

## **ORDINANCE NO. 339**

**AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, AMENDING THE CITY OF WOODINVILLE COMPREHENSIVE PLAN AS ADOPTED BY ORDINANCE NO. 157 AND AMENDED BY ORDINANCE NOS. 185, 209, 237, 268, 290 AND 322, BY AMENDING THE 2004-2009 CAPITAL IMPROVEMENT PLAN (CIP) AMENDMENTS TO THE CAPITAL & PUBLIC FACILITIES ELEMENT; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the Woodinville City Council adopted Ordinance No. 157, adopting the City's GMA Comprehensive Plan on June 24, 1996.

WHEREAS, the Woodinville City Council adopted Ordinance No. 172, establishing a procedure for amending its Comprehensive Plan;

WHEREAS, the Woodinville City Council has determined that certain amendments to text and tables of the Plan are necessary to keep the Comprehensive Plan updated and to accommodate the needs of its citizens;

WHEREAS, the Woodinville City Council has reviewed the amendment contained in Attachment A and finds that it meets the required criteria in Ordinance No. 172, as follows:

- A. The proposed amendment is consistent with the Growth Management Act and other applicable state laws;
- B. The proposed amendment is consistent with the applicable Countywide Planning Policies;
- C. The proposed amendment is consistent with the Goals and Policies of the Comprehensive Plan;
- D. The proposed amendment is beneficial to the City as a whole, and to the health, safety, and welfare of its residents;

WHEREAS, public hearings were held by the City of Woodinville Planning Commission on May 21, 2003 and

WHEREAS, the requirements of the State Environmental Policy Act (SEPA) RCW 43.21C have been met.

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

**Section 1. Adoption and incorporation of the 2004-2009 Capital Improvement Program into the Capital and Public Facilities Element of the Comprehensive Plan.** The six-year Capital Facilities Plan found in Section 10.3 of the Capital and Public Facilities Element of the City of Woodinville Comprehensive Plan is hereby amended to read as set forth in Attachment A, which is incorporated by this reference as if set forth in full. New text is shown by underline; deleted text is shown by ~~strikethrough~~

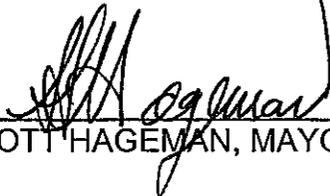
**Section 2. Severability.** Should any section, paragraph, sentence, clause, or phrase of this Ordinance be held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance. Provided, however, that if any section, sentence, clause, or phrase of this Ordinance, or any change in a land use designation is held to be invalid by a court of competent jurisdiction, or by the Growth Management Hearings Board, then the section, sentence, clause, phrase, or land use designation in effect prior to the effective date of this ordinance, shall be in full force and effect for that invalidated section, sentence, clause, phrase, or land use designation, as if this ordinance had never been adopted.

**Section 3. Copy to CTED.** Pursuant to RCW 36.70A.106(3), the City Clerk is directed to send a copy of the amendments to the State Department of Community, Trade, and Economic Development for its files within ten (10) days after adoption of this Ordinance.

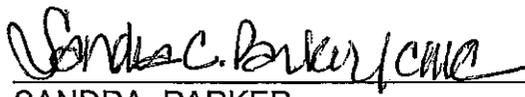
**Section 4. Effective Date.** The adoption of this Ordinance, which is a power specifically delegated to the City legislative body, is not subject to referendum. This Ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOODINVILLE  
THIS 14th DAY OF JULY, 2003.

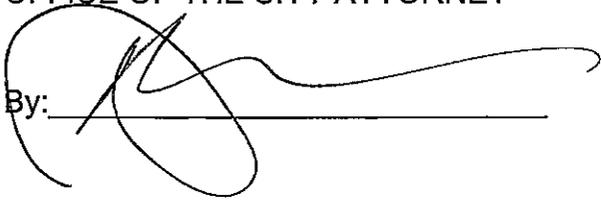
APPROVED:

  
\_\_\_\_\_  
SCOTT HAGEMAN, MAYOR

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
SANDRA PARKER  
CITY CLERK/CMC

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

By: \_\_\_\_\_  


PASSED BY THE CITY COUNCIL: 7-14-2003  
PUBLISHED: 7-21-2003  
EFFECTIVE DATE: 7-26-2003  
ORDINANCE NO. 339

### 10.3.3.1 Revenue Options and Forecasts (2004-2009)

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 approximately \$275,000 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  | 2003       | 2004       | 2005       | 2006     | 2007      | 2008      | 2009      |
|--------------------------|------------|------------|------------|----------|-----------|-----------|-----------|
| <b>(1st Quart. REET)</b> |            |            |            |          |           |           |           |
| Beginning Balance        | 899        | 359        | 481        | 184      | 0         | 80        | 73        |
| Revenue (+)              | 230        | 242        | 254        | 266      | 280       | 294       | 308       |
| Transfer (+)             | 115        |            |            |          |           |           |           |
| Expense (-)              | (485)      | (120)      | (550)      | (450)    | (200)     | (300)     | (350)     |
| <b>Ending Balance</b>    | <b>359</b> | <b>481</b> | <b>184</b> | <b>0</b> | <b>80</b> | <b>73</b> | <b>32</b> |
| 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  | 2003       | 2004        | 2005       | 2006       | 2007       | 2008       | 2009      |
|--------------------------|------------|-------------|------------|------------|------------|------------|-----------|
| <b>(2nd Quart. REET)</b> |            |             |            |            |            |            |           |
| Beginning Balance        | 1105       | 832         | 1074       | 677        | 338        | 118        | 211       |
| Revenue (+)              | 230        | 242         | 254        | 266        | 280        | 294        | 308       |
| Transfer (+)             | 1051       |             |            |            |            |            |           |
| Expense (-)              | (1154)     |             | (650)      | (605)      | (500)      | (200)      | (500)     |
| <b>Ending Balance</b>    | <b>832</b> | <b>1074</b> | <b>677</b> | <b>338</b> | <b>118</b> | <b>211</b> | <b>20</b> |
| 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 | 2003        | 2004        | 2005        | 2006        | 2007        | 2008        | 2009      |
|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------|
| Beginning Balance      | 1920        | 1882        | 1882        | 1572        | 1572        | 1572        | 1172      |
| Revenue (+)            |             |             |             |             |             |             |           |
| Transfer (+)           | 462         |             |             |             |             |             |           |
| Expense (-)            |             |             | (310)       |             |             | (400)       | (1140)    |
| <b>Ending Balance</b>  | <b>1882</b> | <b>1882</b> | <b>1572</b> | <b>1572</b> | <b>1572</b> | <b>1172</b> | <b>32</b> |
| Minimum Set Aside      | (500)       |             |             |             |             |             |           |

**Table 10-5 Surface Water Capital Reserve Funds (all amounts are x 1,000)**

| <b>Surface Water Capital Reserve</b> | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Beginning Balance                    | 1404        | 814         | 399         | 299         | 199         | 99          | 24          |
| Revenue (+)                          |             |             |             |             |             |             |             |
| Transfer (+)                         | 230         |             |             |             |             |             |             |
| Expenditure (-)                      | (320)       | (415)       | (100)       | (100)       | (100)       | (75)        |             |
| <b>Ending Balance</b>                | <b>814</b>  | <b>399</b>  | <b>299</b>  | <b>199</b>  | <b>99</b>   | <b>24</b>   | <b>24</b>   |
| Minimum Set Aside                    | (500)       |             |             |             |             |             |             |

e. 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. General Fund transfers are available when operating revenues exceed operating expenses.

