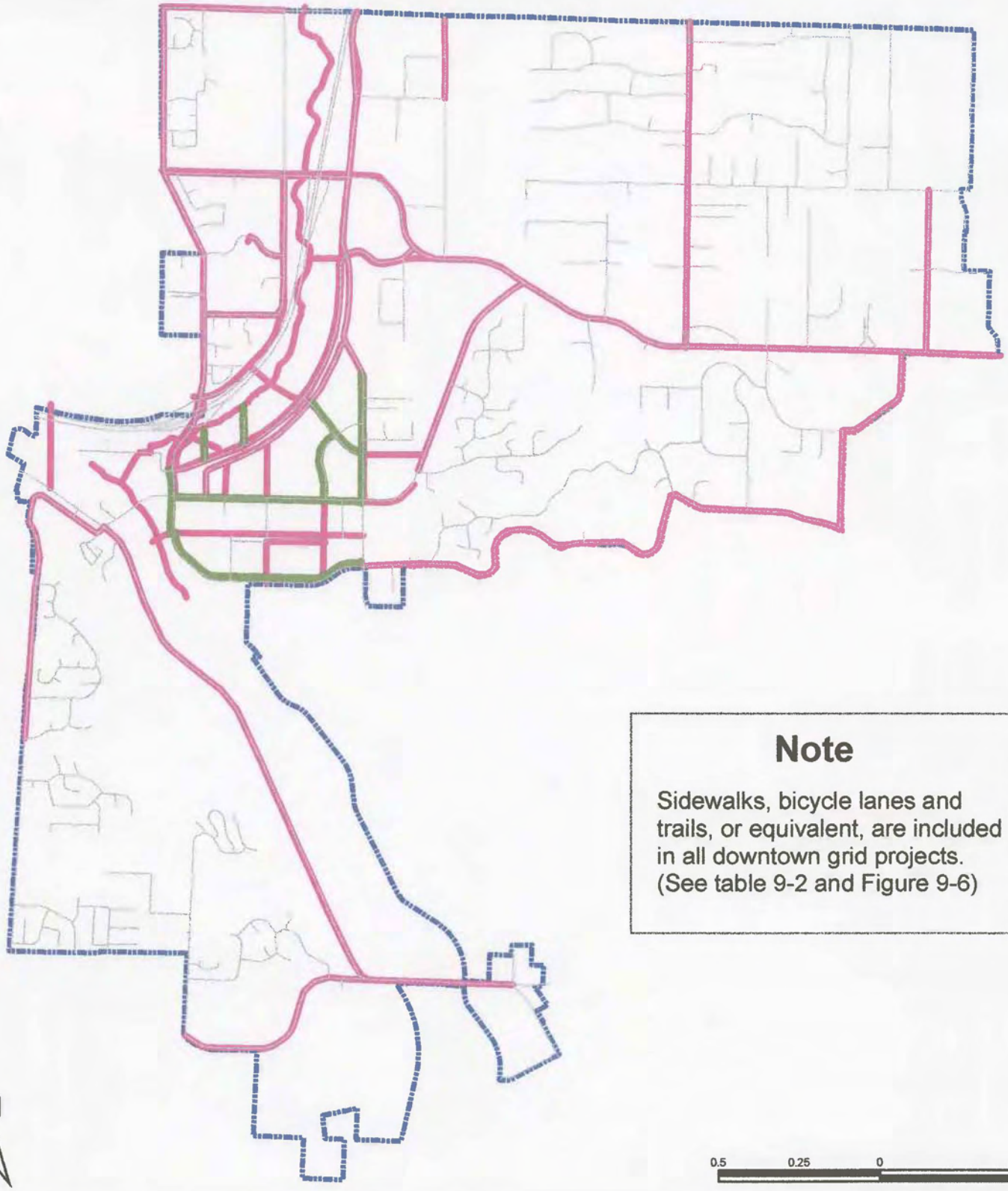
- Intersection Improvements
- Woodinville Trails
- Woodinville-streets
- Sammamish River
- Grid Road
- Major Widening
- Minor Widening
- City Limit

Figure 9-6

Roadway Improvements Plan
Downtown Area

Note: Sidewalks and bicycle lanes or equivalent on all downtown grid projects.

6-25-02 GPB



Legend

- Existing Pedistrian Facilities
- Proposed Non-Motorized Projects
- City Limits

Figure 9-7
Non Motorized Plan

6-25-02 GPB

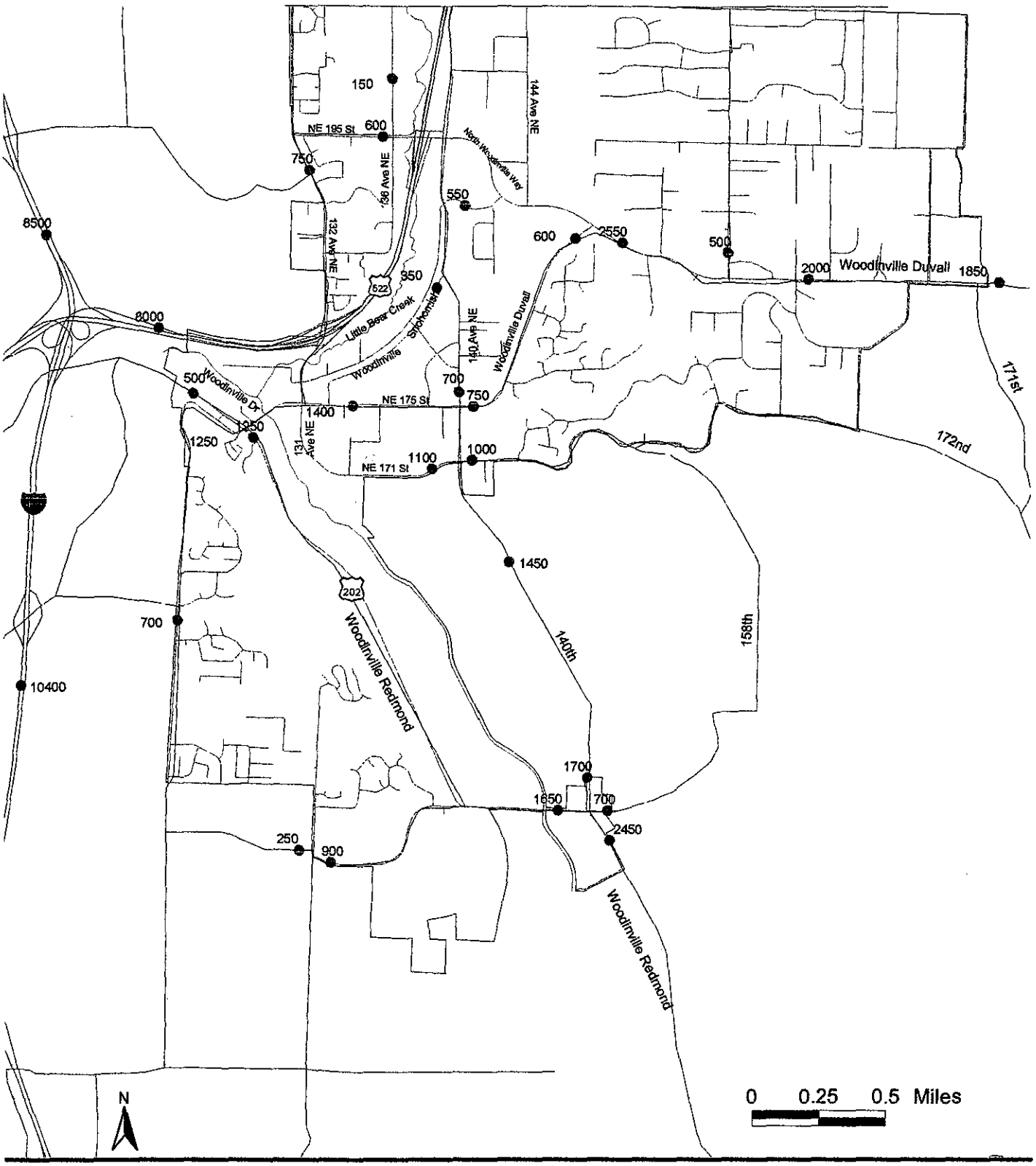


Figure A9-1
1998 PM Peak Hour
Traffic Volumes

Note: This map is a pictorial representation and the City does not warrant its accurate depiction.

Source: WSDOT, City of Woodinville, CH2M Hill

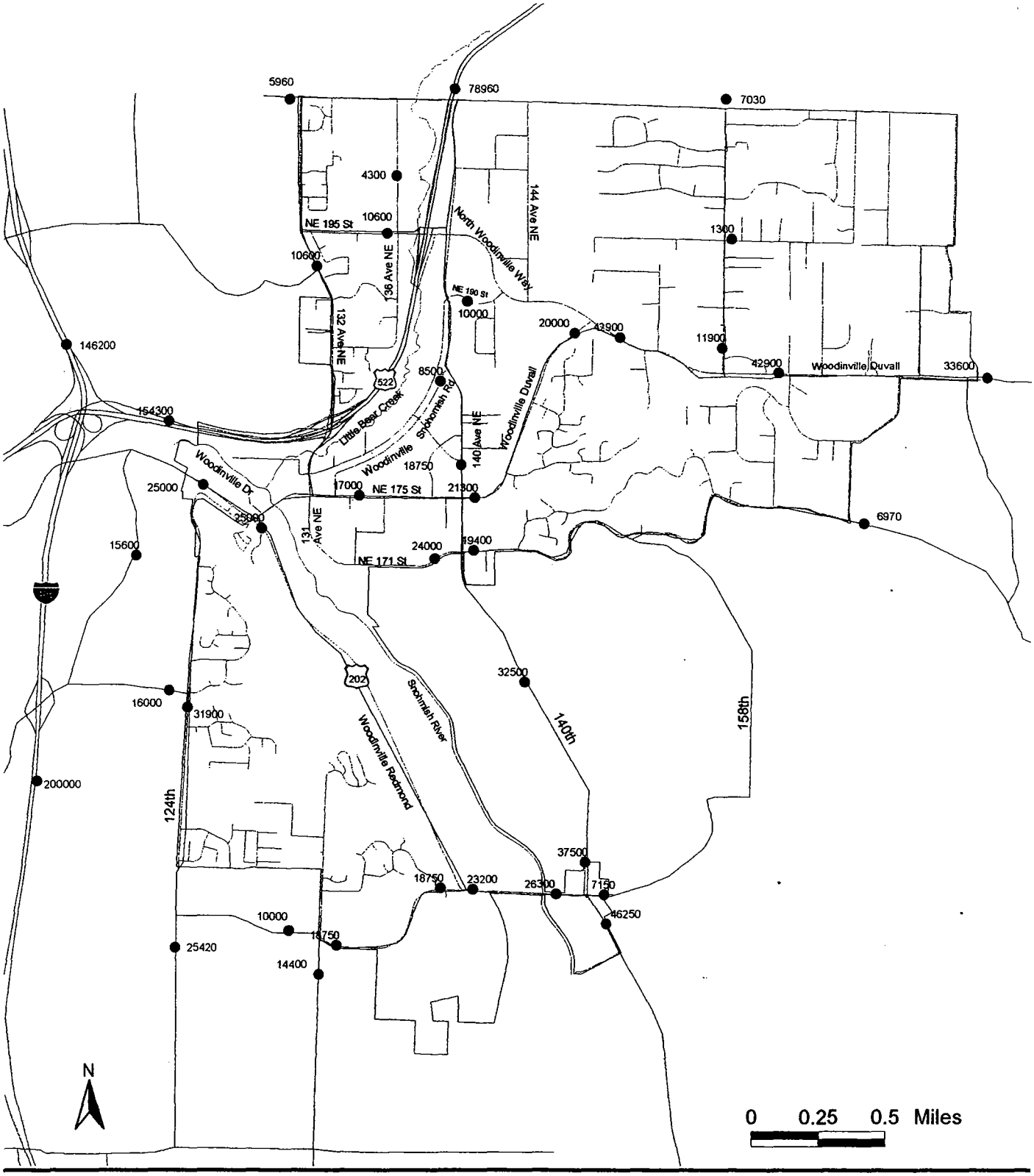


Figure A9-2
2020 Projected Weekday
Traffic Volumes

Note: This map is a pictorial representation and the City does not warrant its accurat depiction.

Data derived from EMME2 model using 1998 data.

Source: WSDOT, City of Woodinville, CH2M Hill

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.

10.2 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 Plan for water utilities, sewer utilities, regional wastewater treatment facilities and other essential public facilities, as well as those special-purpose districts for which the City collects fees, and 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 Locate, inventory and monitor the capacity of existing capital facilities owned by public entities.

CF-1.4 To ensure concurrency, plan for needed public and private capital facilities based on adopted level-of-service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan.

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 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.

CF-1.7 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: Plan for new public facilities (other than transportation) that maintain and enhance public health and safety based on locally adopted level of service standards and guidelines, which are in accordance with state law.

Policies

CF-2.1 Plan for Capital Facilities that demonstrate "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, (including assured financing).

CF-2.3 Request the applicable service providers 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.

CF-2.5 Review City requirements to ensure consistency between service providers, the City's annual Capital Improvement Plan, and locally adopted level-of-service standards.

GOAL CF-3: To achieve consistency in level-of-service standards within Woodinville 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 Standard – 274 residential gallons per family per day and 98 residential gallons per person per day.

2. Sewer system:
   Woodinville Water District Standard - 80 gallons per capita per day (where sanitary sewer is available)

3. Storm and surface water management:
   Establish level-of-service standards that meet those standards as modified and adopted by the City of Woodinville.

4. Transportation:
   Level-of-service E or better Citywide

5. Parks and recreation:
   (*Refer to the adopted Parks, Recreation & Open Space Plan)*

Table 10-1 Parks Level-of-Service

Recreation Category	Existing City LOS*	NRPA LOS*	1998 Adopted City LOS*
Resource Conservancy	7.11	10.0**	7.67
Resource Activities	0.35	16.5 **	0.94
Linear Trails	0.32	1.5***	1.97
Athletic Fields/Playgrounds	1.06	3.1	4.93****
Special Use Facilities	0.38	None	4.11
Recreation Centers/Pools	0.67	none	.30
Total Recreation Facilities	9.89	34.45	Not Applicable

* Acres per 1000 population. ** Includes resource areas within 1 hour driving distance. *** Based on 12-foot trail corridor. **** Many existing fields in Woodinville are considered under-sized and are included in the Park Service Area.

6. Schools:
   Northshore School District Standard of Service –

   Class Size (students/classroom, average)

   <u>Elementary</u>

Kindergarten	23
Regular, alternative, gifted	24
Special education (CLC)	12
Integrated reg. & sp. ed.	21*
Special education	9

   <u>Junior High</u>

Regular	27
Regular (portables)	27
Special education	12

   <u>Senior High</u>

Regular	27
Regular (Portables)	27
Special education	12
Vocational education	27

   * 15 regular and 6 special education students

Lake Washington School District -

No school projects are planned for the portion of the District that includes Woodinville.

7. Municipal buildings:

City Offices
The City Hall building is approximately 25,000 square feet in gross floor area. Approximately 20,500 square feet houses 55 City employee office space with a maximum build-out space for 77 employees.

The Community Center Building (formerly City Hall) may accommodate approximately 2,000 square feet of public service, office and administration space with an approximately 6,000 square feet of area per floor.

The Civic Center Complex has approximately 31,000 square feet of gross floor area. Of this, approximately 25,000 square feet may be converted to other public use space.

The above contributes to meeting the needs and level-of-service guideline of 1,150 square feet of public service and/or administrative 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 2,000 square feet of maintenance shop space per 1,000 population (pursuant to Public Works Department analysis) 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 Annually confirm that long-term financial capacity exists to provide adequate capital facilities and to ensure consistency between the Capital Facilities Plan, Land Use Element, and other elements of the Comprehensive Plan.

GOAL CF-4: To achieve consistency in capital facilities level-of-service standards between Woodinville and surrounding jurisdictions.

Policies

CF-4.1 Coordinate with other public entities which provide public services and capital facilities within Woodinville's urban growth area.

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 Plan for infrastructure and funding strategies in cooperation with other governmental jurisdictions and private agencies. This planning should 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, such as affordable housing, which have broad public purpose from payment of impact fees when adopting any impact fee ordinance.

CF-5.4 Maintain and enhance regional and area-wide capital and public facilities through an adequate and equitable set of user charges.

10.3 Plan Implementation and Monitoring

The Plan Implementation and Monitoring (Section 10.3) sets the strategies to implement and monitor the above goals and policies. Capital Facilities Plan (Section 10.3.1) will include an inventory of proposed capital projects necessary for the life of the Plan. The Capital Improvement Plan (Section 10.3.3) will include a financially feasible 6-year inventory of projects. Concurrency Analysis is provided in Section 10.4.

The following programs shall be implemented and/or 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 or resolution, as appropriate for each implementation program.

10.3.1 Capital Facilities Plan

Prepare and adopt a Capital Facilities Plan that identifies City capital projects for the life of this Comprehensive Plan. 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. Aggressively pursue funding from other levels of government and private agencies to accomplish its capital investment program while optimizing use of City resources. Maintain a current inventory of existing capital facilities owned by public entities for locating and monitoring capacity to ensure planned provision of public and private capital facilities.

The following guidelines and procedures shall be used for evaluating potential capital projects and programs based on the following criteria:

1. Protection of public health and safety,
2. Cost of operating budget,
3. Availability of financing,
4. Cost/benefit ratio,
5. Environmental quality,
6. External requirements,
7. Relation to adopted plans,
8. Consistency with economic development goals,
9. Opportunity,
10. Timeliness,

11. Woodinville Vision Statement, and
12. Quality of Life.

Implements Policies CF-1.1, CF-1.9, and CF-5.1.

The most current version of the following Capital Facilities Plans are hereby adopted by reference:

1. City of Woodinville Six-year Capital Improvement Plan, 2003-2008,
2. City of Woodinville Six-year Transportation Improvement Plan,
3. City of Woodinville Parks, Recreation and Open Space (PRO) Plan, 1998,
4. Woodinville Water District Capital Facilities Plan,
5. Northshore School District #417 Capital Facilities Plan, 2002,
6. Woodinville Fire & Life Safety Services Study, 1992 , and
7. Northshore Utility District Capital Facilities Plan, 2000-2006.

10.3.2 Update of Capital Facilities Plan

Reassess and update 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, Land Use Element, and other Elements of the Comprehensive Plan. The preparation of the Capital Facilities Plan shall identify projects, outline a schedule, and designate funding sources for all City capital projects. The Plan may 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 may 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.

10.3.3 Capital Improvement Plan (CIP)

This section presents capital improvements projects of the City of Woodinville, and the financing plan to pay for those projects. The City Council has prioritized proposed capital improvement projects and balanced project costs with revenues pursuant to Revised Code of Washington (RCW) 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, 2008. Each capital improvement project contains the name of the project and its costs over the 2003-2008 funding period. The total cost of the 2003-2008 Capital Improvements Plan projects is approximately $14 million. Approximately $14 million is available in City revenues to pay for the projects.

This six-year Capital Improvements Plan (CIP) presents the financing plan to pay for the proposed projects listed in the CIP. For detailed capital improvements facilities data, please see the City Council adopted six-year Capital Improvements Plan that identifies projects, outlines a schedule, and designates realistic funding sources for all City capital projects adopted here by reference.

The capital improvements will address existing deficiencies, make available adequate facilities for future growth and repair or replace obsolete or worn out facilities within the adopted 6-year time frame. Each capital improvement project contains the name of the project and its costs over the 6-year funding period. A complete costs and projected revenues matrix is within the adopted 6-year Capital Improvements Plan.

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, and
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. For detailed capital improvements facilities data, please see the Capital Improvements Plan, adopted here by reference.

10.3.3.1 Revenue Options and Forecasts (2003-2008)

The following is a description of each revenue option along with assumptions used in the forecasts.

a. Capital Improvement Funds

There are nine capital improvement funds, separate accounts for the acquisition or development of capital facilities. These are the Capital Project Fund, the Special Capital Project Fund, the Capital Street Reserve, the Surface Water Capital Reserve, the General Fund Surplus (Capital Construction, and Civic Center Fund), Mitigation, Taxes, Impact Fees, and Grants.

The Capital Project and Special Capital Project funds will each receive revenue from a 1/4% real estate excise tax (REET). The Revised Code of Washington 82.46 authorizes a real estate excise tax levy of 1/4%. The Growth Management Act authorizes another 1/4% real estate excise tax to be used primarily for financing capital facilities specified in the City's capital facilities plan. Revenues from this tax must be used for financing capital facilities specified in the City's capital facilities plan.

Woodinville has levied two 1/4% real estate excise taxes. Each 1/4% should yield $300,000 in revenue annually. The revenue is allocated to the Capital Projects Fund and the Special Capital Projects Fund.

b. Capital Project Fund

REET1 (first 1/4% real estate excise tax revenue) funds may be used for the following:

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, acquisition, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities, and

3) The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of: law enforcement facilities, fire protection facilities, trails, libraries, and administrative and judicial facilities.

Table 10-2 REET 1 Funds (all amounts are x 1,000)

Capital Project	Revenue	2002	2003	2004	2005	2006	2007	2008
(1st Quart. REET)	Beginning Balance	988	368	233	310	350	327	244
	Revenue (+)	**168**	**240**	**252**	**265**	**278**	**292**	**306**
	Transfer (+)	**265**						
	Expense (-)	**(388)**	**(375)**	**(175)**	**(225)**	**(300)**	**(375)**	**(550)**
	Ending Balance	**368**	**375**	**175**	**350**	**327**	**244**	**0**
	Minimum Set Aside	**(400)**						

c. Special Capital Project Fund

REET 2 (second 1/4% real estate excise tax revenue) funds may be used for the following:

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, and

2) The planning, acquisition, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities.

Table 10-3 REET 2 Funds (all amounts are x 1,000)

Special Capital Project		2002	2003	2004	2005	2006	2007	2008
(2nd Quart. REET)	Beginning Balance	1031	439	362	214	204	281	123
	Revenue (+)	168	240	252	265	278	292	306
	Expense (-)	**(360)**	**(317)**	**(400)**	**(275)**	**(200)**	**(450)**	**(425)**
	Ending Balance	**439**	**362**	**214**	**204**	**281**	**123**	**4**
	Minimum Set Aside	(400)						

d. Reserve Funds

Capital Street Reserve and Surface Water Capital Reserve funds will decrease if any expenditures are made from these funds.

Table 10-4 Capital Street Reserve Funds (all amounts are x 1,000)

Capital Street Reserve		2002	2003	2004	2005	2006	2007	2008
	Beginning Balance	2142	1375	1345	585	105	105	75
	Revenue (+)							
	Expense (-)	**(267)**	**(60)**	**(730)**	**(480)**	**0**	**(30)**	**(60)**
	Ending Balance	**1375**	**1315**	**585**	**105**	**105**	**75**	**15**
	Minimum Set Aside	(500)						

Table 10-5 Surface Water Capital Reserve Funds (all amounts are x 1,000)

Surface Water Capital Reserve		2002	2003	2004	2005	2006	2007	2008
	Beginning Balance	2068	871	241	211	201	191	181
	Revenue (+)							
	Expenditure (-)	**(697)**	**(630)**	**(30)**	**(10)**	**(10)**	**(10)**	
	Ending Balance	**871**	**241**	**211**	**201**	**191**	**181**	**181**
	Minimum Set Aside	(500)						

e. General Fund Surplus

There are two funds that were created for specific capital projects and are funded from surplus revenues out of the General Fund. Surplus moneys are available when operating revenues exceed operating expenses.

f. City Hall Construction

The City Hall Construction Fund was established to pay for the costs of constructing the new City Hall. The beginning balance of $585,000 in the City Hall Construction Fund is from money transferred from the General Fund in 1999. The revenue is a result of councilmanic bonds issued by the City in the second quarter of 2000.

Table 10-6 City Hall Construction Funds (all amounts are x 1,000)

City Hall Construction		2000	2001	2002	2003	2004	2005	2006
	Beginning Balance	585	2,000					
	Revenue (+)	4,999						
	Expenditure (-)	(3,584)	**(2,000)**					
	Ending Balance	**2,000**						
	Minimum Set Aside	(500)						

g. Civic Center Fund

The Civic Center Fund was established to set aside money for the operating costs associated with the purchase and maintenance of the Sorenson school site. The beginning balance revenue was from a General Fund transfer

Table 10-7 Civic Center Funds (all amounts are x 1,000)

Civic Center Fund		2002	2003	2004	2005	2006	2007	2008
	Beginning Balance	2200	102	102	102	102	102	102
	Transfer from GF(+)	4,999						
	Expense (-)	**(2098)**	**(350)**	**(350)**	**(350)**	**(350)**	**(350)**	**(350)**
	Ending Balance	**102**	**102**	**102**	**102**	**102**	**102**	**102**

h. Transportation Mitigation

The City collects an assessment through the SEPA environmental review process from developers based on the impact the development will have on roadways surrounding the project. It is estimated approximately $50,000 will accrue to this account in the first year, with a 5% annual increase over the six-year planning period.

Table 10-8 Transportation Mitigation Fee Funds (all amounts are x 1,000)

Transportation		2002	2003	2004	2005	2006	2007	2008
	Beginning Balance	523	468	341	396	304	214	158
	Revenue (+)	50	53	55	58	61	64	67
	Expense (-)	**(105)**	**(180)**		**(150)**	**(150)**	**(120)**	**(210)**
	Ending Balance	**469**	**341**	**396**	**304**	**214**	**158**	**15**

i. Park Impact Fees

The park impact fee was established in 2001 to set aside money for park facility planning, land acquisition, site improvements, construction and engineering costs. The fee is $1,796 per residential and multi-family dwelling unit as defined in the adopting ordinance. The estimated revenue from this tax is assumed to be $24,00 in the first year with a 5% annual increase over the six-year planning period.

Table 10-9 Park Impact Fees (all amounts are x 1,000)

Park Impact Fees		2002	2003	2004	2005	2006	2007	2008
	Beginning	3	6	9	12	16	20	24
	Revenue (+)	24	25	26	28	29	31	32
	Expenses (-)							
	Ending Balance	**27**	**52**	**79**	**106**	**136**	**166**	**198**

j. Taxes

The utility tax was established to set aside money for improvements at the intersection of 131st Ave NE and NE 177th Pl, as well as the necessary improvements, including right-of-way acquisition of NE 177th Pl from 131st Ave NE to 140th Ave NE. The forecast allows for a 3% increase each year.

Table 10-10 Utility Tax Funds (all amounts are x 1,000)

Utility Tax		2002	2003	2004	2005	2006	2007	2008
	Beginning Balance	743	0	(33)	(18)	549	1168	1681
	Revenue (+)	921	967	1015	1066	1119	1175	1234
	Revenue (+) – Fund Loan	1663						
	Expense (-)	**2927**	**1000**	**1000**				
	Expense (-) – Loan Payment				**(500)**	**(500)**	**(663)**	
	Minimum Set Aside	(400)						
	Ending Balance	**0**	**(33)**	**(18)**	**549**	**1168**	**1681**	**2915**

k. Admissions Tax

The admissions tax was established to set aside money for parks capital projects. The tax is 5% of ticket price for admission to movie theaters, museums, dance halls, auditoriums, etc. Schools, churches, governments and nonprofit organizations are exempt. The

estimated revenue from this tax is $210,000 for the first year, with a 5% annual increase over the six-year planning period.

Table 10-11 Admissions Tax Funds (all amounts are x 1,000)

Admissions Tax		2002	2003	2004	2005	2006	2007	2008
	Beginning Balance	322	137	98	99	87	287	200
	Revenue (+)	210	221	232	234	255	268	281
	Expense (-)	**(145)**	**(260)**	**(230)**	**(255)**	**)55)**	**(355)**	**(350)**
	Minimum Set Aside	(48)	(202)					
	Ending Balance	**137**	**98**	**99**	**87**	**287**	**200**	**132**

l. Gas Tax

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.

Table 10-12 Gas Tax Funds (all amounts are x 1,000)

Gas Tax		2002	2003	2004	2005	2006	2007	2008
	Beginning Balance	74	148	222	296	370	444	518
	Revenue (+)	74	74	74	74	74	74	74
	Ending Balance	**74**	**222**	**296**	**370**	**444**	**518**	**592**

m. Grants

Each year the City applies for funding from available grants. There are several categories of grants:

1) TEA-21 (Transportation Efficiency Act): TEA-21 is the federal transportation law that contains federal statutes on planning and funding for transportation projects.

2) STP (Surface Transportation Program): One of several federal funding sources created by Inter-modal Surface Transportation Efficiency Act to finance transportation projects. STP funds are the most "flexible" funding source since they may be used on transit projects, bicycle and pedestrian, safety, traffic monitoring and management, planning, and the development of management systems, as well as more traditional road or bridge projects. A local match of 13.5 percent is required. For pedestrian and bike facilities a 20 percent local match is required.

3) TIA (Transportation Improvement Account): The Washington State Transportation Improvement Board manages TIA grants. The purpose of the TIA is to fund transportation projects throughout the state for counties and cities. Projects must give consideration to rapid mass transit and rail. Projects must be necessitated by existing or foreseeable congestion due to economic development or growth.

4) UATA (Urban Arterial Trust Account Program): The Washington State Transportation Improvement Board manages UATA grants. The purpose of the UATA Program is to provide financial assistance to local agencies to improve the state's arterial street system by increasing capacity, reducing accident rates, correcting structural deficiencies, and providing adequate widths. The UATA receives eight percent of the gas tax revenue. Funded projects must be listed in the City's six-year Capital Improvement Plan.

Table 10-13 Summary of Grant Funding (all amounts are x 1,000)

Project Description	Grant	City Match	Other Match	Total	Source	Phase
SR202/145	99	928	1,833	2,860	STP(U)	Planning
SR202/127	214	1,017	1,078	2,309	TIB/TIA	ROW
175th/131st Intersection Imp II	300	100		400	STP(U)	Construct
Stream Corridor Planting	20	10	0	30	KCD	Construct
Habitat Enhancements	35	83	48	166	Samm Forum	Construct
Total	**668**	**2138**	**2959**	**5765**		

n. Sammamish Watershed Forum –

The King Conservation District (KCD) manages a non-competitive grant program through King County that distributes the three-dollar portion of its fee to the five regional Watershed Forums. The Sammamish Watershed Forum is a coalition of governments working cooperatively on water quality, flooding and fish habitat needs throughout the Sammamish watershed. Projects and programs funded by the KCD grants are consistent with the Regional Water Quality Committee's funding principles.

o. City Match

These are funds the City will need to provide to "match" a grant. Typically, the City can use a variety of revenue sources including general fund, REET, reserves, developer mitigation, intergovernmental revenue, donations or other awarded grants. However, some grants restrict the amount or types of outside revenue sources the City can use, or there are no other revenue sources except for City funds.

p. Other Match

These are outside revenue sources used by the City "match" awarded grants. These sources of revenue do not affect the City's operating budget.

q. Intergovernmental

Intergovernmental revenue includes money distributed from the state to cities on a per capita basis, and money from other governmental agencies such as the City of Bothell, Washington State Department of Transportation, and King County Metro.

r. Developer Contributions

Infrastructure built by developers such as roads, signals, or sidewalks can be used by the City to "match" awarded grants. The roads and signals, installed as part of the Town Center TRF project, are being used to match both the Signal Interconnect grant and the SR202/SR522 Interchange Improvement grant.

10.3.3.2 Summary of Funds

Table 10-14 contains a summary of funds that are available for funding the Capital Improvement Plan. Table 10-2 describes how reserved funds are allocated among the funded projects.

Table 10-14 Fund Summary

Revenue Source	Forecasted Funds 2001-2007
Real Estate Excise Tax (Reet I & II)	$4,819,000
Reserve Funds (Capital Street and Surface Water Capital)	$3,210,000
General Fund Surplus (Civic Center Fund)	(3,950,000
Mitigation Fund (Transportation mitigation paid by developers)	$930,000
Taxes: Utility Tax Admissions Tax Gas Tax **Sub Total:**	 $7,842,000 $1,782,000 $592,000 $10,414,000
Parks Impact Fee	$198,000
Grants Awarded to date	$648,000
Total Gross Revenue	$23,971,000
2001 Expenses (acquisition, design, construction)	$(9,787,000)
Total Funds Available	$14,184,000

10.3.4 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 funds are not available, re-evaluation of the Capital Improvement Plan will be necessary.

Implements Policies CF-1.6, CF-2.1, and CF-3.2.

10.3.5 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 Improvement Plan, including the adoption of new sources of revenue (when required), and
2. Grants, public-private partnerships, and intergovernmental joint funding arrangements.

Implements Policies CF-5.1 through CF-5.5.

10.3.6 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:

1. 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,
2. 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, and

3. Consider exemptions from payment of impact fees consistent with Policy CF-5.3.

   Implements Policies CF-1.2, CF-5.2 and CF-5.3.

10.3.7 Concurrency Implementation and Monitoring System

The City shall establish and maintain a Concurrency Implementation and Monitoring System. The System shall consist of an adopted concurrency ordinance pursuant to Revised Code of Washington 36.70A.070(6):

1. Identify which public facilities and services are subject to concurrency. The City may designate other capital facilities and services, in addition to transportation facilities for which concurrency is required.
   a. Specify public facilities and services that are "plan-level" concurrency.
   b. Specify public facilities and services that are case-by-case concurrency.
   c. Specify public facilities and services that are not subject to either "plan-level" or case-by-case concurrency.
2. Identify which development applications are subject to concurrency.
   a. 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 applicant's request, until final development approval).
   b. Define exemptions that may include the following:
      1) Vested development approvals (statutory as well as other non-statutory vested properties),
      2) Proposed development that causes no added impacts on capital facilities, and
      3) Proposed development that causes minor impact on capital facilities.
3. Establish procedures and guidelines for reserving capacity and issuing certificates of concurrency which address:
   a. 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).
   b. Coordination of the review and awarding of capacity of capital facilities to prevent awarding of the same capacity to more than one applicant.
   c. A mechanism to document the availability and reservation of capital facilities (i.e., separate certificate, a recorded document, etc.).
   d. Duration of the reservation of capacity (i.e., at what point does the reservation expire and capacity become available to another development applicant).
   e. Transferability of the reservation of capacity to new owners of the tested property or other parcels.
   f. Assurances that other providers will reserve and construct public facility capacity.
4. Establish a fee structure that includes:
   a. Processing fees to recover the cost of performing the concurrency tests.
   b. 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.).
   c. Definition of which fees are totally or partially refundable.

d. Identification of any development exempt from fees, eligible for reduced fees, or allowed to defer payment until construction or occupancy.

5. Identify the parameters by which level of service standards are concurrent with development.

   a. 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.

   b. Identify geographical areas (citywide versus service areas) that will be used to test the concurrency of each public facility.

   c. 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.

6. Establish a concurrency determination appeal process that includes the following:

   a. Grounds for appealing a denial of concurrency

   b. A procedure for processing an appeal (i.e., hearing examiner, government legislative body, courts, etc.)

   c. Status of requested capacity during an appeal.

   d. An annual report on the capacity and levels of service of public facilities.

   e. A public facility capacity review of development applications.

   f. A review of changes in planned capacity of public facilities.

   g. A concurrency test.

      1) 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, and

      2) 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.

         a) If the uncommitted available capacity is equal to, or greater than, the capacity required, the applicant passes the concurrency test

         b) 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.

            i. The applicant can mitigate the impacts to achieve a satisfactory level of service,

            ii. The applicant can revise the proposed development to reduce the impacts and maintain a satisfactory level-of-service,

            iii. The applicant can phase the proposed development to coincide with the availability of increased public facility capacity, or

            iv. 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.

10.3.8 Consistency of Level-of-Service Standards

Review the standards of King County and Snohomish County and other applicable districts within the urban growth area and compare for consistency with City level-of-service standards.

Implements Policies CF-3.1 and CF-4.1.

10.3.9 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.

10.3.10 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.

10.3.11 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, and
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.

10.3.12 Shared Facilities

1. The City should pursue the development of shared facilities or joint use of facilities to meet future municipal building needs.
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.

10.3.13 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 Concurrency Analysis

This section presents an analysis of concurrency for roads, water, sewer, parks, surface water, fire & life safety, municipal buildings and schools (Note: see the Transportation Element for additional concurrency information on the transportation system).

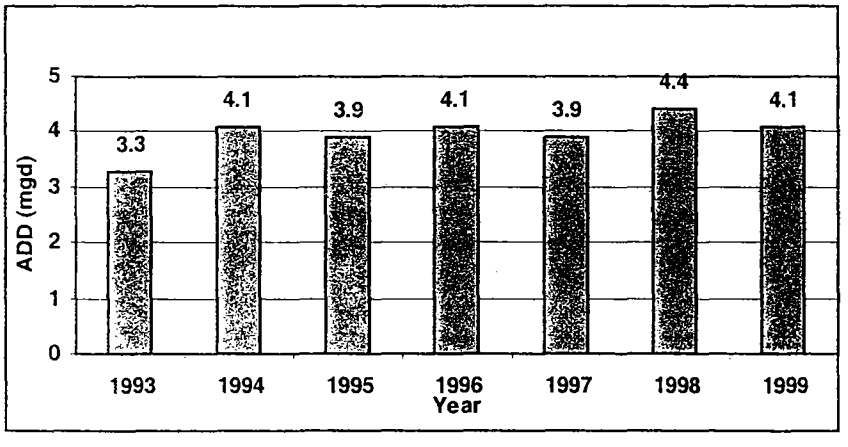
10.4.2 Water

The City of Woodinville is provided municipal water by the 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.

Future water demands for the District were estimated by analyzing land use and population. Water demands were calculated by estimating the number of future connections then multiplying that number by the water demand per connection. Water demands were calculated for each service zone and for each connection type (i.e. single-family, multi-family, commercial, industrial, municipal, and irrigation). The demand projection methodology used the integration of GIS zoning and service area mapping, existing demand and connection data, King County and City of Woodinville land use policies, and demographic data from Seattle Public Utilities (SPU), which are based on Puget Sound Regional Council (PSRC) projections.

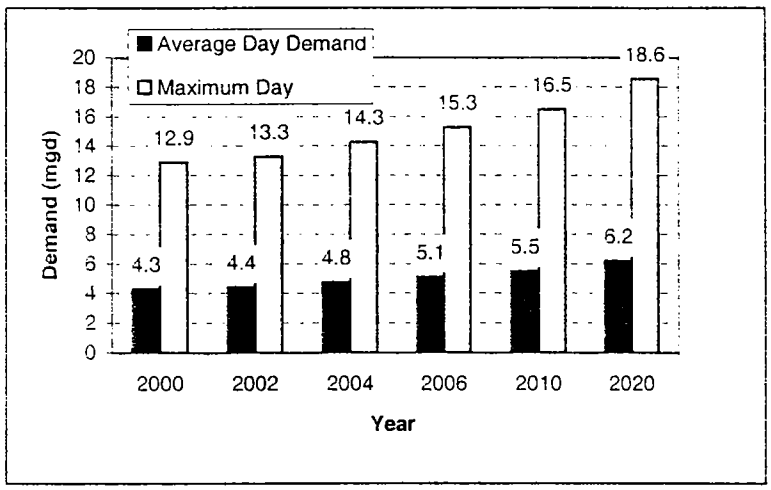
The Woodinville Water District serves an area that extends well beyond the city limits. The existing District population is approximately 43,800 (1999 estimate). There are approximately 12,575 service connections (1999 estimate). Annual water usage as Average Daily Demand (ADD) from 1993 to 1999 is shown in Chart 10-1. The maximum ratio of Maximum Day Demand (MDD) to ADD from 1996 to 1999 was 3.0.

Chart 10-1 Average Daily Water Demand



Future ADD was calculated by multiplying the projected number of connections times the existing demand per connection type. The only exception to this was Blakely Ridge, for which future demand was based on the projections presented in the *Blakely Ridge Water System Master Plan*. Projected water demands include four percent for unaccounted-for water. MDD was calculated based on the existing MDD:ADD ratio of 3.0. Projected total ADD and MDD for the District are shown in Chart 10-2.

Chart 10-2 Projected Water Demands



Projected future ADD and MDD with the anticipated impact of the 1% Conservation Program are presented in the Woodinville Water District's Capital Facility Plan (See Chapter 4.2 of the District's Capital Facility Plan for a discussion of the 1% Conservation Program).

According to the Woodinville Water District Comprehensive Plan, by the year 2010 there will be 18, 803 dwelling units within the service areas, and by the year 2020 there will be 21,548 dwelling units located within the service areas. There is a fifty-eight percent increase in the number of dwelling units between the 1999 estimate of 12,575 dwelling units and the year 2020.

System deficiencies are summarized in Table 10-15. The deficiencies incorporate the hydraulic model and storage analysis results, as well as consultation with District operation staff. The table includes the reference numbers for the CIP projects.

TABLE 10-15 Woodinville Water District (WWD) System Deficiencies

Zone	Deficiency	WWD CIP Ref.
Transmission and Distribution		
4 (420)	System has difficulty providing fire flow to school near 195th and 132nd Ave. NE while maintaining pressures in northwest portion of service zone during MDD due to restricting 10-inch DI pipe which feeds the zone from Zone 5, restricting 6-inch AC pipe which feeds the northwest portion of the service area, and higher elevations in the northwest corner of Zone 4.	D-1 D-2
5 (420)	During MDD, the system has difficulty drawing water from Zone 9 to provide fire flow to high density residential, commercial and industrial areas in Zone 5 because of restricting 6-inch AC pipe and 6-inch DI pipe which feed PRV 27.	D-3 D-4
5 (420)	System has difficulty meeting fire flow criteria in SF, residential area in Zone 5 on 148th Ave. NE near 147th Pl. NE because of restricting 6-inch AC pipe along 148th Ave. NE.	D-9

7 (650)	System has difficulty meeting fire flow criteria in SF residential area in Zone 7, near 151 Ave. NE and Woodinville Duvall Rd because of restricting 6-inch, dead-end AC and CI pipe.	D-7 D-8
6 (570), 3 (260), 10 (420), 15 (670), 9 (570)	AC pipe replacement and need to strengthen distribution grid with enlarged pipe diameter.	D-11 D-13
Source		
8	Service zone needs source redundancy. Currently, zone is served solely by PRV 23 from Zone 9.	D-5
17	Service zone needs source redundancy; currently PRV 32 and PRV 38 serve the zone from Zone 10.	D-6
Storage		
6	If needed, Zone 6 may have difficulty utilizing the storage from Zone 9S (South Hollywood Reservoir) because of restricting 6-inch AC pipe and circuitous pipeline route.	D-10 D-12
11	As it is currently operated, Zone 11 is in need of storage. Storage options include: upgrading the Reintree Pump Station to utilize storage from the Brookside Reservoir, operating Zone 11 and Zone 9 as one zone in order to utilize the Wellington Standpipe, or constructing a new storage facility in Zone 11.	S-1
1	Additional storage required in Zone 1.	S-2
Pumping		
1	A pump station is needed to utilize dead storage from existing Kingsgate Standpipe.	P-1
15	Need modifications to optimize operation of Ringhill Pump Station	P-2
9	Project is underway to construct pump station to utilize dead storage from South Hollywood Reservoir	P-2

TABLE 10-16 Woodinville Water District 20-Year Capital Improvement Program by Project Type

Project ID	Project Year	Project Description	1999 Project Cost	"Project Year Cost"	District Percent	District Present Worth Source
S-1	2003	Emergency Ground Water Supply	205,000	236,000	100	187,000
S-2	2001	Clearview Transmission Project	2,200,000	2,357,000	100	2,098,000
S-3	2014	SRRWA Project	7,300,000	12,230,000	100	5,103,000
		Subtotal Source	9,705,000	14,823,000		7,388,000
Distribution and Transmission						
D-1	2002	Zone 4 Supply	365,000	405,000	100	340,000
D-2	2005	Zone 4 Distribution System	211,000	259,000	100	183,000
D-3	2002	Feed to PRV 27/AC Pipe Replace. Sch. 3	735,000	815,000	100	684,000
D-4	2002	Feed to PRV 27	43,000	48,000	100	40,000
D-5	2003	Zone 8 Supply	422,000	484,000	100	383,000
D-6	2005	Zone 17 Supply	23,000	28,000	100	20,000
D-7	2010	Zone 7 Distribution System	75,000	110,000	100	58,000
D-8	2010	Zone 7 Distribution System	131,000	192,000	100	101,000
D-9	2010	Zone 5 Distribution System	165,000	241,000	100	127,000
D-10	2010	Connection between Zone 9S and Zone 6	439,000	641,000	100	338,000
D-11	2010	Zone 6 AC Replacement	608,000	888,000	100	468,000
D-12	2005	Zone 6 Distribution Grid	97,000	120,000	100	85,000
D-13a	2000	AC Pipe Replacement Schedule 1	275,000	284,000	100	268,000
D-13b	2001	AC Pipe Replacement Schedule 1	264,000	282,000	100	251,000
D-14a	2000	AC Pipe Replacement Schedule 2A	328,000	339,000	100	320,000
D-14b	2001	AC Pipe Replacement Schedule 2A	314,000	337,000	100	300,000

D-15a	2000	AC Pipe Replacement Schedule 4	675,000	699,000	100	659,000
D-15b	2001	AC Pipe Replacement Schedule 4	647,000	693,000	100	617,000
D-16a	2000	AC Pipe Replacement Schedule 5	301,000	312,000	100	294,000
D-16b	2001	AC Pipe Replacement Schedule 5	287,000	307,000	100	273,000
		Subtotal Distribution	6,405,000	7,484,000		5,809,000
Storage						
St-1a	2000	Reintree Standpipe - Predesign Study	20,000	21,000	100	20,000
St-1b	2000	Reintree Standpipe - Design	75,000	78,000	100	74,000
St-1c	2001	Reintree Standpipe - Construction	1,254,000	1,343,000	100	1,195,000
St-2a	2009	Kingsgate Standpipe - Design	60,000	85,000	100	47,000
St-2b	2010	Kingsgate Standpipe - Construction	965,000	1,408,000	100	742,000
		Subtotal Storage	2,374,000	2,935,000		2,078,000
Pumping						
P-1a	2000	Kingsgate Pump Station - Pre-design	20,000	21,000	100	20,000
P-1b	2000	Kingsgate Pump Station - Design	25,000	26,000	100	25,000
P-1c	2001	Kingsgate Pump Station - Construction	284,000	304,000	100	271,000
P-2	2000	Ringhill Pump Station Control Modifications	50,000	52,000	100	49,000
P-3	2000	South Hollywood Pump Station	334,000	346,000	100	326,000
		Subtotal Pumping	713,000	749,000		691,000
Miscellaneous Projects						
O-1a	2000	New Administration Building Project	765,000	792,000	100	747,000

O-1b	2001	New Administration Building Project	732,000	784,000	100	698,000
		Subtotal Miscellaneous Projects	1,497,000	1,576,000		1,445,000
		Total System Improvements	20,694,000	27,567,000		17,411,000

Source: Woodinville Water District

10.4.3 Sewer

The Woodinville Water District collects wastewater and conveys it to King County Metro. The District provides a pumping station, siphon stations and sewer lines. King County Metro provides wastewater treatment and disposal as well as interception/transmission of collected wastewater. Table 10-17 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 planning period.

The Woodinville Water District sewer service area population 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 per capita per day (GPCPD). This level-of-service standard represents the highest average demand. The District's current capacity, expressed in 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 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 10-17 reflect the infrastructure (i.e., pump station and sewer lines), 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. The additional pump station and sewer lines will enable new development to connect to the system as service is needed.

Table 10-17 Woodinville Water District -- Sewer Concurrency Evaluation

(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

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.

* Gallons per Day
** Gallons per Capita per Day
*** Source: Woodinville Water District

The Northshore Utility District, through an interim service agreement with the Woodinville Water District, provides wastewater collection services within a small portion of a residential section of the City within 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 accessible through the Woodinville Water District sanitary sewer system. An analysis of facility capacity requirements has not been done, because the Northshore Utility District states that the area of the City it serves is nearly built out.

10.4.4 Parks and Recreation

10.4.4.1 Land Requirements

According to National Recreation Park Association (NRPA) standards, a park and recreation system should provide approximately 34.45 acres of all types of park land per every 1,000 persons in the population.