**Table 10-7 Civic Center Funds (all amounts are x 1,000)**

| <b>Civic Center Fund</b> | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Beginning Balance        | 792         | 892         | 1242        | 1592        | 1592        | 1592        | 1592        |
| Transfer from GF(+)      | 100         | 350         | 350         | 350         | 350         | 350         |             |
| Expense (-)              |             |             |             | (350)       | (350)       | (350)       |             |
| <b>Ending Balance</b>    | <b>892</b>  | <b>1242</b> | <b>1592</b> | <b>1592</b> | <b>1592</b> | <b>1592</b> | <b>1592</b> |

f. 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)

| <b>Transportation</b>    | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Beginning Balance</b> | 447         | 497         | 550         | 565         | 503         | 448         | 267         |
| <b>Revenue (+)</b>       | 50          | 53          | 55          | 58          | 61          | 64          | 67          |
| <b>Expense (-)</b>       |             | (40)        | (130)       | (140)       | (115)       | (245)       | (180)       |
| <b>Ending Balance</b>    | <b>497</b>  | <b>510</b>  | <b>435</b>  | <b>353</b>  | <b>298</b>  | <b>117</b>  | <b>4</b>    |

g. 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)

| <b>Park Impact Fees</b>  | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Beginning Balance</b> | 22          | 46          | 51          | 78          | 105         | 135         | 165         |
| <b>Revenue (+)</b>       | 24          | 25          | 26          | 28          | 29          | 31          | 32          |
| <b>Expenses (-)</b>      |             | (20)        |             |             |             |             |             |
| <b>Ending Balance</b>    | <b>46</b>   | <b>51</b>   | <b>78</b>   | <b>105</b>  | <b>135</b>  | <b>165</b>  | <b>197</b>  |

h. Taxes

The utility tax was established to set aside money for improvements at the intersection of 131st Ave NE and NE 177th PI, as well as the necessary improvements, including right-of-way acquisition of NE 177th PI 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)

| <b>Utility Tax</b>       | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Beginning Balance</b> | 354         | 985         | 1279        | 528         | 193         | 996         | 1840        |
| <b>Revenue (+)</b>       | 661         | 694         | 729         | 765         | 803         | 844         | 886         |
| <b>Transfer (+)</b>      | 760         |             |             |             |             |             |             |
| <b>Expense (-)</b>       | (390)       | (400)       | (1480)      | (1100)      |             |             |             |
| <b>Minimum Set Aside</b> | (400)       |             |             |             |             |             |             |
| <b>Ending Balance</b>    | <b>985</b>  | <b>1279</b> | <b>528</b>  | <b>193</b>  | <b>996</b>  | <b>1840</b> | <b>2726</b> |

i. 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)

| <b>Admissions Tax</b> | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Beginning Balance     | 424         | 284         | 125         | 6           | 99          | 4           | 22          |
| Revenue (+)           | 210         | 221         | 232         | 234         | 255         | 268         | 281         |
| Expense (-)           | (100)       | (380)       | (350)       | (150)       | (350)       | (250)       | (250)       |
| Minimum Set Aside     | (250)       |             |             |             |             |             |             |
| <b>Ending Balance</b> | <b>284</b>  | <b>125</b>  | <b>6</b>    | <b>99</b>   | <b>4</b>    | <b>22</b>   | <b>54</b>   |

j. 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)

| <b>Gas Tax</b>        | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Beginning Balance     | 74          | 148         | 222         | 296         | 370         | 444         | 518         |
| Revenue (+)           | 74          | 74          | 74          | 74          | 74          | 74          | 74          |
| <b>Ending Balance</b> | <b>74</b>   | <b>222</b>  | <b>296</b>  | <b>370</b>  | <b>444</b>  | <b>518</b>  | <b>592</b>  |

k. 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.
- 5) IAC (Interagency Committee for Outdoor Recreation): Washington Wildlife and Recreation Program (WWRP) funds managed by the Interagency Committee for Outdoor Recreation (IAC).

**Table 10-13 Summary of Grant Funding (all amounts are x 1,000)**

| <b>Project Description</b>                               | <b>Grant</b> | <b>City Match</b> | <b>Other Match</b> | <b>Total</b> | <b>Source</b>       | <b>Phase</b>         |
|--|--------------|-------------------|--------------------|--------------|---------------------|----------------------|
| 175 <sup>th</sup> /131 <sup>st</sup> Intersection Imp II | 300          | 100               |                    | 400          | STP(U)              | Construct            |
| SR202/175 <sup>th</sup> -182 <sup>nd</sup> (BNRP)        | 4,600        | 1,620             | 287                | 6,507        | TIB                 | Design/<br>Construct |
| LBC Lineal Park  | 475          | 827               | 20                 | 1,322        | IAC                 | Design/<br>Construct |
| LBC Lineal Park  | 90           | 0                 | 0                  | 90           | Woodville<br>Rotary | Construct            |
| Stream Corridor Planting                                 | 10           | 10                | 0                  | 20           | KCD                 | Construct            |
| Habitat Enhancements                                     | 35           | 83                | 48                 | 166          | Samm<br>Forum       | Construct            |
| <b>Total</b>   | <b>5,510</b> | <b>2,640</b>      | <b>355</b>         | <b>8,505</b> |                     |                      |

- 6) 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.

I. 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.

m. 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.

n. 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.

o. 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.

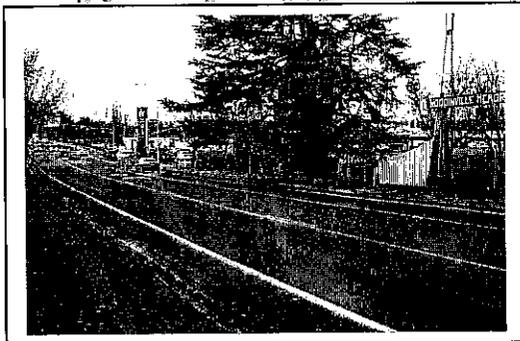
**Table 10-14 Fund Summary**

| <b>Revenue Source</b>   | <b>Forecasted Funds<br/>2003-2009</b> |
|---|---------------------------------------|
| 2003 Beginning Fund Balance   | \$5,094,000                           |
| Real Estate Excise Tax<br>(Reet I & II)                                     | \$5,646,000                           |
| Reserve Funds<br>(Capital Street and Surface<br>Water Capital)              | \$3,016,000                           |
| General Fund Surplus<br>(Civic Center Fund)                                 | \$2,604,000                           |
| Mitigation Fund<br>(Transportation mitigation paid<br>by developers)        | \$854,000                             |
| Taxes:<br>Utility Tax<br>Admissions Tax<br>Gas Tax<br><br><b>Sub Total:</b> | \$6,176,000 \$1,884,000<br>\$ 592,000 |
| Parks Impact Fee  | \$ 217,000                            |
| Grants Awarded to date  | \$5,510,000                           |
| Grants Anticipated  | \$4,855,000                           |
| Total Gross Revenue   | \$36,448,000                          |
| 2003 Expenses (acquisition,<br>design, construction)                        | (\$6,703,000)                         |
| <b>Total Funds Available</b>  | <b>29,745,000</b>                     |