The City of Woodinville currently owns 90.91 acres of park land or about 9.9 acres per every 1,000 residents of the City (per 2000 census population of 9,194). Public agencies including King County and the Northshore, Monroe, and Lake Washington school districts own approximately 508.9 acres with park, recreation, and open space potentials (does not include their total landholdings) or about 12.10 acres per every 1,000 persons within the Woodinville park planning area as defined by section 1.1 figure 1 of the City's Parks, Recreation & Open Space (PRO) Plan. Snohomish County does not presently own any park lands or facilities within the Woodinville park planning area.

The total park land requirement would also be partially satisfied by the availability of other public park lands that are within a one-hour driving distance including the National Park Service's Mount Rainier National Park.

10.4.4.2 Wildlife Habitat/Resource Conservancies

According to the NRPA, the desired planning area for an open space or resource conservancy is a one-hour driving distance. A suitable standard for resource conservancies is about 10.0 acres per every 1,000 residents. In practice, however, there are no minimum or maximum standards concerning conservancies. A park system should include whatever is necessary to protect the resource.

The City of Woodinville owns 65.19 acres of open space and resource conservancies. King County provides 204.1 acres of open space including Basset Pond, Gold Creek Park, and the Hmong property. These sites combined provide about 6.3 acres per every 1,000 residents of the park planning area.

Public and private agencies combined, including the Woodinville Water District and private homeowners associations, own approximately 386.1 acres of properties that conserve open space. This is equal to about 9.2 acres per every 1,000 residents.

Therefore, existing open space lands almost satisfy resource conservatory objectives, particularly given the number of sensitive sites which are not currently conserved around, such as Leota Lake, along Little Bear Creek, Woodin Creek and Nelson Creek, the wooded hillsides overlooking the Sammamish River Valley and other significant natural areas in the City.

Consequently, the present supply should be increased within the park planning area by another 34.7 acres to allow additional conservancy acquisitions.

10.4.4.3 Resource Park Activities

According to NRPA standards, the desired planning area for resource activities is a one-hour driving distance. A suitable standard for resource activities is 16.5 acres per 1,000 population.

The City of Woodinville presently owns 3.2 acres of resource park activities including Woodin Creek Park and a portion of Wilmot Gateway Park, equal to 0.32 acres per 1,000 City residents. King County provides 29.8 acres including Daniel's Creek Park and Cottage Lake Park for boating, fishing, and swimming beach uses or combined total of 0.71 acres per 1,000 planning area residents. Public and private sponsors combined provide approximately 32.6 acres or 0.78 acres per 1,000 park planning area population.

The City of Woodinville has completed several land acquisitions that may be developed in the future that have not been included in the resource park activity assessment. Such sites include the Beeson, Lumpkin, Mercer, Johnson, and Lakeside properties. For the most part, existing resource lands do not satisfy resource activity objectives particularly given the number of resource sites, which are not currently accessible to the public along Little Bear Creek, Gold Creek, Woodin Creek, Nelson Creek, unnamed tributaries, and other significant natural areas in the City. The Beeson site, Lumpkin site and Woodin Glen Pond site may be partially developed in the future for some types of resource activities.

Consequently, the present supply should be increased within the park planning area by another 19.0 acres or to a standard of 0.94 acres per 1,000 residents to allow for additional resource activities.

10.4.4.4 Linear Trails

According to the NRPA, a suitable standard for linear trails is about 0.5 miles of hiking and jogging trail and 0.5 miles of separate biking trail per 1,000 population, or the equivalent of 1.0 mile of linear park trail facility units (equal to 4.85 acres assuming a trail corridor averages 40 feet in width) per 1,000 population if the different types are provided within a combined multiuse corridor assuming the trail is used primarily by local residents.

The City of Woodinville presently provides 2.9 acres or 0.29 acres per 1,000 City residents of linear trail parks consisting of the roadside trail segment of the Woodinville Valley Trail in the Tourist District. King County provides 94.8 acres of linear trail corridor along the Sammamish River and the Tolt Pipeline or a combined total of 2.26 acres per 1,000 park planning area residents.

Consequently, the present supply is somewhat deficient and should be increased by another 11.7 acres to provide a system of neighborhood and community collector trails to adequately support local residents interests.

10.4.4.5 Athletic Fields and Playgrounds

According to the NRPA, a suitable standard for athletic fields and playgrounds is 3.1 acres per 1,000 population. The City of Woodinville presently provides 9.8 acres of athletic fields and playgrounds at Woodinville Heights Park, Sorenson School Playfields, and Woodin Creek Park. This combined total is equal to about 0.99 acres per every 1,000 city residents.

All public agencies combined provide 168.2 acres or about 4 acres per 1,000 City residents. This includes acreage in East Norway Hill Park, 132nd Square Park, Northshore Athletic Fields, and portions of Woodin, Hollywood, John Muir, Sunrise, Bear Creek, Cottage Lake, and Maltby Elementary Schools, Wellington/Leota and Woodmoor/Northshore Elementary/Junior High Schools, Kamiakin Junior High School, and Woodinville High School facilities devoted to fields and playgrounds.

However, the school facilities include a number of undersized fields that cannot be used for competitive league games. The limited size of regulation sized fields in the region results in the use of City facilities by teams residing outside of the city limits. Consequently, the present supply is not sufficient to meet demand and would need to be increased by another 86.3 acres to provide playable fields for local neighborhood activities and additional competitive fields for community and regional game needs.

10.4.4.6 Recreation Center/Pools

There are no NRPA standards for recreation centers or indoor facilities. There is presently 6.0 acres at the Sorenson School/ Old Woodinville School complex equal to about 0.14 acres per 1,000 residents.

All agencies combined, including King County's Gold Creek Park, the Kingsgate and Woodinville libraries, and private homeowner tennis courts and swim pools, provide 12.7 acres or 0.30 acres per 1,000 park planning area residents of community building space or acreage.

The existing level-of-service is close to recreation center objectives where the inventory to include an indoor gymnasium, arts and crafts space provided by Northshore, Monroe, and Lake Washington school districts facilities could be made available on an after school basis.

Consequently, the present supply is sufficient and does not need to be increased at the present time to meet local City and park planning area resident needs.

10.4.4.7 Special Use Facilities

There are no standards concerning the development of special use facilities. Demand is defined by opportunity more than a ratio standard. There are no minimum or maximum facility or site sizes because the size of a special use facility is a function of the type of facility rather than a separately established design standard.

The City provides 3.5 acres of special use facilities 0.35 acres per 1,000 city residents at the Wilmot Gateway Park amphitheater and public overlook and at DeYoung Park equal to. All public and private agencies combined provide 203.4 acres per every 1,000 park planning area residents including the private stables, riding arenas, indoor soccer and ice skating centers, golf courses and golf driving ranges.

Since the demand for these facilities is generally determined by user fees and other special interest population revenue or by special opportunities to conserve historical or cultural sites, any increase will be determined by market conditions or strategic opportunities. Consequently, the existing amount of special use facilities may be increased by another 22.7 acres with the possible acquisition, restoration, and reuse of the Nelson Homestead as a special park opportunity site.

10.4.4.8 Support Facilities

There are no standards concerning the development of support use facilities, demand being defined by functional operating requirements more than a ratio standard. Nor are there minimum or maximum facility or site sizes. Size in this case being a function of the type of facility space required and whether the facility space is shared with other municipal support functions rather than a separately established design standard.

The City presently provides park support facilities in a portion of the Sorenson School Complex. This is not sufficient to provide maintenance equipment and facility space or plant nurseries necessary to maintain and operate the City's park, recreation and open space inventory. No other agencies maintain local park support facilities within the park planning area.

Consequently, the City's future public works field maintenance operation facility (shop and yard) should include 0.5 acres of land to meet present and future park support facility needs.

10.4.4.9 Facility Requirements

Park, recreation, and open space facility requirements can be determined using variations of participation models. Participation models are usually compiled using activity diaries where a person or household records their participation in specific recreational activities over a measurable period of time. The diary results are then compiled to create a statistical profile that can be used to project the park and recreational behavior of comparable persons, households or populations.

The following analysis of facility needs utilizes the results of the 1976 and 1983 Interagency Committee for Outdoor Recreation surveys and the 1982 Tri-State survey for each of the six age groups (male or female) for the northwest region of the state (west of the Cascade Mountains and north of Olympia). Estimates were developed for 20 park and recreation activities that were determined to be of most interest to the residents of the Woodinville and King County planning areas.

The estimates were developed for each activity demand for the peak season periods that would most impact facility capacities and thereby, the level-of-service to local residents. The estimated demands were calculated in facility unit terms based on an assumed capacity and turnover rate common to the findings of the diary surveys. The projected facility unit requirements were then converted into a sample facility unit per 1,000 residents ratio to allow comparison with similar standards development by the NRPA and found to be the existing facility level-of-service for each activity.

1. Playgrounds - 0.60 playgrounds of all types per every 1,000 residents increased by another 10 playgrounds and improved the existing 1.7 acres of play area.
2. Skate Park - A skate park facility is planned for the Mercer site at the SE corner of NE 195th Street and 136th Ave NE across from Woodinville High School.
3. Outdoor Basketball/Volleyball Courts - Ratio of 0.10 basketball and volleyball courts of all types per every 1,000 City residents increased by another 4 outdoor basketball and 3 outdoor sand volleyball courts in neighborhood and community park locations.
4. Tennis Courts - 0.24 tennis courts of all types per every 1,000 City residents increased by another 6 outdoor unlighted courts to meet local residents' interests during day and evening hours.
5. Soccer Fields - 0.32 soccer fields of all types (regulation) per every 1,000 residents increased by another 15 regulation or competition fields located at regional facilities.
6. Baseball/Softball Fields - 0.53 baseball and softball fields of all types (adult, bronco, and little league regulation and practice) per every 1,000 residents increased by 6 lighted and 1 unlighted large fields for older league competitions and a community or regional complex, and 1 non regulation and 2 smaller sized field in neighborhood parks for younger age youth.
7. Jogging Tracks - The participation model projections indicate public agencies should be providing a ratio of 0.02 quarter-mile jogging tracks of all types (special and dirt surface) per every 1,000 residents. By comparison, all agencies combined presently provide 1.38 miles of track or ratio of 0.03 miles of track per 1,000 residents.
8. Picnic Tables and Shelters - 1.77 picnic tables of all types (open and under shelters) per every 1,000 residents increased by another 128 picnic tables and 9 picnic shelters dispensed throughout the City at neighborhood and community park sites.
9. Swimming at a Beach (waterfront access) - 2.14 swimming beach (waterfront access) parking spaces per every 1,000 residents increased to provide at least 1,000 additional beach front square footage with 36 more parking spaces to meet local swimming or waterfront beach access needs.
10. Fishing/Boating - Woodinville will provide 2 hand carry boat launch sites at Wilmot Gateway Park equal to a ratio of 0.20 facilities per 1,000 City residents.
11. Tent and Vehicle Camping - A ratio of 1.28 tent campsites and 2.00 vehicle campsites per every 1,000 residents. By comparison, no agencies provide campsites of any kind nor are local park sites suitable for this type of activity within the city or park planning area. However, the Washington State Department of Natural Resources and the National Park Service provide an extensive system of camping facilities and services at Mount Baker/Snoqualmie National Forest and the Mount Rainier National Park within a 30-60 minute commute.

12. Local Park Trails - 0.13 miles of park contained walking trails per every 1,000 residents increased by another 5.5 miles of asphalt and 1.5 miles of dirt trail to complete systems within existing parks, between existing and potential parks, and between existing and potential parks and adjacent neighborhoods.
13. Walking/Biking on a Multipurpose Trail - 0.15 miles of walking or hiking trails and 0.30 miles of bicycling trails within a separated multipurpose trail corridor per every 1,000 residents enhanced by 13.2 miles of asphalt and 6.7 miles of dirt walking trail, and 5.7 miles of asphalt and 4.5 miles of dirt bicycling trail to meet local trail requirements within the park planning area.
14. Bicycling on a Road - Ratio of .03 miles of designated and shoulder improved roadways per every 1,000 residents increased to provide 7.5 miles of improved biking roadways along scenic routes and within residential areas to meet local needs.
15. Horseback Riding on a Trail - 0.12 miles of horseback riding trails per every 1,000 residents increased by another 1.0 mile of trail to provide access along the west of the Sammamish River to meet local requirements.
16. Swimming at a Pool - 540.82 square feet of swimming pool and related area every 1,000 residents. Additional indoor and outdoor pool facilities are provided at Gold Creek Tennis Club and Highland Park, however, these pools can only be used by homeowners and members.
17. Indoor recreation Centers - 1,554.3 square feet per 1,000 residents. Due to continued population growth, particularly of school age children, the present supply which includes the Sorenson Recreation Center Complex will be increased by another 7,500 square feet of indoor gymnasium, 1,000 square feet of arts and crafts, and 2,500 square feet of classroom meeting space through the development of additional school facilities.
18. Golf Course – The 0.41 holes of golf and related facilities per every 1,000 residents available in the park planning area is sufficient.
19. Gun and Archery Ranges - The ratio of 0.14 gun range and 0.06 archery range targets per every 1,000 residents available in the park planning area is sufficient.
20. Support Facilities - Increased by another 1,000 square feet of park maintenance building, 3,000 square feet of shop yard and plant nursery, and 36 permanent restroom spaces at local park sites to meet expanding park operational requirements within the City and park planning area.

10.4.4.10 Future Growth Implications

The Washington State Office of Financial Management (OFM) and the Puget Sound Regional Council (PSRC) expect the population of corporate Woodinville will continue to grow in a significant fashion. According to the PRO Plan, the population of the park planning area will grow from 42,000 persons in 1997 to an estimated 55,000 persons by the year 2003 or 13,000 more persons equal to an increase of 30.9 percent.

Park and Recreation Land – The forecasted population increase will create a citywide need for an additional 7.7 acres of land by the year 2003. The forecasted population increase will create additional requirements for all types of park lands except resource conservancy land. The greatest needs will be for athletic fields and playgrounds based on the City's existing level-of-service (LOS) and assuming the same ratio of land is maintained. In contrast, based on the composite city, county, school district, and private sponsor's existing level-of-service standard within the park planning area, the forecasted population increase will create a need for an additional 264.1 acres of land by the year 2003. The forecasted population increase will create additional requirements for all types of lands, but particularly for athletic fields and courts, linear trails, and resource conservancies based on the composite LOS and maintaining the same ratio of land.

Park and Recreation Facilities – Using the city's existing level-of-service standard, the forecasted population increase will create a citywide need for an additional playground, baseball field, 8 picnic tables, 1 picnic shelter, 151 square feet of swimming beach, a hand carry boat launch ramp, 423 square feet of indoor swimming pool, 4,669 square feet of indoor facilities, 392 square feet of park administration space, and 4 permanent restroom fixtures by the year 2003 assuming the same ratio of facilities is maintained.

Under a composite city, county, school district, and private sponsor's existing level-of-service standard and with the existing ratio of facilities, the forecasted population increase will create a need for an additional:

4 playgrounds,
2 open play area,
5 basketball courts,
8 tennis courts,
6 football fields,
9 soccer fields,
8 baseball/softball fields,
42 picnic tables, and 3 picnic shelters,
681 square feet of swimming beach,
1 boat launch ramp,
155 square feet of dock,
1 mile park trail,
5 miles of walking trail,
3 miles of bicycle trail,
6 miles of horseback riding trail,
2,290 square feet of swimming pools,
37,917 square feet of indoor facilities,
4 holes of golf,
11 permanent restroom fixtures, and
619 square feet of park administration space.

The additional city, county, school district, and private agency land and facility developments necessary to sustain the existing level-of-service due to forecasted population growth impacts and the proposed level-of-service standards determined to be necessary to meet unsatisfied needs within the existing city limits will require $9,657,8420 in land acquisitions and $21,880,093 in facility developments or a total of $31,537,935 if accomplished within the next capital facility programming period (6 years). These levels of facility investment cannot be financed with the resources currently available to the City of Woodinville.

TABLE 10-18 Parks and Recreation Level-of-Service Requirements for all Facilities

Parkland Category	Units	2001 Inventory	2003 Needed Facilities
resource conservancy	acres	387.51	367.43
resource activities	acres	32.6	42.7
linear trails	acres	96.6	126.5
athletic fields/playgrounds	acres	184.7	241.9
recreation centers/pools	acres	12.7	16.6
special use facilities	acres	203.4	266.4
Subtotal for land impact		**917.56**	**1,126.24**
FACILITIES			
playground uncovered	playground	15	17
open play area-not improved	acre	6.9	9.0
basketball covered-outdoor	court	7	9

basketball uncovered-outdoor	court	11	14
tennis w/o lights-outdoor	court	18	24
soccer regulation	field	26	34
baseball 250+ adult grass lighted	field	7	9
baseball 250+ adult grass/unlighted	field	8	10
baseball/little league-dirt	field	1	1
parcourse	stations	0	0
picnic tables w/o shelter	table	137	179
picnic shelters-group use	shelter	10	13
swimming at a beach	pkng sp	30	39
boat launch ramps	each	2	3
parking spaces	pkng sp	4	5
walking in a park-asphalt	trail mile	3.2	4.2
day hiking on a trail-dirt	trail mile	9.5	12.4
bicycling on a trail-asphalt	trail mile	8.2	10.7
horseback riding on a trail	trail mile	19.8	25.9
swimming at a pool-indoor	square ft	3,400	4,452
indoor gymnasium	square ft	77,250	101,161
arts/crafts/pottery room	square ft	9,100	11,917
classrooms/meeting facilities	square ft	27,000	35,357
kitchen facilities	square ft	650	851
day care/nursery	square ft	1,600	2,095
community center administration	square ft	2,400	3,143
parks admin facilities	square ft	2,000	2,619
restrooms-permanent	fixture	36	47

Source: Woodinville Parks, Recreation and Open Space (PRO) Plan

Table 10-19 Parks and Recreation Plan for Facility Needs

Type of Land	City Funding	Proposed Projects
resource conservancies	$258,264	John Muir Greenway -all
	$172, 176	Winchester Hills Greenway -500 ft
resource activities		
	$275,482	Gold Creek Greenway
linear trails	$61,983	Gold Creek Drainage -100 ft
	$30,992	Winchester/Samm Trail Access -50 ft
	$34,435	NE 145th St Greenway -100 ft
	$34,435	124th Ave Greenway -100 ft
	$13,774	Woodin Creek Trailhead -upper
athletic flds/plygrnds	$375,000	Nelson Homestead
	$344,353	Woodin Creek Realignment
	$275,482	140th Ave Gateway -north
	$57,392	SLS&E Trail -Cemetery North
support facilities	$37,500	Parks Maintenance/Nursery
Subtotal for land impact	**$3,560,342**	
Type of Facilities	**City Funding**	**Proposed Projects**
playground - uncovered	$125,800	Wellington Hills GC
	$62,900	Nelson Homestead
	$62,900	Gold Creek Greenway
	$62,900	Winchester Hills Greenway
	$314,500	Neighborhood Parks -unassigned
play area - improved	$164,992	Neighborhood Parks -unassigned
play area - not improved	($42,500)	Neighborhood Parks -unassigned
skate park	$230,000	SE corner of NE 195th Street and 136th Ave NE across from Woodinville High
basketball - uncovered	$213,532	Maltby Intermediate School
volleyball - sand	$10,000	Wellington Hills GC
	$10,000	Nelson Homestead
	$10,000	Gold Creek Greenway
tennis - outdoor unlighted	$209,924	Wellington Hills GC
	$104,962	Maltby Intermediate School
soccer - regulation	$3,628,280	South Gateway Park -King County
picnic tables w/o shelter	$91,308	Little Bear Creek Park
	$60,872	Little Bear Creek Greenway

	$91,308	Gold Creek Greenway
	$91,308	Nelson Homestead
	$60,872	John Muir Greenway
	$60,872	Winchester Hills Greenway
	$30,436	Woodinville Water District
	$30,436	Tolt River Pipeline Trail
picnic shelters - group use	$10,694	Little Bear Creek Park
	$10,694	Gold Creek Greenway
	$10,694	Nelson Homestead
park trail - asphalt	$73,928	Little Bear Creek Park
	$86,249	Gold Creek Greenway
	$123,213	Nelson Homestead
	$184,819	Woodin Creek Realignment
day hiking trail - asphalt	$1,011,364	SLS&E Downtown-Maltby
	$674,242	Wellington Hills Trail
	$252,841	Hollywood Hills Trail
	$404,545	Winchester Hills Trail
day hiking trail - dirt	$80, 794	John Muir Greenway
	$53,863	Winchester Hills Greenway
	$403,969	Little Bear Creek Greenway
	$161,588	Upper Little Bear Greenway
	$53,863	NE 145th Street Greenway
	$53,863	124th Ave Greenway
	$48,476	Gold Creek Drainage
	$48,476	'Winchester/Sammamish Trail Access
	$53,863	Woodin Creek/NE 171st Trail
bicycling trail - asphalt	$852,159	SLS&E Downtown-Maltby
bicycling trail - trailhead	$21,205	
	$42,410	
bicycling lane - marked	$194,341	
	$72,878	
	$116,605	Winchester Hills Trail
equestrian trail	$63,992	
equestrian trailhead	$63,992	
	$63,992	SLS&E Maltby Trailhead
class/meeting room	$262,500	Nelson Homestead

nature center	$75,000	Nelson Homestead
museum	$450,000	Nelson Homestead
parks maintenance fclties	$60,000	Parks Maintenance/Nursery
park shop yard	$45,000	Parks Maintenance/Nursery
	$104,352	Nelson Homestead
	$104,352	Gold Creek Greenway
	$104,352	Winchester Hills Greenway
	$104,352	John Muir Greenway
	$104,352	Little Bear Creek Park
Total for land and facilities	**$12,356,289**	

Source: Woodinville Parks, Recreation and Open Space (PRO) Plan Chapter 5: Land and Facility Demand

10.4.4.11 Schools

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. The Plans shall be adopted by reference annually as a sub-element of the Capital Facilities Element of the Comprehensive Plan. Accordingly, the 2002 Capital Facilities Plans of Northshore School District #417 and the Lake Washington School District #414 are adopted by reference. Table10-10 at the end of this section provides a summary of the Northshore School District's capital projects planned for the next six years. The adequacy of school facilities will be evaluated when reviewing new residential development in accordance with RCW 58.17.110, using the annual inventories noted in the Capital & Public Facilities Element and other sources.

The vast majority of the City is served by the Northshore School District. A relatively small portion of the City (south of 145th Street NE, extended, and west of Woodinville –Redmond Road, extended) is served by the Lake Washington School District. The Lake Washington School District does not have any facilities located within the City of Woodinville, nor does the District plan, at this time, to expand existing or build new facilities that would serve the City. Therefore, the following concurrency analysis of school capacity and facilities only discusses the Northshore School District (NSSD).

Under the Growth Management Act, public entities are required to inventory existing capital facilities. Capital facilities are defined as any structure, improvement, piece of equipment or other major asset, including land that has a useful life of at least ten years. The purpose of the facilities inventory is to establish a baseline for determining what facilities will be required to accommodate future demand (student enrollment) at acceptable or established levels of service. This section provides an inventory of capital facilities owned and operated by the Northshore School District including schools, relocatable classrooms (portables), developed school sites, undeveloped land and support facilities. School facility capacity was inventoried based on the space required to accommodate the district's adopted educational program standards (see The 2001 Capital Facilities Plan adopted by reference dated May 22, 2001).

The Northshore School District currently operates 20 elementary schools (grades K-6), six junior high schools (grades 7-9), and three high schools (grades 10-12). The district also has one alternative high school (grades 10-12) and an early childhood center.

School capacity was determined based on the number of teaching stations within each building and the space requirements of the district's adopted educational program. This capacity calculation is used to establish the district's baseline capacity and determine future capacity needs based on projected student enrollment.

Capacities were determined for each school by classroom usage. For the elementary grade level the classroom uses are divided into regular grades 1-6; regular kindergarten; alternative

grades 1-6; alternative kindergarten; gifted; Contained Learning Centers (special education); and integrated (combined regular and special education). For secondary, the separate uses are regular, grades 7-9 and 10-12; and special education grades 7-9 and 10-12. For example, excess space in a kindergarten classroom, which could not in theory be used to house overflow fifth-graders, does not offset a calculated fifth grade deficiency. The school facility inventory is summarized on Table 10-20, Elementary School Capacity Inventory.

Table 10-20 Northshore School Capacity Inventory within the City of Woodinville

School	Site Size (acres)	Bldg. Area (sq. ft.)	Teaching Stations	Student Capacity	Year Built or Last Remodel
Woodinville High	40	172,956	54	1481	1994
Leota Junior High	20	99,085	33	831	1997
Wellington Elementary	15	51,167	21	503	1999
Total	**75**	**323,208**	**108**	**2,815**	**-**

Note: The number of teaching stations at each school includes special teaching stations that typically provide capacity for 12 to 24 students each. Please refer to Section 3 for a list of special teaching stations and programs offered by the district.

Projected facility needs are derived from the differences between the school capacities and the full-time-equivalent (FTE) student enrollments for each year of the planning period. This year the district is not anticipating any need for additional facilities due to growth in the near term.

Table 10-21, School Enrollment/Capacity Projections, is a summary by grade level, of the projected enrollments, capacities and deficiencies in district facilities. "Capacity in Relocatables" represents the number of relocatables necessary to house students beyond the capacity limitations of permanent facilities. Dividing "Capacity in Relocatables" by the applicable standard of service yields the number of relocatables, or other appropriate housing strategies1 necessary to accommodate enrollment. Consistent with the method of calculating capacities described in Section 4, "Capacity" is necessarily greater than "Enrollment."

Table 10-21, School Enrollment/Capacity Projections, indicates that the district's construction plan will result in a gradual reduction in the number of relocatables needed to house students. The reader should be aware that the indicated number of relocatables required may vary because of differences in class size and program needs from school to school.

This Capital Facilities Plan has been developed to ensure adequate capacity through a combination of construction/ expansion of permanent facilities and installation of relocatables. Should unexpectedly high growth occur in the next four years, the district would retain relocatables that would otherwise be surpluses, convert special-use relocatables into additional classrooms, and/ or convert some specialized permanent spaces for use as classrooms. The latter action would involve revising the district's Standard of Service. Since the Capital Facilities Plan is updated annually, any unexpected growth will be reflected in the then-current enrollment projections and will be addressed with corresponding changes in the plan.

Table 10-21 Northshore School Enrollment/Capacity Projections

	2001 - 2002	2002 - 2003	2003 - 2004	2004 - 2005	2005 - 2006	2006 - 2007
Elementary						
Enrollment	9,525	9,426	9,503	9,488	9,605	9,715
Capacity in Permanent Facilities	9,582	9,582	9,582	9,690	9,690	9,690
Capacity in New Perm. Facilities			108			
Total Capacity in Perm. Facilities	9,582	9,582	9,690	9,690	9,690	9,690
Capacity in Relocatables	806	806	698	698	698	698
No. of Relocatables Contributing to Cap.	38	38	34	34	34	34
Capacity with Relocatables	10,388	10,388	10,388	10,388	10,388	10,388
Junior High						
Enrollment	4,884	4,980	4,896	5,047	4,958	4,983
Capacity in Permanent Facilities	5,168	5,168	5,168	5,168	5,168	5,168
Capacity in New Perm. Facilities						
Total Capacity in Perm. Facilities	5,168	5,168	5,168	5,168	5,168	5,168
Capacity in Relocatables	573	573	573	573	573	573
No. of Relocatables Contributing to Cap.	22	22	22	22	22	22
Capacity with Relocatables	5,741	5,741	5,741	5,741	5,741	5,741
Senior High						
Enrollment	4,810	4,807	4,835	4,802	4,894	4,819
Capacity in Permanent Facilities	5,149	5,149	5,149	5,149	5,149	5,149
Capacity in New Perm. Facilities						
Total Capacity in Perm. Facilities	5,149	5,149	5,149	5,149	5,149	5,149
Capacity in Relocatables	405	405	405	405	405	405
No. of Relocatables Contributing to Cap.	15	15	15	15	15	15
Capacity with Relocatables	5,554	5,554	5,554	5,554	5,554	5,554
Totals						
Enrollment (K-12)	19,219	19,213	19,234	19,357	19,456	19,517
Capacity in Permanent Facilities	19,898	19,898	20,006	20,006	20,006	20,006
Capacity in Permanent Facilities and Relocatables	21,682	21,682	21,682	21,682	21,682	21,682

On the basis of the long-term projections discussion within the Capital Facilities Plan, Northshore School District is expected to have overcrowding at each of the grade levels by the year 2012. A long-term projection of unhoused students and facilities needs is shown in Table 10-22, Long-Term Projection of Enrollment and Facilities Needs Year 2012, below.

Caution should be observed in making use of the information exhibited in the table. Long-term projections are based on many estimates and assumptions, and are, accordingly, subject to

Caution should be observed in making use of the information exhibited in the table. Long-term projections are based on many estimates and assumptions, and are, accordingly, subject to change. These estimated facilities are based on housing ten percent of the enrollment at each grade level in relocatables.

Table 10-22 Northshore School Long-Term Projection of Enrollment and Facilities Needs (Year 2012)

Grade Level	FTE Enrollment	Capacity*	Unhoused Students	Classrooms Needed
Elementary	10,520	10,388	133	6
Jr. High	5,232	5,741	(509)	(19)
Sr. High	4,981	5,554	(573)	(21)
Totals	20,733	21,682	(949)	(35)

* Total capacity in permanent facilities and relocatables is not increased beyond assumptions made in the current six-year plan.

Table 10-23 Northshore School District Capital Projects (6-year)

Completed Projects	**Construction Budget**	**Scope**
Canyon Park Junior High Modernization Phase I	$9,600,000	New two-story classroom building, modernization/addition to the gymnasium and a modernization to the kitchen and cafeteria
Cottage Lake Elementary Modernization/Expansion Phase I	$5,600,000	Phase 1 modernization and expansion, including new gymnasium, administration and four-classroom primary wing
Moorlands Elementary Addition	$1,200,000	Four-classroom addition completed in April 2001
Woodinville High School Field Improvements	$2,800,000	New synthetic turf track and field
Bothell High School Gymnasium	$9,000,000	New physical education complex completed fall 2001.
Current Projects	**Construction Budget**	**Scope / Status**
Crystal Springs Library Administrative Renovation	$1,600,000	New library building and administrative reconfiguration in bid stage. Scheduled to be under construction summer of 2001 with completion in the fall of 2002.
Fernwood Elementary Program Improvements	$800,000	Administrative reconfiguration in preliminary stages of planning. The design is scheduled to be completed in the fall of 2001 with full funding contingent upon passage of the February 2002 bond.
Hollywood Hill Elementary Administrative Modernization	$800,000	Administrative reconfiguration under construction. Completed December 2001.
Kenmore Junior High Gymnasium	$3,500,000	New gymnasium complex under construction. Scheduled completion is the fall of 2002.
Lockwood Elementary Modernization and Expansion	$2,000,000	Includes new gymnasium and four-classroom addition in bid stage. Currently under construction and to be completed in two phases, summer of 2002 and spring of 2003.
Maywood Hills Elementary Modernization Phase II	$3,300,000	New library, music room and administrative addition under construction with completion scheduled for fall of 2002.
Northshore Junior High Modernization and Expansion	$17,500,000	Full modernization of existing school and an approximately 20,000 square foot addition in design stage. Construction anticipated to begin summer of 2002 with completion scheduled for spring of 2004.

Support Services Center	$12,000,000	New support services center to house support services departments including transportation. Design complete. Currently in appeal process for conditional use permit. Pending positive outcome of appeal, plan to begin construction summer 2002. Anticipated completion in summer of 2003.
Woodin Elementary Administrative Modernization	$800,000	Administrative reconfiguration. The design is scheduled to be completed in the fall of 2001 with construction to begin in 2002.

10.4.4.12 Surface Water

The City of Woodinville incorporated in 1993. At that time, the Woodinville Surface Water Management Utility was created in order to promote public health, safety, and welfare by minimizing uncontrolled stormwater and sedimentation. The objectives of the Utility were to preserve and utilize the many values of the City's natural drainage system, including water quality, open space, fish and wildlife habitat, recreation, education, and urban separation, drainage and erosion control facilities, and to provide for the comprehensive management and administration of surface and stormwater.

The purpose of the City of Woodinville Surface Water Management Program is to protect public health and safety; prevent property damage; protect, preserve, and enhance surface water and associated habitats; protect groundwater quality and quantity; and to protect and enhance surface water and sediment quality by controlling and reducing harm from urban hydrologic changes and stormwater pollutants. The program includes surface water management comprehensive planning, surface water capital facilities design and construction, water quality programs, and management, operations, and maintenance of City-owned drainage facilities. The Utility is developing a Surface Water Management Comprehensive Plan and is scheduled present the plan to the City Council for approval in 2003. This plan will include surface water management improvement projects shown on Table 10-24.

Based on field history, the majority of the existing conveyance system appears to meet the demands of the existing land use. An analysis will be included in the Surface Water Management Comprehensive Plan that will determine the areas with capacity problems. At that time, basin flows will be determined and, if necessary, system improvement projects will be developed.

Table 10-24 Surface Water Management Improvement Projects

Project Name	Description	Cost Estimate
Little Bear Creek 132nd Avenue NE Culvert Removal	Earthwork, culvert removal, revegetation, large woody debris, bank stabilization, and biological evaluation.	$80,000
Little Bear Creek 134th Avenue NE Culvert Removal	Earthwork, culvert removal, bridge installation, revegetation, large woody debris, bank stabilization, and biological evaluation.	$500,000
Little Bear Creek NE 195th Street Rock Weir Improvement	Rock weir installation, revegetation, large woody debris, bank stabilization, and biological evaluation.	$40,000
Little Bear Creek NE 205th Street Fish Passage Improvement	Log weir installation, revegetation, large woody debris, bank stabilization, and biological evaluation.	$40,000
SR202 Chateau Drainage Erosion Protection	Property acquisition, sediment facility, and storm system improvements.	$500,000
NE 175th Street Storm Drainage Improvement	Pipe and catch basin installation, earthwork, and paving.	$150,000
136th Avenue NE Storm Drainage Improvement	Pipe and catch basin installation, earthwork, and paving.	$75,000
	Total	**$1,385,000**

Table 10-25 Existing (1999) Surface Water Facilities

Facility	Units	Quantity
Detention/Water Quality (Public)	Each	43
Detention/Water Quality (Private)	Each	157
Conveyance Pipe	Linear Feet	196,000
Open Ditch	Linear Feet	151,000
Catch Basins	Each	2,020
Note: Inventory is currently underway. Quantities are subject to change.		

10.4.4.13 Woodinville Fire and Life Safety District

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. Updated by Woodinville Fire and Life Safety District, February 2002.

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 operates out of five stations: Woodinville Fire & Life Safety District Headquarters Station 31at 17718 Woodinville Snohomish Road NE, Station 32 at 14700 148th Avenue NE, Bear Creek Station 33 at 19401 NE 133rd Street, Kingsgate Station 34 at 12703 NE 144th Street, and Cottage Lake Station 35 at 17805 Avondale Road NE. The stations are staffed full time.

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 Headquarters - Station 31. The Fire Prevention Bureau has two full time inspectors, a part-time inspector, a Deputy Fire Marshal and two clerical support personnel. To provide regional training, the Training Divisions of the Redmond and Kirkland Fire Departments were consolidated.

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 62 union employees, a Fire Chief, 2 Deputy Chief, 6 full time and 1 part time administrative support personnel, and 5 volunteer firefighters.

The Board of Fire Commissioners meets regularly on the first and third Monday of every month.

In 200,1 the District responded to 4,258 calls for service. The 2001 average response time was approximately 6.1 minutes for all emergency responses.

The Fire District's fleet replacement plan lists the following inventory of apparatus and vehicles:

Pumpers	6
Ladder Truck	1
Aid Vehicles	6
Utility/Rescue/Other	3
Staff Vehicles	9
Total Vehicles	**25**

10.4.4.14 City of Woodinville Municipal Buildings

a. Civic Center

In 1999 the City of Woodinville purchased a 10.5 acre site in downtown Woodinville from the Northshore School District. The site includes two schools on 3.8 acres and 6.7 acres of playfields. The vintage-1935 building temporarily served as the Woodinville City Hall until the construction of the new City Hall. In 2001, the new City Hall was completed on the southern parcel. The C.O Sorenson School, built in 1975, was used (fall 2002) as an active preschool and special needs school. The School District will be constructing a new building on another site to replace this facility. The District expects to move into their new facility in the fall of 2002. The City of Woodinville addressed the need for creating a civic center for the community within the Civic Center Master Plan.

The City acquired the property for the purpose of developing a community/civic center complex. With the new City Hall on an adjacent parcel and the Wilmot Park across the street, the City Council envisions a public campus that will serve as a civic anchor for downtown Woodinville. The final area encompasses the 10.5 acre Sorenson site, the 1.8 acre site of the new Woodinville City Hall, and approximately 1.2 acres of privately owned commercial properties on the southeast corner of NE 175th Street and 131st Avenue NE. The Sorenson site includes the old Woodinville School (Woodinville Annex) and the four-building C.O. Sorenson School. Four playfields round out the Sorenson site. There are three one-story commercial buildings, with parking, on the private parcels. Two of these buildings front on NE 175th Street and the other faces 131st Avenue NE.

b. Field Maintenance Operation Facility

A field maintenance operation facility is a shop and yard for providing in-house maintenance and operation and fleet management for a city. This includes both Public Works Department and Parks & Recreation Department operations. Table 10-13 lists the necessary area required for a City of Woodinville Field Maintenance Operation Facility.

Table 10-26 Medium Field Maintenance Operation Facility (Estimated Space)

Facility Activity or Use	Required Square Footage (est.)
Rolling Stock Parking (Rolling Stock Parking)	9,882 square feet
Rolling Stock Parking (Equipment outside)	4,672 square feet
Traffic Control	2,000 square feet
Traffic Control (Material Outside)	7,066 square feet
Storage Subtotal (Internal)	1,968 square feet
Facility Structure	6,096 square feet
Washing Down Area	580 square feet
Parking	8,400 square feet
Subtotal	**40,664 square feet**
Access Open Space @ 20%	8,133 square feet
Buffer Area @ 10%	4,066 square feet
Storm Water Pond	2,500 square feet
Total Estimated	**55,364 square feet**

10.4.5 Roads

Table 10-27 shows the City's 20-year Transportation Improvement Plan. This table shows for each project the location, the existing level-of-service (LOS) for existing facilities, and the projected LOS in 2020, both with and without the proposed project. As shown in Table 10-27, presently the City's transportation system operates below LOS E at six locations. By 2020 without improvements, 22 locations will operate at below LOS E. By 2020 with improvements, all locations are projected to operate at or better than LOS E.

Table 10-27 City of Woodinville's 20 Year Improvement Plan

		Need			Project Type				Level of Service				Finance			
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Estimated Cost ($x1000)	City Share & Partnerships	Other Agencies	State	Developer
GR-10	135th Ave. NE NE 171st St. - NE 172nd St.		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						917				100%
GR-17	135th Ave. NE NE 175th St. - NE 177th St.		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						917				100%
GR-2	138th Ave. NE NE 171st St. - NE 172nd St.		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						700				100%
GR-6	NE 172nd St. 138th Ave. NE - 135th Ave. NE		X	New 2/3 lane grid road, pedestrian improvements, bike lanes		X						900				100%
GR-7	NE 177th Street 140th Ave. NE - Wood. -Duv. Rd.		X	New three lane grid road with bike lanes, pedestrian improvements, signals (2), lighting		X						500	50%			50%
I-1	Wood. -Duvall at 168th Ave.	X		Turn movement and pedestrian safety improvement	X							750	50%			50%
I-10, 11	124th Ave. at NE 148th St at NE 157th St.	X		New traffic signals, pedestrian crossings		X						750	20%			80%
I-15	136th Avenue and 195th Street	X		Widening, new lanes, rechannelization		X						300	90%			10%

		Need			Project Type				Level of Service				Finance			
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Estimated Cost ($x1000)	City Share & Partnerships	Other Agencies	State	Developer
I-17	NE 171st Street and 133rd Ave NE Signal	X	X	New signal with pedestrian improvements		X						230	100%			
I-21	NE 175th Street and 133rd Ave NE Signal	X	X	New signal with pedestrian improvements		X						250	90%			10%
I-6	SR 202 at 127th Pl. NE	X	X	Installation of new signal, additional lanes, pedestrian improvements, bike lanes	X							5,400	25%		50%	25%
I-8	SR 202 at NE 145th St./148th Ave. NE (Hollywood)	X	X	Installation of roundabout, pedestrian improvement, bike lanes	X							2,400	40%		50%	10%
RM-1	144th Ave. NE South of county line		X	Alternative connection road to commercial area		X						600	100%			
RM-11	State Route 202 (WR Road) NE 145th St/148th Ave. NE I/S- 127th Place NE		X	Additional capacity lanes, pedestrian improvement, bike lanes, access improvement	X							10,200	10%		80%	10%
RM-12	SR202 (WR Road) 127th Place NE - 131st Ave. NE	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, RR xing improvement	X							3,422	10%		80%	10%
RM-15	State Route 522/NE 195th St "North" Ramps Set		X	New access for SR 522 from 195th	X							7,200	10%		80%	10%
RM-16	Little Bear Creek Parkway (177th Pl). - 139th Ave. NE 131st Ave. NE - NE 190th St.	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement		X						2,600	100%			

		Need			Project Type				Level of Service				Finance			
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Estimated Cost ($x1000)	City Share & Partnerships	Other Agencies	State	Developer
RM-25	SR 522/SR 202 Access : CCRP)	X	X	Realignment of SR 202, future interchange connection to SR 522 & I-405	X							80,000	5%	5%	85%	5%
RM-27	Wood. - Snohomish Rd NE 175th St. - 140th Ave. NE		X	Left turn lane, pedestrian improvement, bike lanes		X						800	80%			20%
RM-3	Wood. - Snohomish Rd - North City Limits to NE 195th St.		X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement	X							3,200	50%			50%
RM-5	Wood. -Snohomish Rd NE 195th St - 185th Ave. NE	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements	X							3,400	50%			50%
RM-6	Woodinville - Duvall Rd NE 190th St. - 171st Ave. NE	X	X	Additional capacity lanes, pedestrian improvement, bike lanes, intersection lighting, transit improvements	X							12,000	25%	25%		50%
RM-7	140th Ave. NE 185th Ave. NE-N/O 175th Ave. NE		X	Additional capacity lanes, signal improvements		X						2,500	25%			75%
RO-1	168th Ave. NE WD Rd to NE 195th St	X		Pedestrian improvements, bike lanes, lighting				X				400	90%			10%
RO-12	NE 171st-175th St 140th Ave. NE to164th Ave. NE	X		Turn improvement, pedestrian improvements, bike lanes		X						1,500	50%			50%
RO-14	NE 143rd Place 132nd Ave. NE to SR 202 (WR Rd.)	X		Intersection improvements (2), Pedestrian improvements, bike lanes, lighting		X						1,000	80%			20%

		Need			Project Type				Level of Service				Finance			
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Estimated Cost ($x1000)	City Share & Partnerships	Other Agencies	State	Developer
RO-16	NE 195th Street 130th Ave. NE to WS Road	X		Turn improvement, pedestrian improvements, bike lanes		X						1,800	80%			20%
RO-17	124th Ave. NE - NE 160th St to NE 169th St	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement		X						1,300	80%			20%
RO-19	124th Ave. NE - NE 169th St to SR 202 WR	X	X	Widen lanes, turn lanes, pedestrian improvements, bike lanes, signal improvement		X						1,450	80%			20%
RO-20	NE 205th Street - 130th Ave. NE to136th Ave. NE	X		Turn improvement, pedestrian improvements, bike lanes		X						500	50%			50%
RO-21	130th Ave NE-132nd Ave NE NE 182nd St. to NE 205th St.	X		Turn improvement, pedestrian improvements, bike lanes		X						2,600	50%			50%
RO-22	NE 186th St. -136th Ave. NE 132nd Ave. to NE 195th St.	X		Minor widening existing lanes, pedestrian improvements		X						1,800	80%			20%
RO-26	NE 190th Street 142nd Ave NE to 144th Ave NE		X	Improve existing road as alternate route from CBD to Industrial area		X						800	0%			100%
RO-3	156th Ave. NE WD Rd to NE 205th St	X		Turn improvement, pedestrian improvements, bike lanes		X						900	80%			20%
RO-4	Woodinville-Duvall Rd NE 178th St to NE 190th St	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement	X							1,600	80%			20%

		Need			Project Type				Level of Service				Finance			
CIP ID	Project	Safety	Congestion	Description Brief	Regional	Local	Residential	Rec/Non Motorized	Existing LOS	2020 LOS without Improvements	2020 LOS with Improvements	Estimated Cost ($x1000)	City Share & Partnerships	Other Agencies	State	Developer
RO-27	SR 202 From NE 175th St. to NE 182nd St.	X	X	Additional capacity lanes and safety improvements, possible transit	X							10,300	25%	5%	60%	10%
RO-28	NE 195th St. From SR 522 Inter. To WS Rd	X	X	Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements	X							400	95%			5%
S-5	"Leota Lake Loop" traffic calming 160th/167th Aves. NE, NE 180th Street	X		Traffic calming to reduce cut through traffic and speeding			X					800	95%			5%
I-22	NE 143rd Place At 132nd Ave.	X		Realignment of intersection			X					300	95%			5%
S-7	164th Ave. NE - NE 175th St to NE 180th St	X		Traffic calming to reduce cut through traffic and speeding			X					600	95%			5%
Notes:	(1) - Improvements is either a safety or capacity improvements over the existing system. Therefore, if sidewalks already existing for a widening projects, the project would not be considered to be an "improvement" over the existing system.															

Appendix 10 Capital Facilities

APPENDIX 10: CAPITAL AND PUBLIC FACILITIES

The Capital Facilities Plan is a plan for capital improvements to support the City's current and future population and economy. One of the principal criteria for identifying needed capital improvements is a standard for levels of service. The Capital & Public Facilities Element contains broad goals and specific policies that guide and implement the provision of adequate public facilities. A fully financed Capital Improvement 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 and its 6-year Capital Improvement Plan (adopted by reference) 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 for the life of the Comprehensive Plan. A subset of this Plan is the Capital Improvement Plan, which identifies public facilities that will be required during the six year time period. The Capital Facilities Plan and Capital Improvement Plan include the location and cost of the facilities, and the sources of revenue that will be used to fund the facilities. The Capital Improvement 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. As a result, public facilities contained in the Capital Facilities Plan must be based on quantifiable, objective measures of capacity.

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, water, sewer, schools, surface water management, municipal buildings and parks & recreation. Additional capital facilities information 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 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 Woodinville's Urban Growth Area is located in Snohomish County Fire District #7. Woodinville Fire and Life Safety district and stations are shown in Figure A10-1 and the entire district is shown in Figure A10-2.

Woodinville Fire and Life Safety District (King County)

The source of the background information for this section 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. Updated by Woodinville Fire and Life Safety, February 2002.

Woodinville Fire and Life Safety District (formerly #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, 6 aid vehicles, 3 utility vehicles, 1 heavy rescue vehicle, 1 salvage vehicle and administrative support vehicles. The fire district operates out of Stations 31-35. Woodinville Fire & Life Safety Districts: Headquarters - Station 31 (17718 Woodinville Snohomish Rd. Woodinville, WA 98072); Station 32 (14700 148th Ave. NE); Station 33 - Bear Creek (19401 NE 133rd St.); Station 34 – Kingsgate (12703 NE 144th St.); Station 35 - Cottage Lake (17805 Avondale Rd. NE). The stations are staffed full time.

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 Headquarters, Station 31. The Fire Prevention Bureau has two full time inspectors, a part-time inspector, a Deputy Fire Marshal and two clerical support personnel. To provide regional training, the Training Divisions of the Redmond and Kirkland Fire Departments were consolidated.

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 62 union employees, a Fire Chief, 2 Deputy Chiefs, 6 full time and 1 part time administrative support personnel, and 5 volunteer firefighters.

The Board of Fire Commissioners meets regularly on the first and third Monday of every month.

In 2001 the District responded to 4,258 calls for service. The 2001 average response time was approximately 6.1 minutes for all emergency responses.

The Fire District indicates a fleet replacement plan that lists the following inventory of apparatus:

Pumpers	6
Ladder Truck	1
Aid Vehicles	6
Utility/Rescue/Other	3
Staff Vehicles	9
Total Vehicles	**25**

Fire District #7 (Snohomish County)

Fire District #7 serves the portion of the Woodinville Urban Growth Area north of the City limits in Snohomish County. At the time this update was completed, Fire District #7 had no capital facilities within Woodinville.