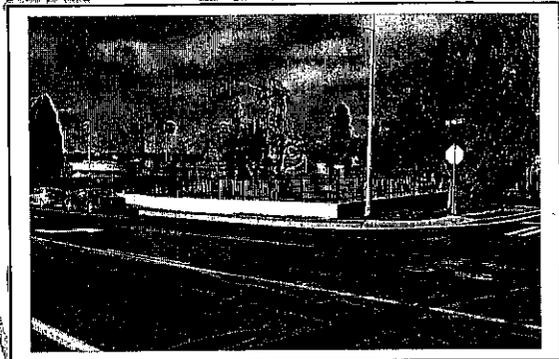


# City of Woodinville 2004-2009

## Capital Improvement Plan



NE 175<sup>th</sup> Street at SR202  
Before Improvement  
(2002)



NE 175<sup>th</sup> Street at SR202  
Right Turn Lane  
Cemetery Enhancements  
After Improvement  
(2003)

## Woodinville City Council

Scott Hageman, Mayor

Carol Bogue, Deputy Mayor

Councilmember Gareth Grube

Councilmember Chuck Price

Councilmember Cathy Wiederhold

Councilmember Robert R. Miller

Councilmember Donald J. Brocha



The Mayor, Deputy Mayor, and Councilmembers Grube and Brocha break ground on Rotary Community Park with the assistance of volunteers on the Skate Park Task Force.

## Introduction

The Capital Improvement Plan (CIP) is a recommended list of priority projects showing the estimated costs and available funding to support capital improvements over a six-year period. It is the road map that guides the City to its future. A capital improvement is a major, non-routine expenditure for property acquisition, new construction, or improvement to existing buildings, facilities, land, or infrastructure with an estimated useful life of five or more years, and a total cost of \$50,000 or more. Capital improvements are an important measure of our City's progress.

The City reviews and updates the CIP annually, providing an opportunity for new projects to be added and priorities to be adjusted based on current needs. The City's Comprehensive Plan is the basis for developing criteria to identify, evaluate and prioritize the projects proposed for the six-year program.

**A capital improvement is a major expenditure for property acquisition, new construction, or improvement with an estimated life of five or more years, and a total cost of \$50,000 or more.**

Once the proposed projects are presented to the public for comment, the City begins the difficult process of mixing and matching capital needs with fund sources that are always limited and sometimes restricted to certain projects.

The Capital Improvement Plan is a fluid document. It is subject to change each year as priorities change and additional information becomes available. As a result, a project that had a priority score in a previous addition of the capital plan may have a different score in subsequent year updates.

## Purpose

- ◆ The Six-Year Capital Improvement Program (CIP) is intended to provide the City Council and the community with a comprehensive picture of various capital improvements planned for the City. The CIP serves a number of important functions. The basic functions of the CIP are to:
  - ◆ Provide the City with an orderly process for planning and budgeting capital needs; and
  - ◆ Provide a mechanism for evaluating projects based on goals established through the community planning process;
  - ◆ Prioritize current and future needs to fit within the City's anticipated level of financial resources.

## Contents

The Capital Improvement Plan is divided into four sections:

- I. **Overview of Financial Capacity and Evaluation Process:** Identifies key sources of revenues for the six-year plan, and describes the evaluation criteria adopted by the City to help prioritize proposed projects.
- II. **Plan Highlights:** Summarizes major CIP milestones for 2002/2003
- III. **Plan Details:** Details project descriptions and funding information for each funded project.
- IV. **Appendices:** Additional details on how each project was scored and ranked, project pace and time, and community comments.

Each section provides increasing levels of detail about how the projects in the 2004-2009 CIP were selected and how they will be funded over the six-year period. The appendices contain the technical details – how each project was scored and ranked, the overall timing for completing CIP projects and community comments.

TABLE OF CONTENTS

|   |           |
|---|-----------|
| <b>WOODINVILLE CITY COUNCIL.....</b>  | <b>1</b>  |
| <b>INTRODUCTION .....</b>   | <b>ii</b> |
| Purpose .....   | ii        |
| Contents .....  | iii       |
| <b>SECTION I - EVALUATION PROCESS AND FINANCIAL CAPACITY.....</b>                                   | <b>1</b>  |
| Evaluating Projects.....  | 1         |
| Prioritizing Needs .....  | 1         |
| Budgeting Capital Needs.....  | 3         |
| Revenue Sources.....  | 3         |
| Summary of Funds .....  | 4         |
| Real Estate Excise Tax .....  | 5         |
| Real Estate Excise Tax .....  | 6         |
| Capital Reserve Funds.....  | 6         |
| Civic Center Fund.....  | 7         |
| Transportation Mitigation .....   | 7         |
| Park Impact Fees .....  | 7         |
| Taxes.....  | 8         |
| Grants.....   | 9         |
| <b>SECTION II - PLAN HIGHLIGHTS.....</b>  | <b>14</b> |
| Transportation - Motorized .....  | 14        |
| Transportation – Non-Motorized.....   | 15        |
| Parks .....   | 15        |
| Surface Water .....   | 17        |
| Facilities .....  | 17        |
| General Highlights.....   | 18        |
| <b>PUBLIC EDUCATION AND OUTREACH .....</b>  | <b>19</b> |
| <b>SECTION III - PROJECT DETAIL SHEETS.....</b>   | <b>20</b> |
| SR 202/127 <sup>th</sup> Place Intersection Improvement (Hooterville).....                          | 23        |
| SR202/SR 522 Interchange Improvement (Phase I) .....  | 24        |
| Woodinville-Snohomish Road Southern Corridor (NE 175 <sup>th</sup> – 140 <sup>th</sup> Ave NE)..... | 25        |
| SR 202 (Woodinville-Redmond Road) – 127 <sup>th</sup> Pl NE to 131 <sup>st</sup> Ave NE.....        | 26        |
| NE 178 <sup>th</sup> Street Grid Road Improvement (140 <sup>th</sup> Ave NE to Wood-Duvall Rd)..... | 27        |
| SR 202/145 <sup>th</sup> Avenue NE Intersection Improvement (Hollywood) .....                       | 28        |
| SR 202 Corridor Improvement (127 <sup>th</sup> to 148 <sup>th</sup> ) .....                         | 29        |

|  |    |
|--|----|
| Woodinville-Snohomish Road Widening (140 <sup>th</sup> to 205 <sup>th</sup> ) .....  | 30 |
| SR202 Corridor Improvements – 175 <sup>th</sup> to NE 182 <sup>nd</sup> St<br>(Phase IV: SR522 to 182 <sup>nd</sup> St)..... | 31 |
| SR 522/195 <sup>th</sup> Interchange North Ramp Improvement.....   | 32 |
| Woodinville-Duvall Road Widening (178 <sup>th</sup> to 190 <sup>th</sup> block).....   | 33 |
| Woodinville-Duvall /168 <sup>th</sup> Intersection Improvement.....  | 34 |
| 140 <sup>th</sup> Avenue Improvement (NE 175 <sup>th</sup> to NE 185 <sup>th</sup> ) .....                                   | 35 |
| Woodinville-Duvall Road Widening (190 <sup>th</sup> to 171 <sup>st</sup> ) .....   | 36 |
| NE 143 <sup>rd</sup> Place (SR 202-132 <sup>nd</sup> Ave NE) Pedestrian Improvements .....                                   | 38 |
| Derby Pedestrian Path .....  | 39 |
| Chateau Reach Project .....  | 40 |
| Chateau Reach Project .....  | 41 |
| Tolt Easement Storm Drainage Rehabilitation Project.....   | 42 |
| NE 175 <sup>th</sup> Street Storm Drainage/Pedestrian Path Improvement.....  | 44 |
| Storm Water Pond Improvement.....  | 45 |
| Little Bear Creek Regional Water Quality Facilities .....  | 46 |
| Stream Corridor Planting Projects .....  | 47 |
| Habitat Enhancements .....   | 48 |
| Lake Leota Regional Water Quality Facility.....  | 49 |
| Acquisition of Stream Corridor Parcels.....  | 50 |
| Little Bear Creek Lineal Park.....   | 52 |
| Non-Motorized Boat Launch Reconstruction .....   | 53 |
| Pedestrian Bridges and Trails .....  | 54 |
| Sports Field Acquisition and Development.....  | 55 |
| Park Land Banking .....  | 56 |
| Rail Corridor Trail .....  | 57 |
| Civic Center.....  | 59 |
| Maintenance Shop Yard .....  | 60 |
| 175 <sup>th</sup> Street/131 <sup>st</sup> Right-Turn Pocket .....   | 61 |
| 175 <sup>th</sup> Street/131 <sup>st</sup> Right-Turn Pocket .....   | 62 |
| 136 <sup>th</sup> Ave NE/NE 195 <sup>th</sup> St. Intersection Improvements.....   | 63 |
| 133 <sup>rd</sup> Avenue NE (172 <sup>nd</sup> to 175 <sup>th</sup> ) Phase II Grid Road.....                                | 64 |
| 131 <sup>st</sup> Avenue NE (SR 202) /NE 177 <sup>th</sup> Place Intersection Improvement.....                               | 65 |

|  |           |
|--|-----------|
| Little Bear Creek Parkway (SR 202 to 190 <sup>th</sup> Avenue NE).....   | 66        |
| Little Bear Creek Parkway & 132 <sup>nd</sup> Railroad Crossing.....   | 67        |
| Project Name: Little Bear Creek Parkway & Mill Place Railroad Crossing ...                                       | 68        |
| Project Name: BNRP – SR202/SR 522 Interchange Improvement<br>(Phase I: Replace RR Trestle).....                  | 69        |
| Project Name: BNRP–SR202/SR 522 Interchange Improvement<br>(Phase II: SR202/NE 177 <sup>th</sup> no. leg) .....  | 70        |
| Project Name: BNRP – SR202/SR 522 Interchange Improvement<br>(Phase III: SR202/175 <sup>th</sup> South leg)..... | 71        |
| Rotary Community Park .....  | 72        |
| City wide Pedestrian Crossing Program .....  | 73        |
| Greenbrier Park, Community Center and Open Space .....   | 74        |
| <b>APPENDICES .....</b>  | <b>75</b> |

## Section I - Evaluation Process and Financial Capacity

### Evaluating Projects

The Executive, Finance, Planning, Public Works, and Parks Departments work together to coordinate the CIP and Comprehensive Plan amendments. As part of this effort, each department participated in compiling an inventory of sixty-one previously approved and new capital projects. The sixty-one projects were reviewed using the evaluation criteria adopted by the City Council.

### Prioritizing Needs

Using the evaluation criteria, the City Council selected 35 projects as "first priority" funded projects for the 2004-2009 Capital Improvement Plan:

- 15 motorized transportation projects
- 2 non-motorized transportation projects
- 10 surface water projects
- 6 parks projects
- 2 facility projects

The following page lists the thirty-five first priority funded projects selected for the 2004-2009 Capital Improvement Plan. Section III contains detailed descriptions of each of first priority projects. Appendix A provides a listing of the 61 projects evaluated during the CIP process.

#### Evaluation Criteria

- Public Health & Safety
- Impact on Operating Budget
- Availability of Financing
- Cost to Benefit Ratio
- Environmental Quality
- External/Mandated Requirement
- Links to Adopted Plans
- Economic Development Impacts
- Timeliness
- Consistent with Vision Statement
- Quality of Life

# 2004-2009 Capital Improvement Plan



## Parks Projects

| Location  | Description  |
|---|--|
| Little Bear Creek Lineal Park   | Trailheads, interpretive facilities & habitat enhancement  |
| Rail Corridor Trail   | Uses railroad right-of-way to create multipurpose trail connections  |
| Pedestrian Bridges and Trails   | Connects industrial area & soft trail on west side of Sammamish River with Central Business District.              |
| Park Land Banking  | Options to acquire key open space parcels outside the Little Bear Creek corridor for wildlife/habitat conservancy. |
| Sports field acquisition and development  | Locate and fund sports facilities  |
| Non-motorized boat launch   | Create improved public access for non-motorized boating.   |

## Surface Water Management Projects

| Location  | Description   |
|---|---|
| Chateau Reach Erosion/Silt Control  | Install erosion control measures to protect storm drainage system and Sammamish River                     |
| Tolt Easement Storm Drain Rehab Project   | Rehabilitate storm drainage pipe  |
| Little Bear Crk./134th Ave Culvert Replacement  | Remove culvert and improve fish access to upper reaches of Little Bear Creek                              |
| NE 175th St Storm Drain and Pedestrian Path  | Replace open ditch with closed pipe drainage and construct gravel path                                    |
| Storm Water Pond Improvements   | Improve water quality and detention ponds   |
| Little Bear Creek Regional Water Quality Facility   | Install regional water quality facility to protect Little Bear Creek                                      |
| Stream Corridor Planting Projects   | Support volunteer planting and regional efforts   |
| Habitat Enhancements  | Habitat restoration along key stream corridors to enhance ecologically significant fish runs.             |
| Lake Leota Regional Water Quality Facility  | Install regional water quality facility to protect Lake Leota   |
| Acquisition of Stream Corridor Parcels       | Acquisition of land or conservation easements in the Little Bear Creek Basin or Sammamish River shoreline |