A-10.1.2 Schools

Woodinville 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 section is the Northshore School District #417 *Capital Facilities Plan*, adopted by the School Board on May 22, 2001.

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. A small southern portion of Woodinville is located in the north central area of the Lake Washington School District. District boundaries are shown in Figure A10-3. The source for the background information for this section is the Lake Washington School District #414.

The District's current enrollment (2001) is 19,219.

No school projects are planned for the portion of the District that includes Woodinville.

A-10.1.3 Surface Water Management

Woodinville is part of an important network of rivers, streams, lakes, and wetlands that feed into Lake Washington. 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 and development in this area 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 development, commercial and industrial activities; and nonpoint sources of pollution from streets, parking lots, commercial areas, lawns; and failing septic systems. Conveyance and storage systems require maintenance and improvements 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 facilities inspections and billing.

Completed basin planning affecting Woodinville has been limited to the Bear Creek Basin Plan. This is a multi-jurisdictional study that contains a management policy and capital improvement plan for the basin. A portion of Woodinville is located within the Cottage Lake and Bear/Evans sub-basins. The Little Bear Creek Habitat Assessment Study is currently being drafted. The manual is currently developing the Surface Water Management Comprehensive Plan and will present the plan to the City Council for approval.

Along with the other affected agencies in the region, the City may participate in the Sammamish River Corridor Action Plan and other basin improvements 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

Annex Building

The "Old Woodinville School" was built around 1933 and an addition was constructed in 1948. The building has served as City Hall for the City of Woodinville since 1993. The Woodinville Chamber of Commerce office is also housed on the first floor. The two-story brick building is considered significant in terms of preserving historic context in the community. The two floors of classrooms, each containing 5,000 + square feet, have been converted to offices. The 3,700 square foot daylight basement includes offices, storage and a boiler room. The main entry is reached by stairs from the NE 175th Street frontage and a ramp has been constructed at the

front entrance to provide access to the first floor for disabled persons. There are two stairwells providing access to the basement and second floor, and to exit doors at the rear of the building. Although the Woodinville Annex is in overall good condition, like most buildings of its age, it does not meet current standards of access and structural stability (seismic). Structural improvements made in 1985 rectified some structural safety issues, those improvements did not bring the building into compliance with current seismic standards. When the City occupied the building as a City Hall, it was agreed that at such time as the new City Hall was complete, only the first floor of the Annex would remain occupied until current codes were met in terms of ingress and egress to the building.

Annex 2 (former Sorenson School)

The Sorenson School is comprised of four one-story brick buildings totaling 35,000+ square feet. There is a 4,600 square foot basement under a portion of two of the buildings. The four buildings surround an open landscaped courtyard and are connected by overhead structures covering entryways. These entryways are secured during non-operational hours. There is a covered play area to the east of the four-building complex and an uncovered area with play equipment to the west, near the playfields. Three of the buildings are used for administrative offices and classrooms. The fourth building includes a small heated swimming pool, a small gymnasium, and a meeting room formerly used as the Woodinville City Council Chamber. Like the Woodinville Annex, the Sorenson School is in relatively good condition for its 27 year age. However, there are a number of systems that would require upgrading to current codes if there were a change of use in the buildings. Upgrading or replacing the HVAC system, fire sprinkler system, lighting and fire alarm system are all items with significant associated costs. Also, none of the rest rooms meet current ADA standards.

Parking

The new Woodinville City Hall complex includes a total of 63 surface parking spaces, over half of which are standard size. In addition, the City has an agreement with Brittany Park, to the south, whereby 46 parking spaces in Brittany Park's parking lot are shared by City Hall. There are approximately 50 parking spaces east of the Woodinville Annex and Sorenson School. This parking area is paved with, for the most part, striped parking stalls. West of the Woodinville Annex is an unpaved lot that accommodates about 10 vehicles. These spaces are reserved for Chamber of Commerce visitors. West of the Sorenson School is an unpaved area that can accommodate perhaps 30 vehicles. Because this area is unpaved and the parking stalls are not delineated, it is used inefficiently. If the playground area were removed or relocated, and the area paved and striped, it is estimated that 60 to 80 vehicles could be parked in this area. A long, linear parking lot adjacent to the west edge of the playfields can accommodate approximate 40 vehicles, and the Wilmot Gateway Park lot, across 131st Avenue NE, has 20 parking spaces.

A-10.1.5 Water

The District is located in northeast King County and covers approximately 18,660 acres (29.2 square miles) (see Figure A10-4). The District serves the City of Woodinville and portions of unincorporated King County. The District has a population of 43,800 with approximately 12,575 connections (1999 estimate). Average annual water use in 1998 was approximately 4.4 million gallons per day (mgd).

The Woodinville Water District (District), formerly King Water District No. 104, is a municipal corporation, which was established by a special election held on August 4, 1959. The King County Board of Commissioners authorized the creation of the District by Resolution No. 20121 on August 17, 1959. By 1961, the District had completed several source of supply connections to the City of Seattle's Tolt River Pipeline. In 1963, the initial distribution system was completed and the District began providing water to customers. Early system expansions were

constructed through Utility Local Improvements Districts (ULIDs). More recently, system expansions have been through developer extensions.

Historically, the District's boundaries have expanded through annexation proceedings. A list of the District annexations is available within the WWD Comprehensive Plan.

The District purchases its water from Seattle Public Utilities (SPU), from the Tolt River source of supply through the Tolt Pipeline. The Tolt Pipeline enters the District from the southeast, and traverses the District along approximately NE 150th St. The Tolt Eastside Supply Line junction which diverts a portion of the Tolt River supply to the south, is located on the west side of the District. SPU also has the capability to supply water from the Cedar River system northward into the District through the Tolt Eastside Supply Line. The District has nine active connections or taps to the Tolt River supply, eight to the Tolt Pipeline and one tap to the Tolt Eastside Supply Line. Flow control valves on each tap are manually controlled remotely from District headquarters.

The District's system includes approximately 253 miles of transmission and distribution piping, eight storage facilities, five pump stations (three of which are active and two standby), and 44 pressure reducing valve stations.

A-10.1.6 Sewer

In addition to water service, the Woodinville Water District (District) also provides sanitary sewer service within the Corporate Boundaries of the City of Woodinville, and within the Designated Urban Growth Boundaries of Unincorporated King County. From 1963 to the present, the District has grown to an area of approximately 38 square miles. In 1969, the District became a combined water and sewer district. The Woodinville Water District presently is the fifth largest district in King County, serving approximately 2,500 sewer customers. The District expects to expand its facilities through an active capital facilities program and growth extensions.

A-10.1.7 Parks and Recreation

Woodinville; King County; the Northshore, Monroe, and Lake Washington School Districts and a variety of public, private agencies, and various other public and private organizations have assembled acres of land with park, recreation, and open space uses within the City and Park Service area boundaries. These lands provide a variety of park, recreation, and open space activities including waterfront access points, picnic facilities, trail corridors, athletic fields and playgrounds, community facilities, and supporting administrative and maintenance facilities.

The Park, Recreation and Open Space Plan contains an extensive inventory of all existing land and resources within City limits and the planning Park Service area. The Plan also accounts for the effects of future demand on those facilities and programs and calculates the investment necessary to preserve existing and proposed levels of service.

Annex 2 (former Sorenson)

The swimming pool, which was designed to be used primarily by children, is rather small and shallow. It currently is used as a physical therapy pool for all ages. The gymnasium, as well, is undersized by current standards in terms of length and width of the court and height of the ceiling. The showers and rest rooms associated with these two uses do not meet current ADA standards.

Playfields

The Sorenson site includes 6.7 acres of playfields. The southern portion of the playfields is approximately 350 feet x 350 feet and includes three small baseball fields with dirt infields and grass outfields. The outfields on these three fields overlap. The grass outfield area is also

used for youth soccer. The northern portion is approximately 270 feet x 270 feet and is configured as one larger baseball field with dirt infield and grass outfield. Although this field is larger, the distance from the batter's box to the edge of the outfield is less than is needed for teen or adult baseball. All of the fields have back stops and high chain-link fences that extend along the infield sidelines. The fields are actively used for baseball, soccer and general outdoor play. According to users, the fields are very well drained and sustain use better than many other fields in the area.

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 1992 *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 following apply to the 2001 Fire District's Goals:

1. 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.),
2. 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),
3. Deploy three engine companies to the scene of a fire within 10 minutes,
4. Provide a minimum of three personnel per engine company, and
5. The District will be adding six new Firefighter positions and one new Fire Inspector position in 2002. The new firefighters will increase staffing at Station 31 to a minimum of 5 on duty, and Station 35 to a minimum of 4 on duty. At Station 31 this will allow an aid car and ladder truck to be staffed, allowing this station to respond to two alarms at the same time. The new Fire Inspector will address the increasing workload in the prevention bureau due to commercial growth.

The study did not present comparable response times for current operations (i.e., for 80% of emergency responses).

The District has recently occupied the new Headquarters station in downtown Woodinville at 17718 Woodinville – Snohomish Road NE. This has allowed the District to achieve the goal of locating a station near the C.O. Sorenson School site. In this new location it is anticipated that average response times to the Cities core will be substantially reduced.

The old station on 144 Ave. NE was sold to help fund the construction of the new station.

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 utilizes 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 (2000-2006) indicate a 0.99% increase in enrollment from the current enrollment of 19,232 (2000) to 19,408students in the year 2006 (i.e., an additional 176 students).

Table A10-1: Northshore School District October 2002 Enrollment and Facilities

Total Enrollment	19,219
Elementary (K-6)	9,525
Junior High (7-9)	4,884
Senior High (10-12)	4,810

Number of Schools	32
Elementary Schools (K-6)	20
Junior Highs	6
High Schools	3
Alternative High School	1
Early Childhood Center	1
Home School Networks	1

Lake Washington School District

The Lake Washington School District's district includes a small southern portion of undeveloped area within Woodinville. No school projects are planned for the portion of the District that includes Woodinville

A-10.2.3 Surface Water Management

Capital improvements related to the protection, restoration, or enhancement or surface water within Woodinville are limited to those identified by the Draft Surface Water Management Comprehensive Plan and the Little Bear Creek Corridor Plan.

Table A10-2: Surface Water Management 2001 Improvement Projects

Project Name	Description	Cost Estimate
Little Bear Creek 132nd Avenue NE Culvert Removal	Earthwork, culvert removal, revegetation, large woody debris, bank stabilization, and biological evaluation.	$80,000
Little Bear Creek 134th Avenue NE Culvert Removal	Earthwork, culvert removal, bridge installation, revegetation, large woody debris, bank stabilization, and biological evaluation.	$500,000
Little Bear Creek NE 195th Street Rock Weir Improvement	Rock weir installation, revegetation, large woody debris, bank stabilization, and biological evaluation.	$40,000
Little Bear Creek NE 205th Street Fish Passage Improvement	Log weir installation, revegetation, large woody debris, bank stabilization, and biological evaluation.	$40,000
SR202 Chateau Drainage Erosion Protection	Property acquisition, sediment facility, and storm system improvements.	$500,000
NE 175th Street Storm Drainage Improvement	Pipe and catch basin installation, earthwork, and paving.	$150,000
136th Avenue NE Storm Drainage Improvement	Pipe and catch basin installation, earthwork, and paving.	$75,000
	Total	$1,385,000

Source: Surface Water Master Plan, City of Woodinville Public Works Department

Additional capital improvement plan projects will be developed through the Surface Water Management Comprehensive Plan. The City may participate in the Army Corps of Engineers Sammamish River Corridor Action Plan that includes projects in the Woodinville area. The City has acquired property along the Little Bear Creek corridor and will continue to explore future acquisitions opportunities. Department of Ecology has indicated that National Pollutant Discharge Elimination System (NPDES) Phase II coverage will be required for the City. This will require improvement of the storm water public education/outreach program, water quality monitoring program, and review of construction site runoff control requirements. The City has entered into an interlocal agency agreement with Snohomish County for joint planning, funding and implementation of activities and projects in the Little Bear Creek Watershed.

A-10.2.4 Municipal Buildings

Civic Center

Civic Center area encompasses the 10.5-acre Sorenson site, the 1.8-acre site of the new Woodinville City Hall, and approximately 1.2 acres of privately owned commercial properties on the southeast corner of NE 175th Street and 131st Avenue NE. The Sorenson site includes the old Woodinville School (Woodinville Annex) and the four-building C.O. Sorenson School. Four playfields round out the Sorenson site. There are three one-story commercial buildings, with parking, on the private parcels. Two of these buildings front on NE 175th Street and the other

parking, on the private parcels. Two of these buildings front on NE 175th Street and the other faces 131st Avenue NE. The City acquired the property for the purpose of developing a community/civic center complex. With the new City Hall on an adjacent parcel and the Wilmot Park across the street, the City Council envisions a public campus that will serve as a civic anchor for downtown Woodinville.

A-10.3 Planning Implications

A-10.3.1 Planning Consistency

The Capital Facilities Plan is required 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:

1. Do not contradict each other,
2. Contain incompatible policies, and
3. 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

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.

A-10.3.3 Level of Service Standards

The development of standards for levels-of-service will require the resolution of several issues:

<u>Sources of Standards</u>

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. 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.

Quality versus Quantity of Service

Level of service standards is 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 Shared Facilities

The City could consider pursuing the idea of shared facilities or joint use of facilities to meet future municipal building needs. A public safety facility which includes police, fire and Emergency Medical Service could be considered.

For example, Northshore School District could be 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) 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. 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.

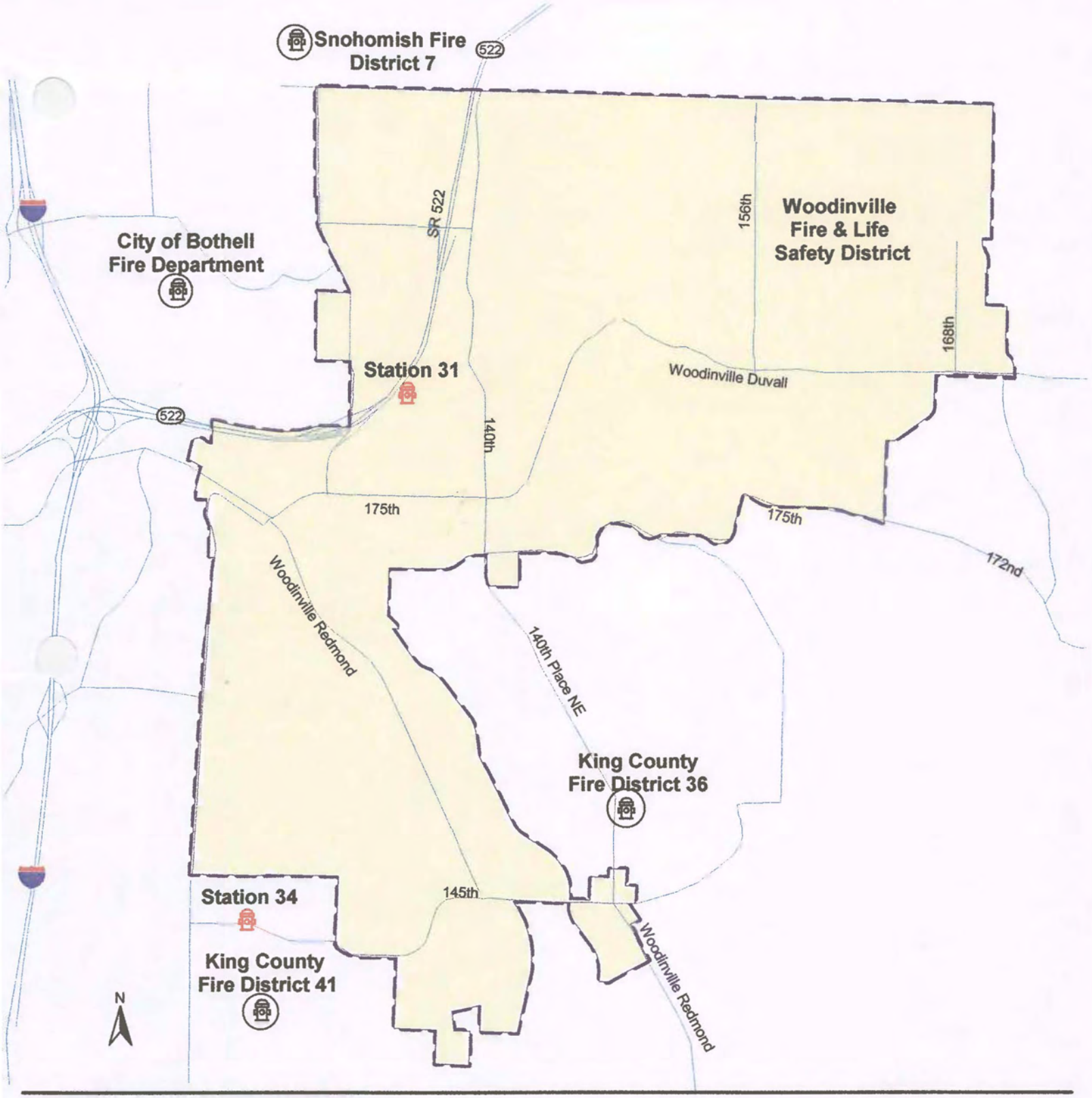
Chapter VI of the King County Growth Management Planning Council's Countywide Planning Policies ("Contiguous and Orderly Development and Provision of Urban Services to Such Development") provides guidelines that require that the planning and financing of services are coordinated and phased among jurisdictions in order to (1) ensure that development within urban areas is provided with a full range of urban services, (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 "Policies for the siting of Public Capital facilities of a Countywide or Statewide nature". 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.