## Transportation Projects

| Location   | Description   |
|--|---|
| SR202/127th Place Intersection Improvements:   | Installation of traffic signal; resignalize RR crossing   |
| SR522/SR202 interchange:  | Improve access via construction of new/improved interchange to downtown   |
| Wood-Snohomish Rd/NE 175th-140th Ave NE  | Widen existing two-lane road, construct bike lanes and pedestrian amenities   |
| SR202/127th Pl-131st Ave NE  | Widen road, construct bike lane and pedestrian bridge   |
| NE 178th St/140th Ave -Wood-Duvall Rd  | Connect Woodinville-Duvall Rd with 140th Ave NE to improve downtown circulation   |
| SR202/145th Ave. NE intersection improvements:   | Improve capacity and safety of intersection   |
| SR202/127th Pl NE-148th Ave NE roadway improvements  | Widen existing two-lane road, construct bike lanes and pedestrian amenities   |
| Woodinville-Snohomish Rd/140th Ave -NE 205th St  | Widening with bike & pedestrian improvements  |
| SR202/SR522-SR522-182nd Ave NE (Phase IV)  | Widen existing roadway and SR522 overpass   |
| SR522/195th Interchange  | Eastbound on-ramp and westbound off-ramp improvements   |
| Woodinville-Duvall/NE 178th St - NE 190th St   | Construct curb, gutter, sidewalks and bicycle facilities  |
| Woodinville-Duvall/168th Ave NE Intersection Improvement   | Traffic signal modification with additional lanes.  |
| 140th Ave NE/185th Ave NE-175th Ave NE   | Widen portions of 140th Ave NE to complete north/south arterial   |
| Woodinville-Duvall Rd/190th to 171st Ave NE:   | Widen existing two-lane road, construct bike lanes and pedestrian amenities  |

## Transportation Non-Motorized

| Location  | Description  |
|---|--|
| NE 143rd Place/SR202-132 Ave NE Pedestrian Improvements | Widen to provide for bike and pedestrian access to the Tourist District and Sammamish Trail          |
| Derby Pedestrian Path                                   | Extend bike and pedestrian facilities east from the Sammamish River to Hollywood School intersection |

## Facilities Projects

| Location                                     | Description   |
|--|---|
| Proposed Community Center within Woodinville | Provide facility for Community and Recreation service delivery. |
| Proposed Public Works Maintenance Shop       | Provide a shop facility for public works and parks maintenance. |

### **Budgeting Capital Needs**

The Capital Improvement Plan considers not only the repair and replacement of existing infrastructure but also facilities that the City expects will be needed in the future. An overriding consideration in developing the Capital Improvement Plan is to prioritize current and future needs to fit within the anticipated level of financial resources. It is important that we develop a financially constrained plan based on realistic estimates of revenues available and explore additional revenue sources to cover any shortfalls.

The estimated cost to complete the sixty-one projects identified by prior CIP work, prior-planning processes or other inputs, is approximately \$127.3 million. Over the 2003-2009 planning period, there is approximately \$36.4 million in revenue available to support the needs of the City's Capital Improvement Program (Table 1).

**There is a revenue stream  
of approximately \$29.7  
million to fund the 2004-  
2009 CIP**

This figure does not include revenues that could be available through partnerships with other jurisdictions or funds raised by a voter approved bond issue. We have budgeted approximately \$6.7 million in capital expenditures for projects in 2003. This leaves a revenue stream of approximately \$29.7 million to fund the 2004-2009 CIP. The cost to fund the projects identified in the 2004-2009 CIP is approximately \$18.3 million. This recommendation keeps within the Council's directive not to expend all funds during the planning period, and allows revenues earmarked for specific project categories to support those project expenses.

### **Revenue Sources**

There are six capital improvement funds, separate accounts for the acquisition or development of capital facilities. These are:

- ◆ Real Estate Excise Tax
- ◆ Capital Reserve Funds (Street and Storm Water Reserve)
- ◆ General Fund Surplus (Civic Center Fund)
- ◆ Mitigation
- ◆ Taxes
- ◆ Grants

**Summary of Funds**

Table 1 contains a summary of revenues available to fund the 2004-2009 Capital Improvement Plan.

Table 1 - Fund Summary

| Revenue Source  | Forecasted Funds<br>2003-2009 |
|---|-------------------------------|
| 2003 Beginning Fund Balance                                       | \$5,094,000                   |
| Real Estate Excise Tax<br>(Reet I & II)                           | \$5,646,000                   |
| Reserve Funds<br>(Capital Street and Surface Water Capital)       | \$3,016,000                   |
| General Fund Surplus<br>(Civic Center Fund)                       | \$2,604,000                   |
| Mitigation Fund<br>(Transportation mitigation paid by developers) | \$854,000                     |
| Taxes   |                               |
| Utility Tax   | \$6,176,000                   |
| Admissions Tax  | \$1,884,000                   |
| Gas Tax   | \$ 592,000                    |
| Parks Impact Fee  | \$ 217,000                    |
| Grants Awarded to date  | \$5,510,000                   |
| Grants Anticipated  | \$4,855,000                   |
| Total Gross Revenue   | \$36,448,000                  |
| 2003 Expenses (acquisition, design, construction)                 | (\$6,703,000)                 |
| <b>Total Funds Available</b>                                      | 29,745,000                    |

The following section describes each revenue account and the estimated expenditure to support the 2004-2009 Capital Improvement Plan.

**Real Estate Excise Tax**

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 approximately \$275,000 in revenue annually. The revenue is allocated to the Capital Projects Fund and the Special Capital Projects Fund.

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 1 - REET 1 Funds (all amounts are x 1,000)

| Revenue               | 2003       | 2004       | 2005       | 2006     | 2007      | 2008      | 2009      |
|-----------------------|------------|------------|------------|----------|-----------|-----------|-----------|
| Beginning Balance     | 899        | 359        | 481        | 184      | 0         | 80        | 73        |
| Revenue (+)           | 230        | 242        | 254        | 266      | 280       | 294       | 308       |
| Transfer (+)          | 115        |            |            |          |           |           |           |
| Expense (-)           | (485)      | (120)      | (550)      | (450)    | (200)     | (300)     | (350)     |
| Minimum Set Aside     | (400)      |            |            |          |           |           |           |
| <b>Ending Balance</b> | <b>359</b> | <b>481</b> | <b>184</b> | <b>0</b> | <b>80</b> | <b>73</b> | <b>32</b> |

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.

**Real Estate Excise Tax**

Table 2 - REET 2 Funds (all amounts are x 1,000)

|                       | 2003       | 2004        | 2005       | 2006       | 2007       | 2008       | 2009      |
|-----------------------|------------|-------------|------------|------------|------------|------------|-----------|
| Beginning Balance     | 1105       | 832         | 1074       | 677        | 338        | 118        | 211       |
| Revenue (+)           | 230        | 242         | 254        | 266        | 280        | 294        | 308       |
| Transfer (+)          | 1051       |             |            |            |            |            |           |
| Expense (-)           | (1154)     |             | (650)      | (605)      | (500)      | (200)      | (500)     |
| Minimum Set Aside     | (400)      |             |            |            |            |            |           |
| <b>Ending Balance</b> | <b>832</b> | <b>1074</b> | <b>677</b> | <b>338</b> | <b>118</b> | <b>211</b> | <b>20</b> |

**Capital Reserve Funds**

Capital Street Reserve and Surface Water Capital Reserve funds will decrease if any expenditures are made from these funds.

Capital Street Reserve

Table 3 - Capital Street Reserve Funds (all amounts are x 1,000)

|                       | 2003        | 2004        | 2005        | 2006        | 2007        | 2008        | 2009      |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------|
| Beginning Balance     | 1920        | 1882        | 1882        | 1572        | 1572        | 1572        | 1172      |
| Revenue (+)           | 0           | 0           | 0           | 0           | 0           | 0           | 0         |
| Transfer (+)          | 462         |             |             |             |             |             |           |
| Expense (-)           | 0           | 0           | (310)       | 0           | 0           | (400)       | (1140)    |
| Minimum Set Aside     | (500)       |             |             |             |             |             |           |
| <b>Ending Balance</b> | <b>1882</b> | <b>1882</b> | <b>1572</b> | <b>1572</b> | <b>1572</b> | <b>1172</b> | <b>32</b> |

Surface Water Reserve

Table 4- Surface Water Capital Reserve Funds (all amounts are x 1,000)

|                       | 2003       | 2004       | 2005       | 2006       | 2007      | 2008      | 2009      |
|-----------------------|------------|------------|------------|------------|-----------|-----------|-----------|
| Beginning Balance     | 1404       | 814        | 399        | 299        | 199       | 99        | 24        |
| Revenue (+)           | 0          | 0          | 0          | 0          | 0         | 0         | 0         |
| Transfer (+)          | 230        |            |            |            |           |           |           |
| Expenditure (-)       | (320)      | (415)      | (100)      | (100)      | (100)     | (75)      | 0         |
| Minimum Set Aside     | (500)      |            |            |            |           |           |           |
| <b>Ending Balance</b> | <b>814</b> | <b>399</b> | <b>299</b> | <b>199</b> | <b>99</b> | <b>24</b> | <b>24</b> |

**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. General Fund transfers are available when operating revenues exceed operating expenses.

Table 5 - Civic Center Funds (all amounts are x 1,000)

|                       | 2003       | 2004        | 2005        | 2006        | 2007        | 2008        | 2009        |
|-----------------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Beginning Balance     | 792        | 892         | 1242        | 1592        | 1592        | 1592        | 1592        |
| Transfer from GF(+)   | 100        | 350         | 350         | 350         | 350         | 350         | 0           |
| Expense (-)           | 0          | 0           | 0           | (350)       | (350)       | (350)       | 0           |
| <b>Ending Balance</b> | <b>892</b> | <b>1242</b> | <b>1592</b> | <b>1592</b> | <b>1592</b> | <b>1592</b> | <b>1592</b> |

**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 6 - Transportation Mitigation Fee Funds (all amounts are x 1,000)

|                       | 2003       | 2004       | 2005       | 2006       | 2007       | 2008       | 2009     |
|-----------------------|------------|------------|------------|------------|------------|------------|----------|
| Beginning Balance     | 447        | 497        | 550        | 565        | 503        | 448        | 267      |
| Revenue (+)           | 50         | 53         | 55         | 58         | 61         | 64         | 67       |
| Expense (-)           | 0          | (40)       | (130)      | (140)      | (115)      | (245)      | (180)    |
| <b>Ending Balance</b> | <b>497</b> | <b>510</b> | <b>435</b> | <b>353</b> | <b>298</b> | <b>117</b> | <b>4</b> |

**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 7- Park Impact Fees (all amounts are x 1,000)

|                       | 2003      | 2004      | 2005      | 2006       | 2007       | 2008       | 2009       |
|-----------------------|-----------|-----------|-----------|------------|------------|------------|------------|
| Beginning Balance     | 22        | 46        | 51        | 78         | 105        | 135        | 165        |
| Revenue (+)           | 24        | 25        | 26        | 28         | 29         | 31         | 32         |
| Expenses (-)          |           | (20)      |           |            |            |            |            |
| <b>Ending Balance</b> | <b>46</b> | <b>51</b> | <b>78</b> | <b>105</b> | <b>135</b> | <b>165</b> | <b>197</b> |

**Taxes**

Utility Tax

The utility tax was established to set aside money for improvements at the intersection of 131st Ave NE and NE 177th PI, as well as the necessary improvements, including right-of-way acquisition of NE 177th PI from 131st Ave NE to 140th Ave NE. The forecast allows for a 3% increase each year.

Table 9 - Utility Tax Funds (all amounts are x 1,000)

|                          | 2003       | 2004        | 2005       | 2006       | 2007       | 2008        | 2009        |
|--------------------------|------------|-------------|------------|------------|------------|-------------|-------------|
| <b>Beginning Balance</b> | 354        | 985         | 1279       | 528        | 193        | 996         | 1840        |
| Revenue (+)              | 661        | 694         | 729        | 765        | 803        | 844         | 886         |
| Transfer (+)             | 760        |             |            |            |            |             |             |
| Expense (-)              | (390)      | (400)       | (1480)     | (1100)     | 0          | 0           | 0           |
| Minimum Set Aside        | (400)      |             |            |            |            |             |             |
| <b>Ending Balance</b>    | <b>985</b> | <b>1279</b> | <b>528</b> | <b>193</b> | <b>996</b> | <b>1840</b> | <b>2726</b> |

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 - Admissions Tax Funds (all amounts are x 1,000)

|                       | 2003       | 2004       | 2005     | 2006      | 2007     | 2008      | 2009      |
|-----------------------|------------|------------|----------|-----------|----------|-----------|-----------|
| Beginning Balance     | 424        | 284        | 125      | 6         | 99       | 4         | 22        |
| Revenue (+)           | 210        | 221        | 232      | 234       | 255      | 268       | 281       |
| Expense (-)           | (100)      | (380)      | (350)    | (150)     | (350)    | (250)     | (250)     |
| Minimum Set Aside     | (250)      |            |          |           |          |           |           |
| <b>Ending Balance</b> | <b>284</b> | <b>125</b> | <b>6</b> | <b>99</b> | <b>4</b> | <b>22</b> | <b>54</b> |

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.

**Gas Tax**

Table 11 - Gas Tax Funds (all amounts are x 1,000)

|                       | 2003      | 2004       | 2005       | 2006       | 2007       | 2008       | 2009       |
|-----------------------|-----------|------------|------------|------------|------------|------------|------------|
| Beginning Balance     | 74        | 148        | 222        | 296        | 370        | 444        | 518        |
| Revenue (+)           | 74        | 74         | 74         | 74         | 74         | 74         | 74         |
| Expenditures          | 0         | 0          | 0          | 0          | 0          | 0          | 0          |
| <b>Ending Balance</b> | <b>74</b> | <b>222</b> | <b>296</b> | <b>370</b> | <b>444</b> | <b>518</b> | <b>592</b> |

**Grants**

Each year the City applies for funding from available grants. There are several categories of grants:

TEA-21 (Transportation Efficiency Act): TEA-21 is the federal transportation law that contains federal statutes on planning and funding for transportation projects.