Legend

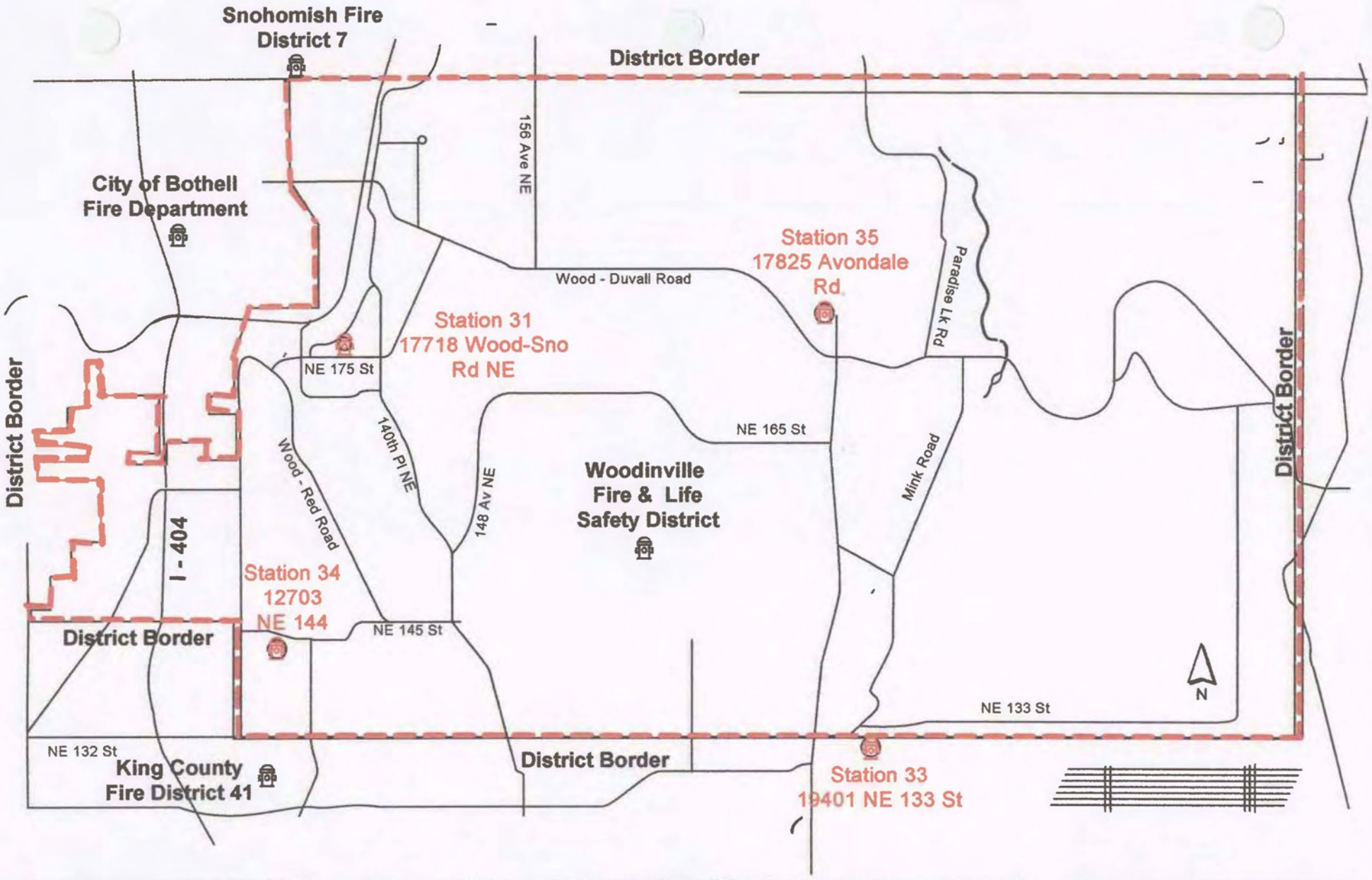
Woodinville City Boundary

Major Roads

Fire Districts

Woodinville Fire Stations

Figure A10-1
Fire Districts and Stations in the Woodinville Area



Woodinville Fire District Overview

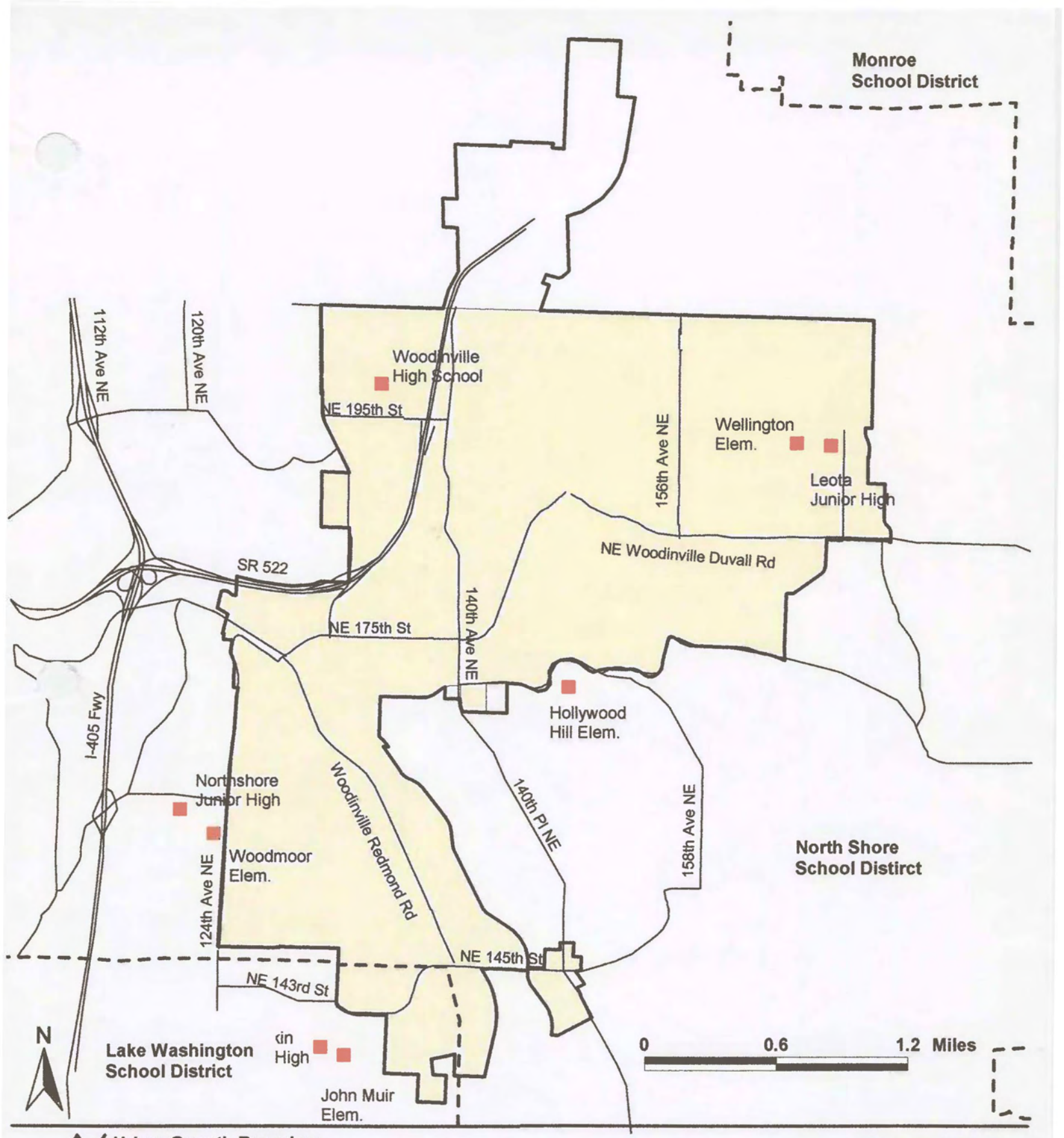
Woodinville Fire District Boundary

Fire Districts

Woodinville Fire Stations

Figure A10-2
Woodinville Fire & Life District Boundary

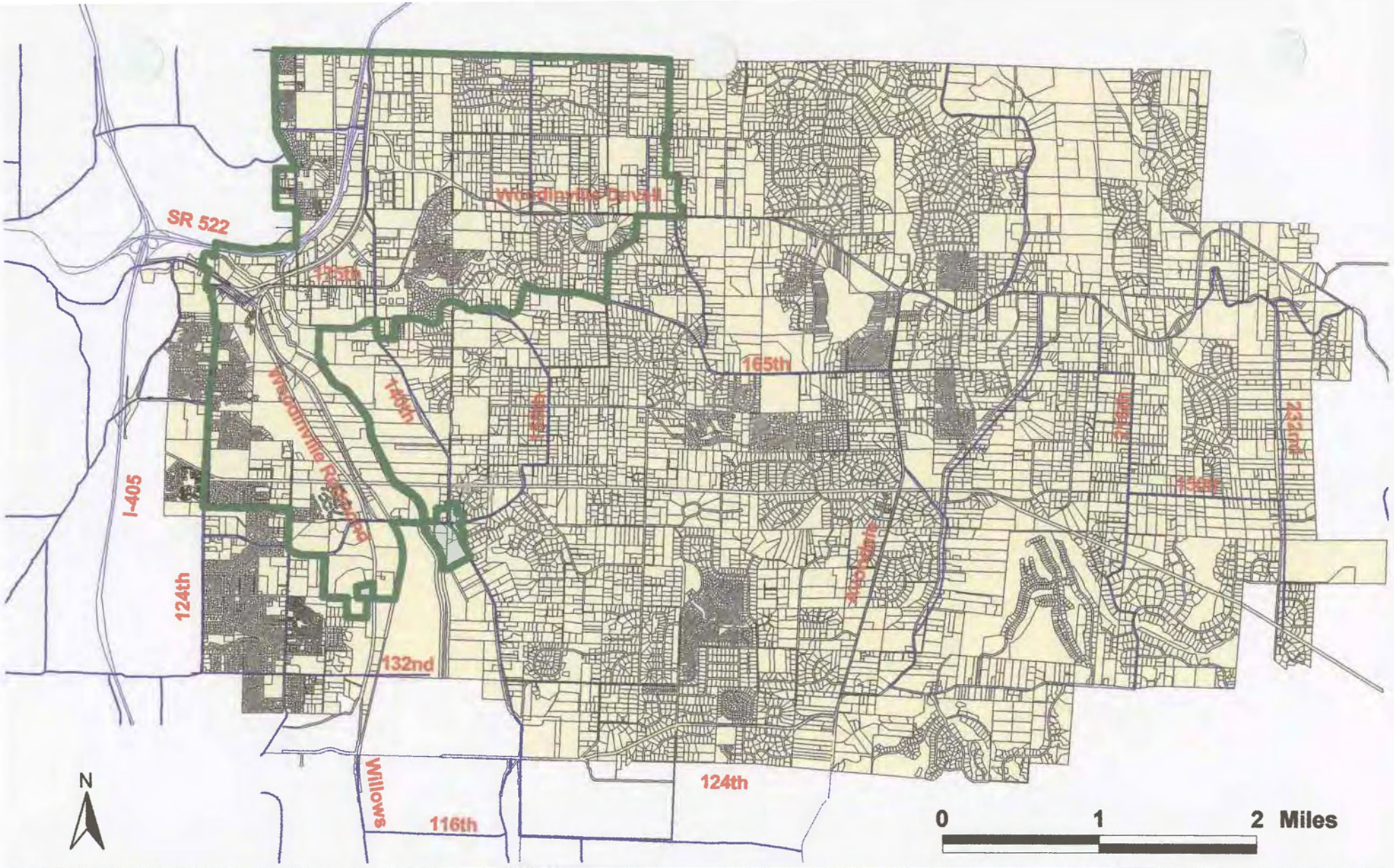
6/20/02-DC



Urban Growth Boundary
Major Roads
Schools
School District Boundary
City of Woodinville

Figure A10-3
Public Schools and School Districts in the Woodinville Area

6/10/02 - EFC



City of Woodinville Boundary
King County Streets
Woodinville Water District Service Area

Figure A10-4
Woodinville Water District
Service Area

Note: This map is a pictorial representation
and the City does not warrant its accurate depiction

6/20/02 - EFC

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. 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. 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 a combination of City owned and non-City owned utilities. Both types of utility providers are discussed in this element, since issues regarding the provision of utilities are pertinent regardless of who provides the service.

The following is a list of the City's utility providers.

City of Woodinville Providers

City Owned	Non-City Owned
Stormwater	**Water:** Woodinville Water District
	Sewer: Woodinville Water District, Northshore Utility District, Alderwood Water and Wastewater District and Metro
	Solid Waste: Waste Management
	Electricity: Puget Sound Energy
	Natural Gas: Puget Sound Energy
	Telecommunications: Verizon, various cellular and fiberoptic providers
	Cable Service: AT&T Broadband

11.2 Goals and Policies

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, storm 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, and work with them to find acceptable solutions when inconsistencies exist.

U-1.3 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-1.4 Keep on file resource maps that indicate the general location of existing and proposed major components of utility systems serving the City.

U-1.5 Allow utility facilities as a permitted use where appropriate to ensure that land is available for the siting of such facilities.

U-1.6 Base the extension and sizing of public facilities upon the Land Use Plan. In those cases where engineering standards are in excess of available capacity for the requirements for the immediate development, the excess capacity shall not be a reason to allow growth out of sequence with the land use plan.

U-1.7 Coordinate with other jurisdictions when transmission facility additions or improvements cross jurisdictional boundaries.

U-1.8 Regulate construction of utilities within sensitive areas in accordance with the Sensitive Areas Regulations.

U-1.9 Encourage the joint use of utility corridors consistent with non-motorized and recreational uses.

U-1.10 Coordinate public road construction and maintenance projects with utility construction and maintenance.

U-1.11 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:

1. Locate sewer lines and use construction methods and materials to prevent or minimize the risk of spillage into watercourses and water bodies,
2. Locate utility corridors in existing cleared areas, when possible,
3. Locate utility facilities and corridors outside of wetlands, when possible,
4. Minimize sewer and water line crossings of fish-bearing watercourses, when possible,
5. Use bio-stabilization, riprap, or other innovative engineering techniques to prevent erosion where lines may need to follow steep slopes, and
6. Minimize corridor width.

U-1.12 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:

1. Electric utilities have state-regulated "public service obligations,"
2. The state's Procedural Criteria for utilities elements of comprehensive

plans,

3. The Growth Management Act requirements for including the location and capacity of existing and proposed electrical lines in utilities elements, and
4. The need for timely inter-jurisdictional coordination in the planning and provision of electrical service.

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 Maintain 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:

1. Billing rate structures, which encourage conservation,
2. Water restrictions at appropriate times, and
3. Public education and the use of appropriate signage where beneficial.

U-2.5 Recognize the water facilities document known as the Woodinville Water District 2000 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 (or most current update) 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 City determines that the connection is not technically 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 areas where the zoned density is one unit per acre and 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 only the specific problem area that has experienced failures and may be sized to serve future areas where failure might occur. Excess capacity shall not be a reason to allow growth out of sequence with the land use plan.

GOAL U-4: A regional 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 natural water systems and their associated ecosystems, and reduce damage to adjoining properties.

U-4.2 Follow a coordinated facilities strategy that preserves and enhances 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 and environmentally acceptable to the City. In determining the degree to which this is allowed, consideration will be given to the nature of the development.

U-4.4 Design storm water facilities such that peak rate of flow from a property shall approximate pre-development levels.

U-4.5 Strive for pre-development levels of infiltration per adopted requirements 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 systems 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 (1990) 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: Encourage reduced energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions.

Policies

U-5.1 Consider cost-effective energy conservation technologies including, but not limited to, site plans, construction methods, materials used, and landscaping 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-5.2 Coordinate with the current electrical provider when considering land use designations or new development in the vicinity of proposed utility facility to ensure compatibility.

U-5.3 Support the availability of telecommunications systems and telecommuting as a means to mitigate the transportation impact of development and growth.

U-5.4 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-5.5 Devote resources to encourage and enforce the Washington State Energy Code during the building permit process.

U-5.6 Ensure that utility purveyors limit disturbance to vegetation within major utility transmission corridors as necessary for safety and maintenance of transmission lines.

1. Encourage pruning of trees to direct growth away from utility lines,
2. Encourage phased replacement of vegetation located improperly in the right-of-way,
3. Encourage pruning of trees according to professional arboricultural specifications and standards, and
4. 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 are used by the City to ensure that the goals and policies established in the Utilities Element will be achieved.

11.3.1 Coordinate Review of Development Applications

The City shall implement a development review system, which ensures review of development applications by the appropriate utility provider. The development review system will 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 City.

   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's review of plans of other utility providers should include:

1. 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 coordinate the timing and scope of construction projects in a manner which:

1. Allows for the coordination of City construction and utility construction, and
2. 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, as necessary, its land use regulations to specify siting criteria for utility infrastructure including regulations that:

1. Eliminate 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. Consider the use of 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 as necessary, to specify or modify design guidelines for building construction, including utility infrastructure and landscaping. The guidelines will include criteria to minimize adverse impacts to the environment, 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 amend its land use regulations as necessary, 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,
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 encourage the following programs to encourage conservation, the reduction of energy consumption, best management practices 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. 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 practices of storm and ground waters, and proper pruning of trees within the public rights-of-way,
5. Energy code enforcement,
6. Environmental responsibility, and
7. Surface Water Comprehensive Plan.

   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 as necessary, its street tree plantings, 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 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 discussed in this appendix include water, sewer, solid waste, electricity, natural gas, and telecommunications. Existing conditions for each are described below. Utility districts' service area maps are available for viewing at the Community Development Department.

A-11.1.1 Water

Woodinville Water District

The Woodinville Water District serves the City of Woodinville. The source for the background information in this section is the Woodinville Water District Comprehensive Water Plan, prepared by HDR Engineering, Inc. in October 2000.

The Woodinville Water District was established by special election in 1959. The District boundaries encompass approximately 18,660 acres (29.2 square miles), located in northeast King County. The District population is 43,800 with approximately 12,575 connections (1999 estimate). Average annual water use in 1998 was approximately 4.4 million gallons per day (mgd).

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 8 storage facilities, 5 pumping stations (three active and two standby), 44 pressure-reducing stations, and 253 miles of transmission and distribution piping.

The data and analysis in the Comprehensive Water Plan was broken down into 24 service zones. The City of Woodinville is partially included in service zones 3,4,5,7,9,19, 21, 2E and 2N.

King County Code Chapter 17.08 establishes minimum fire flow requirements. The County adopts fire flow rules and regulations based upon the Guide for Determination of Required Fireflow, 1974, published by the Insurance Service Office.

Cross Valley Water District

The Cross Valley Water District serves the Grace area southeast and north of State Route 522, see Figure A11-1. The source for the background information in this section is the Cross Valley Water District Comprehensive Water System Plan, S T Engineering Inc., P.S., September 1999. 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 328.. In 1998 there were 4,834 customers and 4,430 connections in the South Service Area. The Cross Valley Water District formation issue was voted on and passed in the primary election of September 1989. The District boundaries encompass approximately 50 square miles in Snohomish County and include 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 5 square miles, and the South Service Area, covering about 45 square miles (excluding the flood plain).

The 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 Cross Valley

Water District Comprehensive Plan are shown in Table 3-2 of the Plan. According to the Plan, the population projection for the Cross Valley Water District Planning Area in 2007 is 30,699. Most anticipated growth will occur in the south service area, although changing Snohomish 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 Sole Source Aquifer. The present water system (1999) has approximately 150.9 miles of existing distribution and transmission piping, 10 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:

Water Supply (State Department of Social and Health Services)	800 gallons/connection/day which is equivalent to 276 gallons/capita/day in the Cross Valley Water District
Water Demand:	
Average Annual Demand	100 gallons per day per capita
Maximum Daily Demand	200 gallons per day per capita
Maximum Hourly Demand	350 gallons per hour per capita

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), and 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 at two levels. Metro, as the regional sewage 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 Urban Growth 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 Urban Growth 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.

Woodinville Water District

The source for the sewer utility background information for this section is the Woodinville Water District 1993 Comprehensive Sewer Plan, CH2M HILL, April 1993 (An update of the Plan is budgeted in the 2002 Budget).

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 Hill 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 Northshore Utility District, through an interim service agreement with the Woodinville Water District, provides sanitary sewer collection within a residential area situated in the southwest corner of the City (i.e., within the Kingsgate area), see Figure A11-1. 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 section is the Cross Valley Water District Sewer System Comprehensive Plan, S T Engineering, Inc., November, 1998. Cross Valley Water District's initial comprehensive plan (May, 1992) was approved for service and facility sizing for the following areas:

1. The Maltby Industrial Area as defined in the Cathcart, Maltby, Clearview Comprehensive Plan (within Cross Valley service area),
2. The small commercial area west of State Route 522 at 212th Street (within Cross Valley service area and the Woodinville Planning Area),
3. The Wellington Hills Golf Course (within Cross Valley service area), and
4. 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 a projected 694 acres of which the majority 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 population of the sewer service area is 9,194. (2000 Census data)

The two most significant changes to the Cross Valley Water District's system since the last sewer comprehensive plan are (1) the initial system has been constructed and (2) the Maltby Urban Growth Area boundary has been established in Snohomish County. This has significantly increased the area where sanitary sewer collection is considered an essential element of infrastructure.

Alderwood Water District

The Alderwood Water District serves the Grace area to the northwest of State Route 522, see Figure A11-1. The source for the sewer utility background information for this section 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 refuge in the City and transports it to the transfer stations. The following document is the source for the solid waste background information for this section.

Department of Public Works King County Solid Waste Division Adopted 2001 Comprehensive Solid Waste Management Plan.

Disposal

The Solid Waste Division operates one regional landfill, two drop box facilities and manages ten closed landfills. The Cedar Hills Regional Landfill has an estimated 12.5 million tons of remaining landfill capacity (2000). The landfill is reaching capacity and is estimated to close by 2012. The Solid Waste Division is devising alternatives on how to handle the closure of Cedar Hills Regional Landfill.

Transfer Stations

The Solid Waste Division operates several transfer stations where solid waste is transferred from a local carrier to the county for disposal in the county's landfill. The transfer stations are located in the following areas:

Algona,

Bow Lake,

Enumclaw,

Factoria,

First Northeast,

Houghton,

Renton, and

Vashon.

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 are provided by SnoKing (Waste Management), a Washington Utilities and Transportation Commission -certified franchise hauler.

A-11.1.4 Electricity

Puget Sound Energy (PSE) supplies electrical power to the City of Woodinville, which is within the PSE's Northshore Subarea. The source for the utility information for this report is the King County Draft Growth Management Act Electrical Facilities Plan, Puget Sound Power & Light Co., February 1993, with August 1995 amended Woodinville/Bothell Area Map. The Northshore subarea is bounded approximately by the Redmond-Kirkland Road on the south, Snohomish County on the north, and Lake Washington on the west, and Avondale Road on the east. The Northshore subarea includes the entire City of Bothell, major portions of Kirkland and Redmond, and parts of unincorporated King County. It also includes all of King County's Northshore Community Planning Area, which includes the City of Woodinville, with small portions of King County's Eastside Community Planning Area. PSE currently serves 3,641 residential customers and 1,338 commercial/industrial customers within the City of Woodinville as of April/May 2002.

Power supplies to customers in the Northshore Subarea are delivered from distant generating stations on 230 kV transmission lines to the Sammamish Transmission Substation (in Redmond) and BPA Snohomish (in Snohomish County) transmission substations where the voltage is transformed (reduced) from 230kV to 115 kV.

There are 16 existing distribution substations in the Northshore Subarea which serve the distribution feeder lines commonly found in neighborhoods and commercial areas.

A-11.1.5 Natural Gas

Customer and Growth Information

Puget Sound Energy supplies natural gas to six Western Washington counties: Snohomish, King, Kittitas, Pierce, Thurston, and Lewis. Puget Sound Energy provides natural gas service to more than 344,648 customers in King County. It is not an essential service and, therefore, is not mandated to provide service. Extension of service is based on request and the results of a market analysis to determine if revenues from an extension will offset the cost of construction.

According to the PSE rate department, the average house (using natural gas for both heat and hot water) consumes about 1,000 therms per year. Ten therms equals approximately one "mcf" (thousand cubic feet) of gas so 1,000 therms per house equals approximately 100,000 cubic feet of gas per household per year. The total number of natural gas customers in all of King County is approximately 344,648. This equates to approximately 3.5 million therms per year (344,648 x 1,000 therms per year per house).

When planning the size of new gas mains, PSE uses a saturation model, which assumes all new households will use natural gas since 99% of new homes constructed where builders have the choice are using natural gas.

PSE forecasts customer additions using a forecast analysis calculation based on PSE's revenue report which is generated by town tax codes.

It is estimated that PSE currently serves 2,566 customers in the Woodinville area. This data was compiled via cycle, district and route service reports for tax code 148. Woodinville saw a 3.34% increase in gas customers from 2000 to 2001.

Existing Distribution System

The Pacific Northwest (Washington, Oregon, and Idaho) receives its natural gas from a wide range of sources in North America. Sixty percent (60%) of the region's natural gas supply comes from British Columbia and Alberta in the north and 40% comes from domestic sources including the San Juan Basin in New Mexico/Texas in the south. The Pacific Northwest consumes 380 billion cubic feet of natural gas per year.

Natural gas is supplied to the City of Woodinville from Williams (formerly Northwest) Pipeline Corporation. Natural gas from the pipeline is reduced to 250 pounds per square inch gauge (psig) as it feeds into high pressure supply lines.

High pressure (HP) supply lines (measuring 16", 12", 8", 6", and 4" in diameter) transport gas from gate stations to district regulators. The pipe material is typically steel wrap (STW). There is approximately 1,718 feet of 8" high pressure line in the Woodinville city limits. This line runs along NE 143 St (W Hollywood Hill Rd) from 132 Ave NE to the eastern most part of the city.

District regulators (DR) reduce high pressure to typical distribution operating pressures of 60 to 25 psig. Distribution pressures are typically called intermediate pressures (IP). There are no district regulators within the Woodinville city limits. District regulators typically have a maximum operating pressure of 45 or 60 psig. The district regulators that serve the City of Woodinville will be set at approximately 54-57 psig with an MAOP (Maximum Allowable Operating Pressure) of 60 psig upon completion of the "Woodinville IP Uprate" project. The existing MAOP is 45 psig. These district regulators are located at 124 Ave NE & NE 144 St (DR2513) and 156 Pl NE & NE 146 Pl (DR2134) and are currently set to deliver 43 psig to the Woodinville area.

Distribution mains are fed from the district regulators. These typically are 8", 6", 4", 2", and 1-1/4" diameter lines. The pipe material typically is polyethylene (PE) or steel wrapped (STW). Puget Sound Energy has approximately 42 miles of main serving the City of Woodinville.

Individual residential service lines are fed by distribution mains and are typically 5/8" in diameter. Individual commercial and industrial service lines are typically 1-1/4" or 2" in diameter.

A-11.1.6 Telecommunications

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. Verizon provides telephone service to the City of Woodinville. Various companies in King County provide cellular phone service. Cable services include communications, information, and entertainment services delivered over the cable system. Various franchised companies provide cable service throughout the entire Woodinville Planning Area. AT&T Broadband 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 basis for the projection of future population and water demand in the District.

According to the Woodinville Water District's Comprehensive Plan, by the year 2010 18,803 dwelling units will be in the service area and by 2020 21,548 dwelling units will be located within the service area.

The District's capital improvement plan is divided into five categories of improvements. Woodinville Water District (WWD) chooses projects for the six-year CIP by a list of criteria found in the WWD Comprehensive Water Plan 2000. Below are the five categories in the CIP.

1. Source Improvements,
2. Storage Improvements,
3. Transmission and Distribution System Improvements,
4. Pumping Improvements, and
5. Miscellaneous Projects

Cross Valley Water District

Future conditions were evaluated in the Comprehensive Water System Plan, September 1999, through the year 2008 and the year 2040 for long range water supply projections. The number of service connections within the District is projected to increase by 5% per year from 5,227 in 1998 to 7,666 in the year 2008.

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, ten 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 the use of deeper wells, treated river water or water from the City of Everett's supply.

Storage

Based on future projections, an additional 2,199.000 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. As of 1998 there are 2.9 million gallons of storage. By the year 2008, 7.59 million gallons of storage will be needed. The Clearview Project Reservoir had construction scheduled for late in 2000 with .75 million gallons of storage. The Lee Forest Standpipe will add 2.0 million gallons of storage that will serve the Maltby Industrial Area. The 1.0 million gallons of storage is scheduled for construction in 2005 at Lost Lake.

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-11.2.2 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. The 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 Cross Valley Water District's Comprehensive Plan, November 1998, population projections for the district extend to 2012. Between 1992 and 2012, the district forecasts a population growth of 70%. These population projections are the Cross Valley Water District's Sewer Planning Area. By the year 2012, Cross Valley Water District estimates that 11,095 people will reside in the Sewer Planning Area.

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, and 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.

1. 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.

2. 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.

3. Infiltration: 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).

4. 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	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, and

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:

	(millions)
Existing System Modifications	$ 3.2
Sewer Extensions	7.1
Other Improvements/Studies	0.8
Total	**$11.1**

The Comprehensive Sewer Plan identified types of revenue which could finance these projects, but a 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.

Cross Valley District

According to the Cross Valley Water District's September 1998 Comprehensive Plan, Cross Valley's sewer system is new and no capital improvements financed by the District are anticipated within the current planning period. Any improvements made during this period will be developer-driven. All projects anticipated within the current planning period will likely be financed by Developer Extensions or ULID's. As property owners connect to the existing system and developers extend the sewer into other areas of the UGA, the system must be monitored to determine when the existing lines reach capacity. These lines would then be

upsized as discussed in Chapter 7 of the Cross Valley Water District's September 1998 Comprehensive Plan or evaluated for other innovative solutions.

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.

In 1998, the joint project between the Alderwood Water and Wastewater District (AWWD) and the Cross Valley Water District (CVWD) was completed. AWWD shared in the cost to construct a 30-inch diameter trunk with CVWD as the lead agency along SR 522 in the Southeast corner of AWWD. The Bear Creek Basin will be expanded by developer extensions and ULID's connecting to the existing Bear Creek Trunk as conditions for development dictate. The Sewer System Comprehensive Plan (November 1998) proposes capital improvements to the collection system located generally along existing streets and abutting the railway right-of-way. Capital improvement costs total $2,771,000.

Project:

4" Force Main Sewer w/Jacked Casing

Lift Station

15" Gravity Sewer

12"Gravity Sewer

8" Gravity Sewer

Upsize Existing Lines:

18" Sewer

15" Sewer

The Sewer System Comprehensive Plan (September, 1998) recommends that customers be charged a base rate, either monthly or bi-monthly. The base rates would pay for capital costs, administration, billing and collection, and maintenance and operations. 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 used. According to the Plan, the volume of water is considered to be a good approximation of the amount of sewage produced. It is a

requirement of the District that the Sewer Division develop adequate revenues to sustain its operation, distinct from revenues from the Water Division.