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.

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.

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.

IAC (Interagency Committee for Outdoor Recreation): Washington Wildlife and Recreation Program (WWRP) funds managed by the Interagency Committee for Outdoor Recreation (IAC).

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.

**Grant Funding**

Table 12 - Summary of Grant Funding (all amounts are x 1,000)

| <b>Project Description</b>                               | <b>Grant</b> | <b>City Match</b> | <b>Other Match</b> | <b>Total</b> | <b>Source</b>       | <b>Phase</b>         |
|--|--------------|-------------------|--------------------|--------------|---------------------|----------------------|
| 175 <sup>th</sup> /131 <sup>st</sup> Intersection Imp II | 300          | 100               |                    | 400          | STP(U)              | Construct            |
| SR202/175 <sup>th</sup> -182 <sup>nd</sup> (BNRP)        | 4,600        | 1,620             | 287                | 6,507        | TIB                 | Design/<br>Construct |
| LBC Lineal Park  | 475          | 827               | 20                 | 1,322        | IAC                 | Design/<br>Construct |
| LBC Lineal Park  | 90           | 0                 | 0                  | 90           | Woodville<br>Rotary | Construct            |
| Stream Corridor Planting                                 | 10           | 10                | 0                  | 20           | KCD                 | Construct            |
| Habitat Enhancements                                     | 35           | 83                | 48                 | 166          | Samm<br>Forum       | Construct            |
| <b>Total</b>   | <b>5,510</b> | <b>2,640</b>      | <b>355</b>         | <b>8,505</b> |                     |                      |

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.

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.

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.

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.

**2004-2009  
Project Pace and Timing**

| Project Number                      | Project Title   | City Revenues   |               |                 |               |                 |                 |                 |                    |                  | Unsecured Non-City Revenues | Total Project Cost |
|-------------------------------------|---|-----------------|---------------|-----------------|---------------|-----------------|-----------------|-----------------|--------------------|------------------|-----------------------------|--------------------|
|                                     |   | 2003            | 2004          | 2005            | 2006          | 2007            | 2008            | 2009            | Total Expenditures | 2010+            |                             |                    |
| <b>Transportation Motorized</b>     |   |                 |               |                 |               |                 |                 |                 |                    |                  |                             |                    |
| I-6                                 | SR 202 at 127th Pl. NE  | 650             | \$ 185        |                 |               |                 |                 |                 | \$ 835             | \$ 4,565         | \$ 4,565                    | \$ 5,400           |
| RM-25                               | SR 522/SR 202 Access (CCRP)   | 30              |               | \$ 200          |               |                 |                 |                 | \$ 230             | \$ 36,770        | \$ 36,770                   | \$ 37,000          |
| RM-27                               | Wood. - Snohomish Rd NE 175th St. - 140th Ave. NE (past post office)    |                 |               | \$ -            |               | \$ 250          | \$ 60           | \$ 490          | \$ 800             | \$ -             | \$ 100                      | \$ 800             |
| RM-12                               | SR202 (WR Road) 127th Place NE - 131st Ave. NE                          |                 |               |                 |               | \$ 100          | \$ 50           | \$ 450          | \$ 600             | \$ 2,822         | \$ 3,322                    | \$ 3,422           |
| GR-7                                | NE 177th Street 140th Ave. NE - Wood. -Duv. Rd.                         |                 |               |                 |               | \$ 150          | \$ 200          | \$ 150          | \$ 500             | \$ -             | \$ 50                       | \$ 500             |
| I-8                                 | SR 202 at NE 145th St./148th Ave. NE                                    | 438             | \$ -          | \$ 250          | \$ 50         | \$ 850          | \$ 850          |                 | \$ 2,438           | \$ 400           | \$ 1,750                    | \$ 2,838           |
| RM-11                               | State Route 202 (WR Road) NE 145th St/148th Ave. NE I/S- 127th Place NE |                 |               |                 |               |                 | \$ 60           | \$ 540          | \$ 600             | \$ 9,600         | \$ 10,200                   | \$ 10,200          |
| RM-5                                | Wood. -Snohomish Rd NE 195th St - 185th Ave. NE                         |                 |               |                 | \$ 300        | \$ -            | \$ 200          | \$ 250          | \$ 750             | \$ 2,650         | \$ 2,650                    | \$ 3,400           |
| RO-27D                              | SR202/SR522 Interchange Improvement (Phase IV: SR522-182nd)             |                 |               |                 |               |                 |                 | \$ 750          | \$ 750             | \$ 3,250         | \$ 3,250                    | \$ 4,000           |
| RM-3                                | Wood. - Snohomish Rd - North City Limits to Hwy 522                     |                 |               |                 |               |                 |                 | \$ 100          | \$ 100             | \$ 3,100         | \$ 3,150                    | \$ 3,200           |
| RM-15A                              | State Route 522/NE 195th St "North" Ramps Set                           | 400             | \$ -          | \$ 200          |               |                 |                 |                 | \$ 600             | \$ 6,600         | \$ 6,640                    | \$ 7,200           |
| RO-4                                | Woodinville-Duvall Rd NE 178th St to NE 190th St                        |                 |               |                 |               |                 |                 | \$ 80           | \$ 80              | \$ 1,520         | \$ 1,600                    | \$ 1,600           |
| I-1                                 | Wood. -Duvall at 168th Ave.   |                 |               | \$ 200          | \$ 175        | \$ 75           |                 |                 | \$ 450             | \$ 300           | \$ 375                      | \$ 750             |
| RM-7                                | 140th Ave. NE 185th Ave. NE-N/O 175th Ave. NE                           |                 |               |                 |               | \$ -            | \$ 250          | \$ 250          | \$ 500             | \$ 1,500         | \$ 1,550                    | \$ 2,000           |
| RM-6                                | Woodinville-Duvall Rd 190th St. to 171st Ave NE                         |                 |               | \$ 150          | \$ 200        |                 |                 |                 | \$ 350             | \$ 11,650        | \$ 11,700                   | \$ 12,000          |
|                                     | <b>TOTAL</b>  | <b>\$ 1,518</b> | <b>\$ 185</b> | <b>\$ 1,000</b> | <b>\$ 725</b> | <b>\$ 1,425</b> | <b>\$ 1,670</b> | <b>\$ 3,060</b> | <b>\$ 9,583</b>    | <b>\$ 84,727</b> | <b>\$ 87,672</b>            | <b>\$ 94,310</b>   |
| <b>Non-Motorized Transportation</b> |   |                 |               |                 |               |                 |                 |                 |                    |                  |                             |                    |
| PED-3                               | Derby Pedestrian Path   |                 |               | \$ 90           | \$ 90         |                 | \$ -            | \$ -            | \$ 180             | \$ -             | \$ 90                       | \$ 180             |
| RO-14                               | NE 143rd Place 132nd Ave. NE to SR 202 (Tourist District Canyon)        |                 |               | \$ -            | \$ -          |                 | \$ 225          |                 | \$ 225             | \$ 775           | \$ 800                      | \$ 1,000           |
|                                     | <b>TOTAL NON-MOTORIZED TRANSPORTATION</b>                               | <b>\$ -</b>     | <b>\$ -</b>   | <b>\$ 90</b>    | <b>\$ 90</b>  | <b>\$ -</b>     | <b>\$ 225</b>   | <b>\$ -</b>     | <b>\$ 405</b>      | <b>\$ 775</b>    | <b>\$ 890</b>               | <b>\$ 1,180</b>    |