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-11.2.3 Solid Waste

Disposal

The King County 2001 Comprehensive Solid Waste Management Plan contains both a low and high growth scenario for solid waste generation over a 20-year planning period (2001-2020).

The county's landfill is reaching capacity, estimated to close by 2012, and the county's Solid Waste Management Division is looking at alternatives to address future needs of the region. The three alternatives are listed below:

1. Contracting with a landfill for disposal capacity and service – waste export,
2. Constructing a new County-owned landfill outside of King County, and
3. Constructing an incinerator.

Of the three listed alternatives, the county has identified waste export as the preferred alternative. The current transfer system is a mix of public and private facilities, and the county Plan recommends that this balance remain the same in the future. The county recommends making the best use of existing facilities to minimize capital outlay and improve operational efficiencies.

To prepare the regional transfer system for waste export, waste compactors will be installed at all County transfer stations. Studies of similar utilities that have made the transition to waste export show that consolidating garbage into compacted loads makes transport considerably more economical. Other upgrades will be made at the transfer stations to improve traffic flow and queuing and the completion of necessary maintenance and repairs at some of the older stations.

Collection

For the 20-year planning period, The King County Solid Waste Management Division has identified issues that need to be addressed to respond to industry changes to ensure continued effectiveness in solid waste collection and recycling.

Waste flow and hauling patterns consist of the following:

1. Demand management at transfer stations,
2. Collection or curbside recyclables,
3. Special collection events,
4. Household hazardous waste collection,
5. Incentive rates, and
6. Alternative collection opportunities.

A-11.2.4 Electricity

Puget Sound Energy (PSE) studies 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 land growth. PSE uses several forecast scenarios from low to high, consistent with regional electric planning. PSE has predicted that its electrical load will nearly double over the next thirty years. Facilities projected to meet this demand company-wide include nearly eight substations, numerous upgrades to existing distribution and transmission stations, and new upgrades to transmission lines. These facilities include the following improvements within the Northshore Planning Area, which includes the electric system supplying the City of Woodinville as described in the King County Draft Growth Management Act Electrical Facilities Plan, Puget Sound Power & Light Co., February 1993, with August 1995 amended Woodinville/Bothell Area Map.

2002-2020 Plan:

1. The names and general locations of the three new distribution substations are:
   i. Kingsgate (Kingsgate shopping center area).
   ii. Emerald (south end of the Town Center neighborhood).
   iii. Harmony (northeast portion of the West Ridge neighborhood).
2. The names and general locations of the two new transmission substations are:
   1. Jade (southwest portion of the Valley Industrial neighborhood).
   2. Border (northwest section of the North Industrial neighborhood).
3. The names of and general locations of the two new 115,000 volt (115kV) transmission lines are:
   1. Sammamish – Border (north to south through the North Industrial and Town Center neighborhoods).
   2. Border – Turner's Corner (north from Border substation into Snohomish County).

A-11.2.5 Natural Gas

Minimum pressure delivery through intermediate pressure mains from a design standard is approximately 15 psig. If main pressure drops below 15 psig, there are several methods of increasing the pressure in the line, which include:

1. Looping the distribution and/or supply lines to provide an alternative route for the gas to travel to an area needing additional supply (This method often involves construction of high pressure lines, district regulators, and intermediate pressure lines),
2. Installing lines parallel to existing lines to supplement supply of natural gas to a particular service area, and
3. Replacing existing pipelines to increase volume. (This includes efforts to replace low pressure cast iron systems with intermediate pressure plastic systems).

There are three types of construction:

1. New or replacement of existing facilities due to increased capacity requirements due to new building construction and conversion from alternate fuel,
2. Main replacement to facilitate improved maintenance of facility, and
3. Replacement or relocation of facilities due to municipal and state projects.

PSE makes an effort to coordinate construction work with municipal projects in order to minimize cost and impacts to surrounding communities. Due to franchise agreements, PSE is required to relocate existing facilities which, unfortunately, is costly and usually unplanned. Improved coordination decreases this occurrence.

The following major projects are anticipated between now and the year 2012 to serve customers in the City of Woodinville and adjacent areas.

Planned for 2002

"Woodinville IP (Intermediate Pressure) Uprate" which will increase the existing 45psig system to 60psig. This uprate will impact all gas mains within the city limits of Woodinville and is designed to improve areas that are currently experiencing low pressures during cold periods.

Planned for 2002-2005

"Woodinville HP (High Pressure) Uprate" is being designed to connect the end of the existing high pressure main at 124th Avenue NE at NE 144th Street with the existing high pressure main at 84th Avenue NE at NE 145th Street. None of this work will be performed within the existing city limits of Woodinville but are in close proximity on the east end of the project. It has not yet been determined what route the new 12" high pressure will take. It will depend on budget constraints regarding the timing of this project.

PSE will review projects proposed by the City of Woodinville and may choose to take advantage of an opportunity to add more pipe in an effort to reinforce our system.

Due to the growing popularity of natural gas in Woodinville and surrounding areas, PSE will continually evaluate the necessity of the above mentioned project and alternatives. Changes in project route, construction schedule and detail could occur, as they are dependent on budgets and WUTC cooperation.

A-11.2.6 Telecommunications

Telecommunications service is driven by customer demand. The telecommunications network is gradually being updated to fiber optic, but 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 Appendix (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 providers' abilities and plans. The City must avoid proceeding in a manner that the providers of utility services cannot support.

In the future, the City may decide to provide some utilities or services now provided by others or 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.

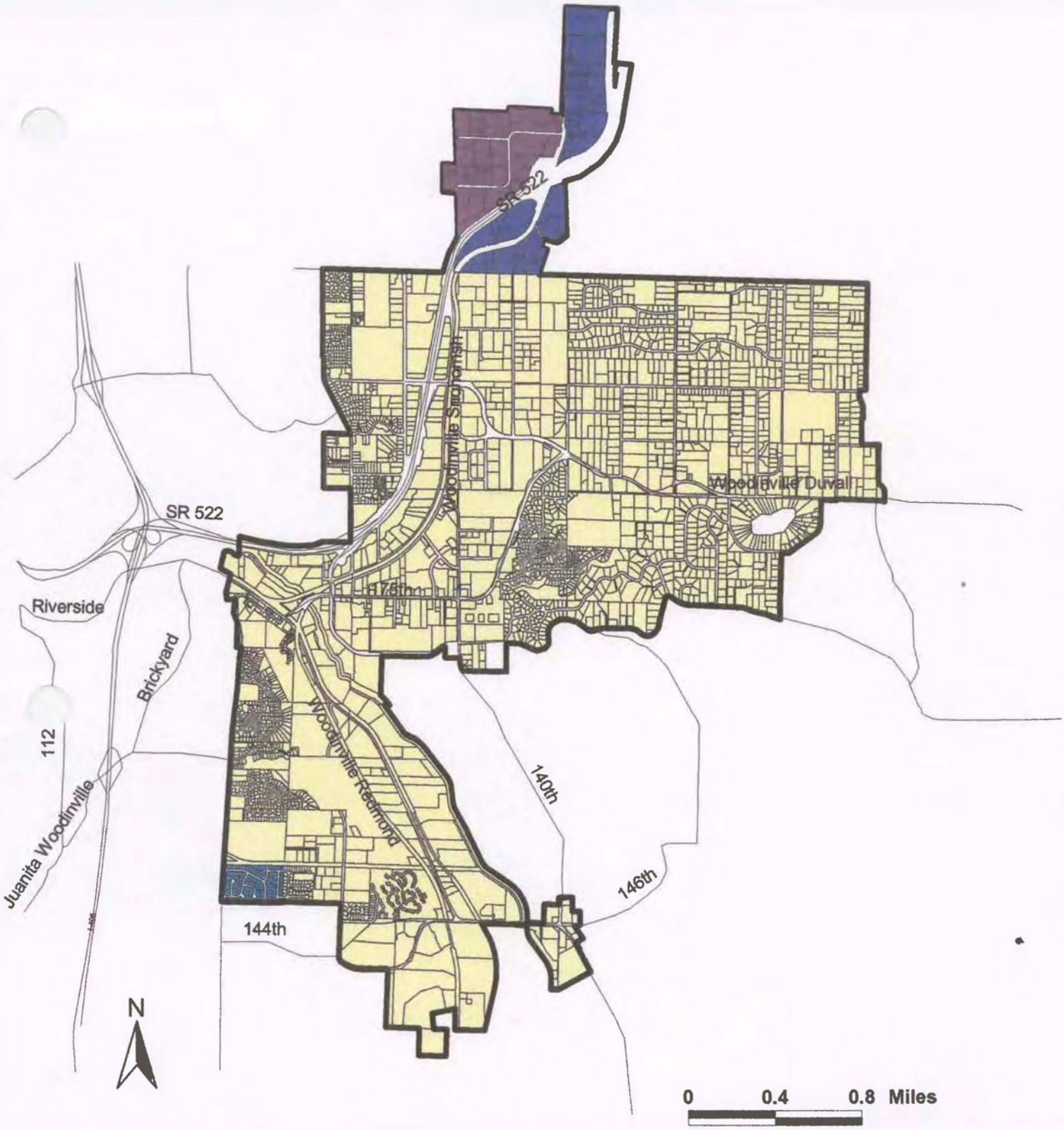
Finally, the City should structure its plans for growth to minimize the cost of providing additional services and maximize the existing utility capacity. Issues to consider include planning for greater density in areas with surplus sewer capacity, exploring programs that will conserve utility services, 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.

When 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-11.3 above, discusses further the issues surrounding planning consistency, planning coordination, and level-of-service standards.

A-11.4 Countywide Planning Policies for Utilities

Table 2-1 in Chapter 2 presents a comparison of King and Snohomish counties' utilities policies with the City of Woodinville's.



Alderwood Water and Wastewater District
Cross Valley Water District
Urban Growth Boundary
Northshore Utility District
Woodinville Water District within City Limits
Major Roads

Figure A11-1
Utility Service Areas that Serve the City of Woodinville

Source: Utility District Maps, 2002
6/10/02 - EFC

Chapter 12 Environmental

CHAPTER 12 ENVIRONMENTAL

12.1 Introduction

The quality of the natural environment in Woodinville is one of the basic tenets of Woodinville's vision of the future. Further, maintaining the viability of the natural environment is a prudent and cost effective public goal, which enhances not only the quality of life for residents, but also the economic vitality of the community. The Environmental Element's overall goal is to preserve the City's natural systems in order to protect public health, safety, and welfare, and to maintain the integrity of the natural environment.

As an urban community with considerable environmental resources, Woodinville continues its long-standing effort to balance multiple concerns. The City's natural resources include 6 drainage basins, some with salmonid-bearing streams, several wetlands, a lake, and shoreline on the Sammamish River. Portions of the City also include steep slopes and open forested areas because many undeveloped sites in the City are constrained by environmentally sensitive areas. Woodinville's challenge for the future will be to accommodate growth while protecting and enhancing natural systems on these lands.

The Environmental Element provides a policy basis for the protection and enhancement of Woodinville's natural environment. While the Environmental Element contains policies that relate directly to many aspects of the natural environment, the concept of environmental protection and preservation is integrated into all aspects of the Comprehensive Plan.

The following goals, policies, and implementation strategies represent a continued effort to protect and enhance our environment for the future. City Staff shall review annually the implementation strategies and consider them when developing their work plan.

12.2 Goals and Policies

GOAL ENV-1: To reduce the waste stream.

Policies

ENV-1.1 Support public outreach and education in conservation efforts.

ENV-1.2 Encourage participation in recycling.

ENV-1.3 Explore and support creative solutions in the reduction of waste and conservation of resources.

ENV-1.4 Support waste reduction/recycling programs for City departments and encourage procurement of recycled content materials.

ENV-1.5 Periodically review codes to improve efficiency, conservation and recycling of natural resources.

GOAL ENV-2: To promote energy conservation.

Policies

ENV-2.1 Periodically review codes to improve efficiency and conservation of energy resources.

ENV-2.2 Consider energy conservation technologies for energy use reduction.

ENV-2.3 Encourage the use of renewable technologies.

GOAL ENV-3: To preserve and enhance aquatic and wildlife habitat.

Policies

ENV-3.1 Encourage preservation of the urban forest.

ENV-3.2 Identify and ensure the protection of sensitive habitat areas, including wetlands, streams and shorelines.

ENV-3.3 Maintain a standard of no net loss in the functions and values of sensitive habitat features, including wetlands, streams, lakes and shoreline areas.

ENV-3.4 Maintain connectivity between sensitive areas, including the Sammamish River and related streams, to provide safe travel routes for wildlife and fish and improve the biological integrity of sensitive habitat areas.

ENV -3.5 Support watershed-based salmon recovery efforts and compliance with the requirements of the Endangered Species Act (ESA).

ENV-3.6 Periodically review and update the Shoreline Master Program and sensitive areas regulations to ensure consistency with the policies of this Comprehensive Plan, the Shoreline Management Act and the Department of Ecology shoreline regulations.

ENV-3.7 Encourage the use of native plants in residential and commercial landscapes.

ENV-3.8 Consider and incorporate the best available science, consistent with the GMA and applicable rules, in developing regulations for fish and wildlife habitat areas, wetlands, and other critical areas.

ENV-3.9 Employ adaptive management for natural habitat. Adaptive management allows the City to monitor and make adjustments to its regulations as appropriate in response to changing conditions or new information.

ENV-3.10 Encourage acquisition of sites that protect habitat, stream corridors and provide aquatic habitat.

ENV-3.11 Encourage the restoration of ecological functions and the natural environment in environmentally damaged areas.

ENV-3.12 Participate in efforts to minimize drawdowns and warming of the Sammamish River.

GOAL ENV-4: To protect the public from floods, landslides, erosion and other natural hazards resulting from disturbance of the environment.

Policies

ENV-4.1 Protect public safety in potential seismic, flood hazard and slide hazard areas.

ENV-4.2 Minimize the adverse effects of development on topographic, geologic and hydrologic features, and native vegetation.

ENV-4.3 Control the quantity and velocity of surface water runoff.

GOAL ENV-5: To protect and improve water quality.

Policies

ENV-5.1 Preserve aquifer-recharge areas.

ENV-5.2 Include enhancement of shorelines and waterways with adjacent development activities.

ENV-5.3 Minimize impervious surfaces.

ENV-5.4 Minimize impacts of recreational uses on water quality.

ENV-5.5 Protect the quality and quantity of water in waterways, wetlands, floodplains and watersheds from degradation.

GOAL ENV-6: To promote the preservation of Northwest woodland character.

Policies

ENV-6.1 Protect and conserve open space, including transition buffers between urban and rural areas.

ENV-6.2 Encourage public access where appropriate to environmentally sensitive areas and sites that are unique to Woodinville.

ENV-6.3 Preserve and protect public views of mountains and valley corridors.

ENV-6.4 Minimize noise pollution.

ENV-6.5 Minimize artificial light pollution.

ENV-6.6 Encourage the use of native plants in all new street landscapes and street frontage improvements.

GOAL ENV-7: To protect and promote air quality.

Policies

ENV-7.1 Promote regional air quality standards in coordination with the Puget Sound Air Pollution Control Agency and the Puget Sound Regional Council.

ENV-7.2 Encourage reduction of vehicle emissions.

ENV-7.3 Encourage the use of low emission forms of heating, cooling and ventilation systems.

ENV-7.4 Work with other jurisdictions and agencies to improve air quality.

ENV-7.5 Consider the air quality implications of new growth and development when considering annexations, making Comprehensive Plan and zoning changes, and planning street and utility extensions.

ENV-7.6 Promote public reduction of air pollutants such as carbon monoxide (CO); ozone (H_c and No_x); and particulate matter (PM_{10}).

GOAL ENV-8: Explore innovative opportunities for environmental protection, maintenance and enhancement objectives as a part of all city planning and development review.

Policies

ENV-8.1 Promote environmentally friendly and economically viable design.

ENV-8.2 Continue to evaluate the incorporation of incentives into the City's environmental regulations.

ENV-8.3 Encourage development that enhances environmental resources and important natural systems.

ENV-8.4 Coordinate with local agencies and organizations to develop environmental protection programs that will educate citizens on environmental issues.

ENV-8.5 Encourage Low Impact Development (LID).

12.3 Implementation Strategies and Monitoring

12.3.1 Implementation Strategies

The following goals and policies of the Environmental Element can be implemented through a variety of methods. However, implementation may occur over a number of years and is dependent on resources available to the City and the community. Listed below are a number of tools the City can use to further the goals and objectives of the Environmental Element.

1. Maintain resources that provide recycling information for local citizens. *(Implements ENV-1.1)*

2. Work with Department of Natural Resources to determine the feasibility of gray water usage in the business/residential sector. *(Implements ENV-1.2 & 1.3)*

3. Evaluate city codes for utilization of gray water usage in the business/residential sector. *(Implements ENV-1.3 & 1.5)*

4. Develop programs to educate homeowners and developers on the availability and acceptability of recycled building materials. (*Implements ENV-1.1 & 1.2*)

5. Coordinate with other agencies to conduct annual composting seminars. *(Implements ENV-1.2)*

6. Research the feasibility of creating a permanent community yard waste facility. *(Implements ENV-1.1 & 1.3)*

7. Work with neighboring jurisdictions to promote regional recycling opportunities other than curbside recycling, such as: King County Hazardous Waste Program. *(Implements ENV-1.2)*

8. Promote energy conservation resources regarding energy efficient appliances, HVAC and alternative energy sources. *(Implements ENV-1.2)*

9. Re-establish, where appropriate, riparian vegetation along the Sammamish, Little Bear Creek and other streams through bank rehabilitation, bioengineering techniques, and aquatic habitat enhancement projects. *(Implements ENV-3.3 & 3.5)*

10. Identify and conserve wildlife habitat including corridors, nesting and foraging areas within or adjacent to natural areas, open spaces, and developed urban areas. (*Implements ENV-3.2 & 3.4*)

11. Prepare an inventory of critical areas. Identify, map and classify sensitive areas including lakes, ponds, wetlands, rivers and streams. *(Implements ENV-3.2 & 4.1*)

12. Continue community involvement in streamside rehabilitation, enhancement projects and stewardship programs. *(Implements ENV-3.5)*

13. Work with King and Snohomish counties to identify opportunities to provide open space and greenbelts adjacent to the City of Woodinville to ensure a transition buffer between adjoining urban and rural designated areas. *(Implements ENV-6.1)*

14. When evaluating development proposals on land adjacent to critical areas, include the effect on stream and wetland functions, fish and wildlife habitat, flood storage, water quality and recreation. *(Implements ENV-3.4, 3.7, 3.8, 3.9 & 3.11)*

15. Develop and maintain a standard of no net loss of wetlands. *(Implements ENV-3.7)*

16. Review and revise as necessary the City's buffer requirements to meet best available science standards for critical areas. *(Implements ENV-3.8)*

17. Develop a monitoring program to ensure that natural features and sensitive areas are not adversely impacted by surface water runoff systems. *(Implements ENV-3.9)*

18. Implement best management practices to reduce erosion during construction, reduce water contamination and support storm water systems that maximize aquifer recharge. *(Implements ENV-3.2 & 4.2)*

19. Incorporate best available science in development regulations. *(Implements ENV-3.8)*

20. Review the Department of Ecology surface water standards for possible future implementation to City regulations. *(Implements ENV-3.6)*

21. Limit development in flood hazard areas. *(Implements 4.1)*

22. Identify and map potentially hazardous areas. *(Implements 3.2, 4.1)*

23. Regulate land use activities that pose a risk to aquifer contamination. *(Implements 5.1)*

24. Utilize joint parking facilities and alternative modes of transportation. *(Implements ENV-5.3)*

25. Continue involvement in WRIA 8 planning to protect the waterways, wetlands, floodplains and watersheds from degradation. Continue to support jurisdictional, county, and agency inter-local agreements. *(Implements ENV 3.2, 3.5 & 3.12)*

26. Consider the Tri County Model 4(D) Rule Response Proposal as a guidance tool to ESA response. *(Implements ENV-3.5)*

27. Protect the quality and quantity of ground water through the development of regulations, and support the development of ground water management plans. *(Implements ENV-3.2 & 5.1)*

28. Maintain natural vegetation coverage at levels sufficient to moderate surface water runoff and to protect the integrity of stream channels. *(Implements ENV-3.1, 3.2, 3.7 & 6.1)*

29. Study drainage, flooding, storm water runoff, and storm water retention and recharge in and around Woodinville in cooperation with tribal, federal, state and local jurisdictions to determine appropriate mitigation to eliminate polluted water from entering local streams and the Sammamish River. *(Implements ENV-5.5)*

30. Maintain design guidelines which use focused rather than diffused lighting in exterior areas. *(Implements ENV-6.5)*

31. Review design guidelines to encourage the usage of motion sensors for exterior lighting. *(Implements ENV-2.1, 2.2 & 6.5)*

32. Develop a guide/appendix with illustrations to the current design guidelines that better communicate the use of native plants. *(Implements ENV-6.6)*

33. Continue to support the Tree Board's efforts in achieving a healthy, sustained community urban forest. *(Implements ENV-3.1 & 6.5)*

34. Continue to support the Salmon Task Force's efforts in salmon protection and recovery. *(Implements ENV-3.5)*

35. Coordinate with Puget Sound Air Pollution Control Agency to establish an air quality monitoring station in Woodinville. *(Implements ENV-7.1)*

36. Cooperate with State, regional and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs. *(Implements 7.1 & 7.2)*

37. Collaborate with other jurisdictions and agencies in ways to leverage for federal and state programs and funding for clean air protection and enhancement. *(Implements 7.4)*

38. Promote reduction of air pollutants through methods such as:
    a. trip reduction strategies,
    b. employer-based transportation management programs,
    c. work schedule changes,
    d. ridesharing programs,
    e. improved public transit,
    f. dedicated facilities for high-occupancy vehicles,
    g. traffic flow improvements,
    h. parking management,
    i. park-and-ride facilities, and
    j. Concentrated and mixed-used development. *(Implements 7.2)*

39. Adopt city vehicle purchasing standards to include recommendations for dual or alternative fuel use vehicles. *(Implements ENV-7.2)*

40. Add burn ban warning to the City website. *(Implements ENV- 7.1 & 7.3)*

41. Discourage the use of wood burning stoves and fireplaces in new development. *(Implements ENV-7.3)*

42. Promote programs for Low Impact Development such as Master Builders Green Built Program. *(Implements Env-8.3, 8.4 & 8.6)*

43. Continue to include Environmental quality as evaluation criteria for capital facilities projects. *(Implements ENV-8.1)*

44. Provide funding for continuing education of staff in approaches to environmental issues, renewable resources, and technologies. *(Implements ENV-2.3 & 8.5)*

Appendix 12 Environmental

APPENDIX 12: ENVIRONMENTAL

A-12.1 The Natural Environment

This appendix provides a general overview of the key natural environment components found within the Woodinville 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. The hydrologic resources portion also includes a description of current surface water management practices in the City of Woodinville and a summary of surrounding drainage, flooding, and stormwater runoff. Geologic resources encompass two types of critical areas: geologic hazard areas and aquifer recharge areas.

This appendix includes maps of sensitive areas obtained from Woodinville Sensitive Areas Inventory (2002) and Snohomish County (see Figure A12-1).

The City of Woodinville has adopted Sensitive Areas Regulations in compliance with the Growth Management Act as part of the Zoning Code (WMC 21.24 March 1993). With the March 24, 1999 Endangered Species Act (ESA) listing of Chinook Salmon, it is anticipated that these regulations will be revised based on the findings and conclusions of the Tri-County Model 4(d) Rule Response Proposal (draft) and other studies based on Best Available Science.

Woodinville's natural environment includes sensitive hydrologic areas and sensitive geologic areas, as discussed below. Table A12-1provides an overview of these areas for both the City of Woodinville as well as Grace (Snohomish County).

A-12.2 Sensitive Hydrologic Areas

Hydrologic areas include rivers, streams, lakes, ponds, wetlands, and floodplains. Within the Woodinville Area, sensitive hydrologic areas include three hydrologic systems:

1. The Sammamish River and associated floodplain and tributaries located in the valley south of downtown Woodinville,

2. Bear Creek and its associated lakes and tributaries, located mostly to the east of the City limits, and

Table A 12-1 Sensitive Areas in the Woodinville

Sensitive Environmental Feature	Woodinville Survey Area: City of Woodinville	Grace Neighborhood	Total
Hydrologic			
Streams [1]			
Class 1	2 miles	0 miles	2 miles
Class 2	5 miles	16 miles	21 miles
Unclassified	6 miles	N/A	6.0 miles
Streams Total	**13 miles**	**16 miles**	**31.0 miles**
Wetlands [2]	100 acres	16 acres	116 acres
Floodplains	433 acres	N/A	433 acres
Geologic			
Erosion [2]	347 acres	N/A	347
Landslide Hazard [2].	314 acres	27 acres [3]	341
Seismic [2]	664 acres	N/A	664

Notes:

[1] Distances were calculated from Geographic Information System coverage's and rounded to the nearest half mile.

[2] Acreages were calculated from Geographic Information System coverage's and rounded to the nearest whole number.

[3] Slope greater than 25 percent.

Source: EDAW, Inc., King County, and Snohomish County 1995

A-12.2.1 Watershed Basins

Within the Woodinville Area, there are three watershed basins - the Sammamish River Basin, the Bear Creek Basin, and Little Bear Creek Basin. Little Bear Creek and Bear Creek extend into Snohomish County.

Sammamish River Basin

The Sammamish River has played a significant role in shaping the natural environment in and around the Woodinville 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.

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 SR 9 and SR 522, and flows through the North Industrial and Downtown Area neighborhood before entering the Sammamish River.

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 for the river, 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 Water Resource Development Act of 1986, authorized the U.S. Army Corps of Engineers to review existing federally authorized projects for opportunities to improve the quality of the environment in the public interest. The Corps currently is working on the General Investigation study for the Sammamish River Corridor Action Plan (Tetra Tec, Inc., October 31, 2001, draft). This plan it its entirety, is a study of the Sammamish River corridor. 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 Wedge 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 A13-2). 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 is divided into four major sub-basins:

1. Cottage Lake Creek,
2. Upper Bear Creek,
3. Lower Bear Creek, and
4. Evans Creek.

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 main stem 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 Bear Creek 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.

Little Bear Creek Basin

Little Bear Creek is approximately 9 miles in length and its watershed covers approximately 15 square miles in south Snohomish County and north King County, including Woodinville. Little Bear Creek flows into the Sammamish River about 5 miles upstream from Lake Washington. Six tributaries flow into Little Bear Creek, and the watershed contains 71 wetlands. The lower 2.9 miles of Little Bear Creek have been straightened and altered for agriculture and subsequent industrial purposes.

The Little Bear Creek watershed is rapidly urbanizing with residential development and hobby farms located in the upper watershed. Most of the Little Bear Creek watershed within Snohomish County is medium density rural residential. The SR 9 and SR 522 corridors support light and heavy industry.

Little Bear Creek, like North and Swamp Creeks, flows into Lake Washington. The Washington Department of Ecology (1995) assessed Little Bear Creek as not supporting the designated uses of primary and secondary contact recreation because of pollutants. The major pollutant identified by the Department of Ecology was a bacterium. Sources of bacteria include runoff from pastureland, animal holding, and failing septic systems. Runoff from roads and the industrial areas in the lower watershed also contributes petroleum products, metals, and sediment to the creek.

Little Bear Creek watershed supports a variety of fish species, including Coho salmon, sea-run cutthroat trout, steelhead, Chinook salmon, sockeye and kokanee salmon, resident cutthroat trout, rainbow trout, sculpins, lampreys, and stickleback. However, the abundance of fish such as Coho salmon has noticeably decreased in recent years, and is consistent with other watersheds in the Sammamish River and Lake Washington Basin.

A-12.2.2 Summary of Surrounding Drainage, Flooding, and Stormwater Runoff

The following summary provides a review of drainage, flooding, and stormwater runoff in the area and nearby jurisdictions. The plans and studies listed below provide guidance to the City of Woodinville for corrective actions to mitigate or cleanse those discharges that pollute waters of the state including Puget Sound. The City supports the mitigation measures and corrective actions outlined by the surrounding jurisdiction's plans and policies. The review also recognizes the fact that drainage, flooding, and storm-water runoff are watershed basin concerns that are not confined by the political or planning boundaries of the City of Woodinville.

City of Woodinville

Upon incorporation, the City established a stormwater 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. The City uses the *King County Surface Water Design Manual* to regulate runoff within its boundaries. This document contains provisions for Best Management Practices (BMPs), such as oil/water separators and erosion control practices consistent with the State Department of Ecology's requirements.

The City is planning to develop and adopt its own stormwater management plan. When this document is being prepared, the City will consider and include appropriate corrective measures defined in the plans that follow.

City of Redmond

The *City of Redmond Comprehensive Stormwater Plan* (City of Redmond, 1997) is Redmond's first effort to produce a stormwater plan incorporating recent stormwater regulation and issues of concern. Four water bodies directly receive the majority of Redmond's stormwater runoff; Lake Sammamish, the Sammamish River, Bear Creek, and Evans Creek. The City of Woodinville, which lies downstream from the City of Redmond, shares a portion of the Sammamish River Basin.

The Plan outlines a number of corrective actions to protect water quality and reduce runoff in the City of Redmond. The Plan establishes that all projects which create more than 5,000 square feet of impervious area shall provide treatment of runoff from the added impervious area and control runoff from the development. The maximum discharge rates allowed for these projects depend on the environmental sensitivity of the downstream conveyance system.

The Plan also outlines a number of management practices to control pollutants associated with rapid growth, such as sediments, nutrients, bacteria, and petroleum hydrocarbons. Some of the management practices to control these elements include limiting the size and timing of clearing and grading projects, creating artificial wetlands and detention basins, converting failing septic systems to sewer, educating the public on fertilizer use, utilizing proper operations and maintenance practices for all stormwater systems, and enforcing spill control and response measures. The Plan also includes recommended basin planning efforts to determine how the 11 major basins in the City of Redmond should develop to best protect associated natural resources.

City of Bothell

The City of Bothell adopted the King County Surface Water Design Manual in 2000.

The majority of the stormwater runoff in the Bothell area discharges to North Creek, Horse Creek, Swamp Creek, and the Sammamish River. The City of Woodinville lies upstream from Bothell along the Sammamish River.

King and Snohomish Counties

King County uses the *King County Surface Water Design Manual* (see discussion under City of Woodinville above). King County is also largely responsible for the basin planning that has taken place (see below). Snohomish County has a *Snohomish County Drainage Ordinance and Procedures Manual* (1979). However, because this manual is outdated, Snohomish County uses the *Snohomish County Drainage Manual, Title 24*, adopted in 1999.

Bear Creek Basin

The *Bear Creek Basin Plan* (King County Surface Water Division, 1990) is the surface water management plan for the Bear Creek Basin, a portion of which lies within the City of

Woodinville. The document was a result of an interlocal effort involving King County, Snohomish County, and the City of Redmond from 1987 to 1990, prior to the City of Woodinville's incorporation. In order to prevent flooding and erosion, and preserve salmon spawning habitat in the 50-square mile Bear Creek Basin, the Plan contains a number of basin management recommendations. It offers a broad range of management approaches, including land use controls, stream buffers, floodplain development limits, and the hiring of a "stream steward". The stream steward conducts education and citizen participation programs. The document seeks to balance choices between resource protection and regional growth by focusing efforts where the resource is most valuable and the present impacts of urbanization are least damaging. The Plan also seeks to identify which of the basin's components are most critical, how protection of these components is best achieved, and what minimum level of protection is necessary for the remainder of the system.

Some of the specific recommendations outlined in the Basin Plan include low density zoning ¼ mile in either direction from the stream banks, a minimum buffer of 150 feet from the ordinary high water mark on each side of the stream for Class 1 streams, on-site detention/retention facilities to control downstream or down slope impacts of new development, limit clearing to 25% of sites smaller than 2.5 acres to reduce erosion, revegetation of cleared areas, maintenance of road ditches, and water quality and sediment transport monitoring.

The *Redmond-Bear Creek Valley Ground Water Management Plan* (Washington State Department of Ecology, 1994) is the ground water management plan for the Redmond-Bear Creek Valley, within which a portion of the City of Woodinville is located. Although not a drainage, flooding or stormwater runoff plan itself, this Plan illustrates the effect that rain, stormwater runoff and surface water have on the quality of ground water in the Redmond-Bear Creek Valley. The Plan is intended to inform and guide ground water protection efforts and safeguard the quality and availability of groundwater within the management area. The Plan also provides a characterization of the Redmond-Bear Creek Valley Ground Water Management Area (RBC-GWMA), including land use impacts on ground water, general hydrology of the area, and water balance (ground water discharge and recharge).

Some of the specific recommendations outlined in the Plan include the augmentation of the state's Underground Storage Tanks Program to reduce the possibility of leakage from home heating oil tanks into groundwater supplies, the development of an improved Local Emergency Management plan for hazardous material spills, development of a Wellhead Protection Program for sewer systems serving over 1,000 connections to reduce nitrate contamination of ground water, and the development of a public education program to increase the awareness of on-site sewage system operation and maintenance.

Sammamish River Basin

The Army Corps of Engineers is currently working on the General Investigation study for the Sammamish River Corridor Action Plan (Tetra Tech, Inc, Oct. 31. 2001). This plan in its entirety is a study of the Sammamish River corridor. The plan will supercede 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) that was utilized as an interim guide for mitigation and enhancement projects.

The goal of the Sammamish River Corridor Action Plan is to guide the conservation and enhancement of natural resources in the River corridor for at least the next five to ten years, with a particular focus on enhancing habitat and habitat-forming processes that would contribute to salmon recovery in the Greater Lake Washington Watershed.

The Action Plan will include a review of historic (pre settlement) and existing conditions in the corridor and a strategic plan for identifying and developing restoration plans. The plan also includes a preliminary list of recommended actions that include programmatic and site-specific recommendations and further studies that could lead to future restoration actions, scoring and ranking of recommended actions, a final recommended action plan with high priority and lower priority actions. A preliminary monitoring and adaptive management plan, and an implementation strategy for the plan are also included.

The plan will address the limiting factors to salmon production and survival such as: elevated water temperatures, degraded riparian zone, lack of habitat complexity, fish passage barriers, low flows, and other water quality problems. Limiting factors for wildlife include the lack of riparian, wetland and terrestrial habitats, lack of migratory corridors, and disturbance and mortality from adjacent urban and rural development.

Overall, the recommended action agenda will significantly transform the Sammamish Corridor. Although it will not restore the corridor to historic conditions, it will partially restore natural processes, significantly address the key limiting factors for fish and wildlife, and provide a greatly enhanced corridor for human use and enjoyment.

Little Bear Creek Basin

A complete basin plan has not been prepared for Little Bear Creek Basin. However, Snohomish County is currently preparing a restoration and monitoring project plan for the basin. The study will focus on small farm plans, streamside restoration and fish passage barriers.

The *Snohomish County Ambient Water Quality Monitoring Summary Report 1992-1995* (Snohomish County, 1996) which was conducted to monitor water quality throughout Snohomish County is part of the county's Ambient Water Quality Monitoring Program. The program was designed to establish baseline conditions for Snohomish County surface waters, to identify problem areas for non-point pollutants, and to correlate non-point pollution with land use. The Surface Water Management Department (SWM) uses the results of the program to determine which educational programs and best management practices will most effectively reduce non-point pollution to surface waters.

The City of Woodinville conducted a Corridor Habitat Assessment for Little Bear Creek. The assessment was carried out by accomplishing several tasks including existing data collection, habitat and presence surveys for fish and wildlife, and documentation of findings.

The project goals were to document existing fish and wildlife, habitat conditions, fish and wildlife utilization, and identify potential restoration opportunities along Little Bear Creek within the City limits.

Because Endangered Species Act (ESA) considerations are an important facet of current stream related surveys, the focus was on collecting data that would assist in the determination of limiting factors as they relate to ESA listed salmonids. This included data required to address the Matrix of Pathways and Indicators developed by the National Marine Fisheries Service (NFMS). The Matrix of Pathways and Indicators addresses baseline conditions by examining a total of 6 pathways and 17 associated indicators. The result is either a determination of properly functioning, at risk, or not properly functioning rating based on specific criteria.

Puget Sound Region

The *Stormwater Management Manual for* Western Washington (Washington State Department of Ecology, 2001) is essentially a Best Management Practices (BMP) manual,

which addresses erosion and sediment control, runoff and pollution control from urban land use, and provides implementation guidance for local governments including model ordinances. This manual is included in this review of drainage, flooding, and stormwater runoff plans, because most surface water runoff from the City of Woodinville ultimately enters the Puget Sound.

The manual contains five volumes that address minimum requirements for all new development and redevelopment, including preparation of storm water site plans, and a BMP selection process for permanent storm water quality control plans, erosion and sedimentation control, guidelines for controlling pollutants other than sediment, NPDES stormwater permit requirements, infiltration, and detention BMPs, natural wetlands and storm water management, biofilter and vegetated BMPs, streamside stabilization methods, and source control BMPs for many types of urban land uses.

The *Puget Sound Water Quality Management Plan* (Washington State Department of Ecology, 1994) was developed to fulfill the requirements of the Puget Sound Water Quality Act and the federal Clean Water Act. The goal of the plan is to restore and protect the biological health and diversity of Puget Sound. The strategy for achieving this purpose is to protect and enhance Puget Sound's water and sediment quality, its fish and shellfish, and its wetlands and other habitats. This plan is included in this review, because most surface water runoff from the City of Woodinville ultimately enters the Puget Sound.

The regulatory heart of the plan is the "Action Plan," which contains a number of programs to restore and protect the biological health and diversity of Puget Sound. It preserves and restores wetlands and aquatic habitats, preventing increases in pollutants entering the sound and its watersheds and ultimately eliminating harm from the entry of pollutants to the waters, sediments, and shorelines of Puget Sound. These programs include an Estuary Management and Plan Implementation Program, a Fish and Wildlife Habitat Protection Program, Spill Prevention and Response Program, an Education and Public Involvement Program, and a Non-point source Pollution Program. Some of the specific recommendations outlined in this last program include the creation of local on-site sewage operation, maintenance, inspection, and operation programs to reduce surface water contamination from septic systems, an animal waste management program through the Department of Ecology to protect surface water from animal wastes, the implementation of new forest practices to reduce erosion, the enforcement of boating-related activities which affect water quality (such as sewage, petroleum, and other pollutants), and a household waste management plan to reduce household hazardous wastes affecting water quality.

A-12.3 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 A13-3.

Erosion Problem Areas

There are approximately 347 acres of erosion problem areas in the City of Woodinville (see Table A13-1). 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 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 ridgelines of the Sammamish River Valley (see Table A13-1). 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 A13-3 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 underlaid 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.

A-12.4 Environmental Resources and References

The following reports and documents support the continued effort by the City of Woodinville in protecting and restoring critical areas. Some are in draft form and will be revised and updated when finalized. The list is not conclusive in that the science, technology and adaptive management practices will increase our future knowledge of environmental practices. The following documents are retained at City Hall for public availability and review:

1. City of Woodinville Shoreline Master Program, July 1997,
2. Draft Little Bear Creek Corridor Habitat Assessment, David Evans & Associates, December 2001,
3. National Oceanic and Atmospheric Administration (NOAA) & National Marine Fisheries Services (NMFS), Endangered and Threatened Species; Final Rule, Section 4(d), March 24, 1999 listing of Puget Sound Chinook Salmon,
4. Draft Tri-County Model 4(d) Rule Response Proposal A Salmon Conservation Program, Biological Review Draft, May 18, 2001,
5. Draft Report Citations of The Best Available Science For Designating and Protecting Critical Areas, Washington State Office of Community Development, July 2001,
6. Draft WRIA 8 Greater Lake Washington Watershed Near Action Agenda, November 21, 2001,
7. King County Surface Water Manual,
8. Draft Sammamish River Corridor Action Plan, Tetra Tech, Inc. October 31, 2001
9. Wetland Functions Assessment Sammamish River Sub-Basin,
10. 1999/2000 Volunteer Salmon Watcher Program Report, King County Department of Natural Resources, May 2000, May 2001, and
11. Draft Best Available Science for Wetlands Volume 1 & 2, Department of Ecology, March 2002.

Legend

- Lakes
- Wetlands
- Steep_slope
- Sensitive area_easements
- Estimated-wetlands
- Streams
- Contours
- Single-line-roads
- Rails

Figure A12-1
Identified Critical Areas in Woodinville

Note: The Critical Areas map is a pictorial representation and the City doew not warrant its accurate depiction.

5/17/02 - DC

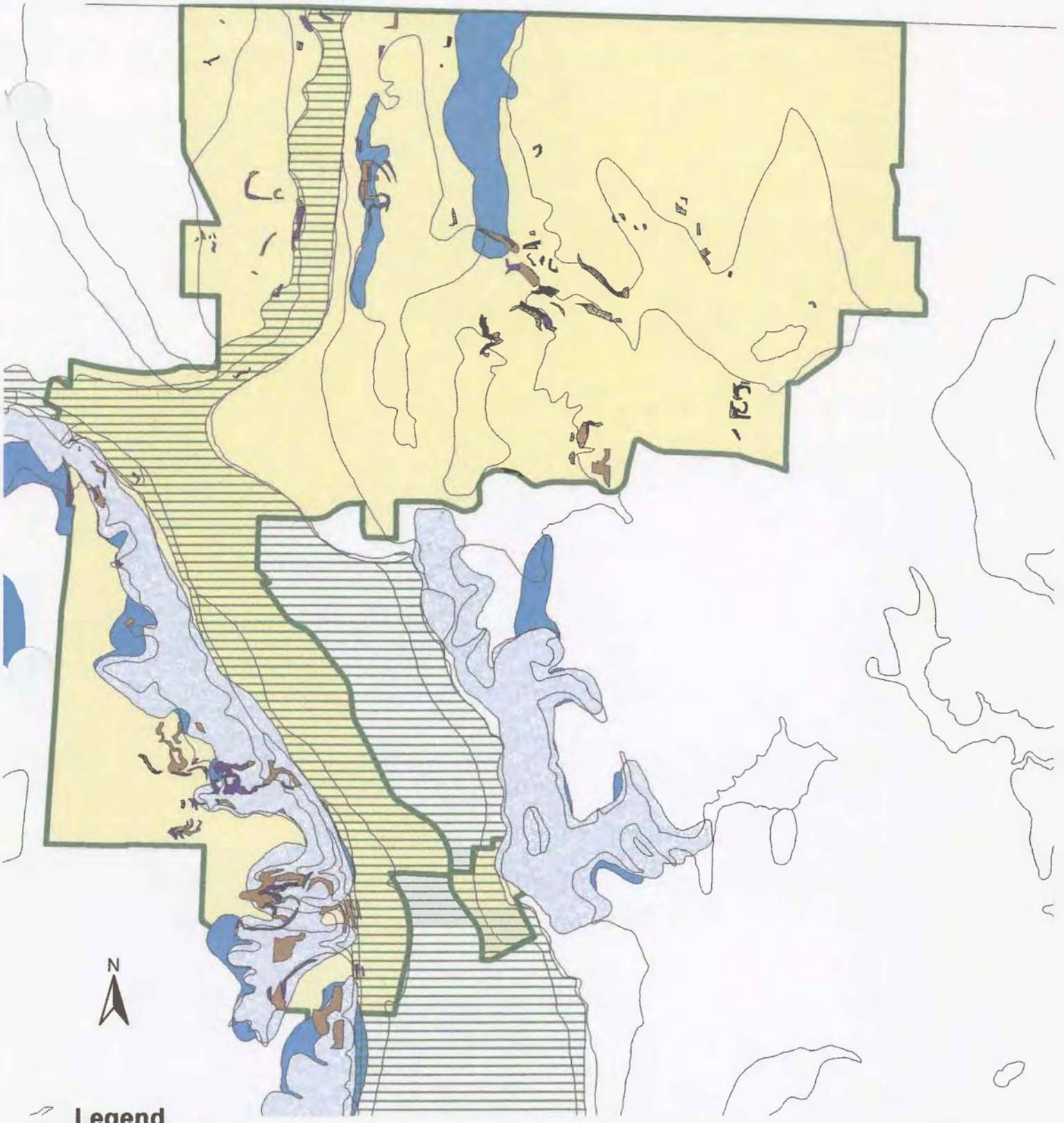
Legend

- Woodinville City Limits
- Drainage Basin. Boundary
- Woodinville Streams
- Woodinville Lakes
- Floodplain Area
- Wetlands
- Bear Creek Basin Boundary

Figure A12-2
Hydrologic Areas in the Woodinville Area

5/17/02 - DC

Note: The hydrology map is a pictorial representation and the City does not warrant its accurate depiction.



Legend

- 40 % Slope
- 30% Slope
- Slide Area
- Seismic Area
- Woodinville City Limits
- Erosion Areas

Figure A12-3
Sensitive Geologic Areas in the Woodinville Area

Note: The geologic aeas map is a pictorial representation and the City does not warrant its accurancy depiction

11/2502 - DC

Chapter 13 References

CHAPTER 13 REFERENCES

13.1 Bibliography

A Regional Coalition for Housing. List of Projects Funded 1993 to Spring 2001.

Alderwood Water District. Comprehensive Sewer Plan for Portions of the Bear Creek Basin. September 1994.

Bothell Community Health Center. Dental and Health Services to City Residents. January 2002.

BREDOUW. Summary of Woodinville's 1994 Visioning Comments. 1994.

CH2M HILL Woodinville Water District 1993 Comprehensive Sewer Plan. April 1993.

City of Redmond, Redmond Comprehensive Stormwater Plan, 1997.

City of Woodinville. City of Woodinville 6-year Capital Improvement Plan: 2003-2008. June 2002.

City of Woodinville. City of Woodinville 20- Year Transportation Improvement Plan. 2002.

City of Woodinville. Park, Recreation, and Open Space Plan. 1998.

City of Woodinville. Functional Classification System. 1996.

City of Woodinville. City of Woodinville Land Use Survey. 2000.

City of Woodinville Finance Department.

City of Woodinville. Geographic Information System coverage data. 2002.

HDR Engineering, Inc. Woodinville Water District Water Plan. October 2000.

Hughes, Heiss and Associates, King County Fire District #36 Fire Services Study. March 11, 1992.

King County. King County Countywide Planning Policies. August 2000.

King County. King County Buildable Lands Report. 2002.

King County. King County Annual Growth Report. 2001

King County. King County Benchmark Report. 2001

King County. King County Historical Traffic Count Books.

King County. King County Surface Water Design Manual. 1998

King County. Comprehensive Solid Waste Management Plan. 2001

King County Department of Public Health. August 1992, December 1992, and September 1999.

King County. Draft Growth Management Electrical Facilities Plan, Puget Sound Power & Light Co. February 1993, with August 1995 amendment.

King County Fire District #36/#47. Fire Services Study. 1992, updated February 2002 by Woodinville Fire & Life Safety District.

King County Office of Regional Planning. Affordable Housing: An Annual Bulletin Tracking Housing Costs in King County. 2000

King County Surface Water Management Division, Bear Creek Basin Plan (prepared under joint cooperation by King County, Snohomish County, and the City of Redmond). July 1990.

King County Surface Water Management Division, Sammamish River Corridor Conditions and Enhancement Opportunities, December 1993.

King County Surface Water Management Division, Sammamish River Multi-Objective Greenway Plan, 1992.

Northshore School District #417. Capital Facilities Plan. 2002.

Northshore Utility District. Capital Facilities Plan. 2000-2006.

Puget Sound Business Journal. Industrial, Office, Retail Leasing Guide. 2000.

Puget Sound Regional Council. 1999 Working Projects for Population and Employment. 2000.

Puget Sound Regional Council. Covered Employment by Jurisdiction. 1999.

Snohomish County. Countywide Planning Policies for Snohomish County. April 2000.

Snohomish County, Snohomish County Ambient Water Quality Monitoring Summary Report 1992-1995, 1996.

ST Engineering Inc, P.S. Cross Valley Water District Comprehensive Water Plan. September 1999.

Washington Employment Security Department. Fourth Quarter Report. 2000

Washington State Department of Ecology. Puget Sound Water Quality Management Plan. 1994.

Washington State Department of Ecology. Redmond-Bear Creek Valley Groundwater Management Plan, 1994.

Washington State Department of Ecology. Stormwater Management Manual for Western Washington. 2001.

Washington State Office of Financial Management. Populations Trends. 2000.

13.2 Consultants

Economic Consulting Services
2515 Fourth Avenue, Suite 804
Seattle, WA 98121-1462