**2004-2009  
Project Pace and Timing**

| Project Number             | Project Title                                      | City Revenues |               |               |               |               |               |               |                 | Total Expenditures | 2010+           | Unsecured Non-City Revenues | Total Project Cost |
|----------------------------|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|--------------------|-----------------|-----------------------------|--------------------|
|                            |  | 2003          | 2004          | 2005          | 2006          | 2007          | 2008          | 2009          |                 |                    |                 |                             |                    |
| <b>Surface Water</b>       |  |               |               |               |               |               |               |               |                 |                    |                 |                             |                    |
| SWM-13                     | Chateau Reach erosion/silt control                 | \$ 120        | \$ 280        |               |               |               |               |               |                 | \$ 400             | \$ -            | \$ -                        | \$ 400             |
| SWM-18                     | Tolt Easement Storm Drainage Rehab                 | \$ 200        |               |               |               |               |               |               |                 | \$ 200             | \$ -            | \$ -                        | \$ 200             |
| SWM-12                     | Little Bear Creek/NE 134th Ave Culvert Replacement |               |               |               |               |               | \$ 75         | \$ 600        |                 | \$ 675             | \$ -            | \$ 600                      | \$ 675             |
| SWM-14                     | NE 175th St SD/Pedestrian path improvements        |               | \$ 127        |               |               |               |               |               |                 | \$ 127             | \$ -            | \$ -                        | \$ 127             |
| SWM-16                     | Storm water pond improvement                       |               |               | \$ 100        | \$ 100        | \$ 100        | \$ -          |               |                 | \$ 300             | \$ 140          | \$ 40                       | \$ 440             |
| SWM-18                     | Little Bear Creek regional water quality facility  |               |               |               |               | \$ 40         | \$ 240        | \$ 240        |                 | \$ 520             | \$ -            | \$ 520                      | \$ 520             |
| SWM-3                      | Stream Corridor Planting                           | \$ 10         | \$ 10         | \$ 10         | \$ 10         | \$ 10         | \$ 10         | \$ 20         |                 | \$ 80              | \$ -            | \$ 70                       | \$ 80              |
| SWM-9                      | Little Bear Creek Habitat Enhancement              | \$ 20         | \$ 164        |               |               |               |               |               |                 | \$ 184             | \$ -            | \$ -                        | \$ 184             |
| SWM-17                     | Lake Leota regional water quality facility         |               |               |               | \$ 110        |               |               |               |                 | \$ 110             | \$ -            | \$ 110                      | \$ 110             |
| SWM-8                      | Acquisition of Stream Corridor                     |               |               |               |               | \$ 350        |               |               |                 | \$ 350             | \$ -            | \$ 350                      | \$ 350             |
| <b>TOTAL SURFACE WATER</b> |  | <b>\$ 350</b> | <b>\$ 581</b> | <b>\$ 110</b> | <b>\$ 220</b> | <b>\$ 500</b> | <b>\$ 325</b> | <b>\$ 860</b> | <b>\$ 2,946</b> | <b>\$ 140</b>      | <b>\$ 1,690</b> | <b>\$ 3,086</b>             |                    |
| <b>Parks</b>               |  |               |               |               |               |               |               |               |                 |                    |                 |                             |                    |
| PK-3                       | Little Bear Creek Lineal Park                      |               | \$ -          | \$ 350        | \$ 250        | \$ 200        | \$ 100        | \$ 100        | \$ 1,000        | \$ 570             | \$ -            | \$ 1,570                    |                    |
| PK-17                      | Wilmot Non-motorized boat launch                   |               | \$ 45         | \$ 175        | \$ -          |               |               |               | \$ 220          | \$ -               | \$ -            | \$ 220                      |                    |
| PK-9                       | Pedestrian Bridges and Trails                      |               | \$ -          |               | \$ 150        | \$ 150        | \$ 475        |               | \$ 775          | \$ -               | \$ 475          | \$ 775                      |                    |
| PK-10                      | Regional Sports Field Acquisition and Development  | \$ 45         |               | \$ 175        |               |               |               |               | \$ 220          | \$ -               | \$ -            | \$ 220                      |                    |
| PK-21                      | Park Land Banking                                  |               | \$ 100        | \$ 200        | \$ 200        |               |               |               | \$ 500          | \$ -               | \$ -            | \$ 500                      |                    |
| PK-7                       | Rails to Trails                                    |               |               |               |               | \$ 200        | \$ 250        | \$ 250        | \$ 700          | \$ -               | \$ -            | \$ 700                      |                    |
| <b>TOTAL PARKS</b>         |  | <b>\$ 45</b>  | <b>\$ 145</b> | <b>\$ 900</b> | <b>\$ 600</b> | <b>\$ 550</b> | <b>\$ 825</b> | <b>\$ 350</b> | <b>\$ 3,415</b> | <b>\$ 570</b>      | <b>\$ 475</b>   | <b>\$ 3,985</b>             |                    |
| <b>Facilities</b>          |  |               |               |               |               |               |               |               |                 |                    |                 |                             |                    |
| FAC-2                      | Civic/Community Center                             | \$ 300        | \$ 250        | \$ 350        | \$ 350        | \$ 350        | \$ 350        |               | \$ 1,950        | \$ -               | \$ -            | \$ 1,950                    |                    |
| FAC-3                      | Maintenance Yard                                   |               | \$ 20         |               |               |               |               |               | \$ 20           | \$ 2,720           | \$ -            | \$ 2,740                    |                    |
| <b>Total Facilities</b>    |  | <b>\$ 300</b> | <b>\$ 270</b> | <b>\$ 350</b> | <b>\$ 350</b> | <b>\$ 350</b> | <b>\$ 350</b> | <b>\$ -</b>   | <b>\$ 1,970</b> | <b>\$ 2,720</b>    | <b>\$ -</b>     | <b>\$ 4,690</b>             |                    |

## Section II - Plan Highlights

### Transportation - Motorized

The City continues to focus significant energy to design and construct improvements to relieve congestion and improve traffic flow in and around the central business district.

#### Improving Traffic in Downtown

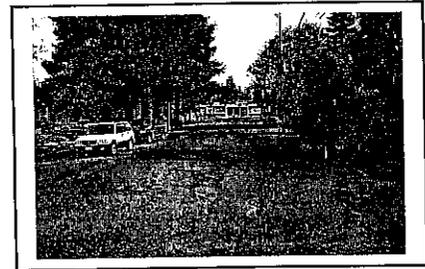
Several transportation projects in the CIP are designed to improve traffic flow in downtown Woodinville and along State Route 202. There are two projects connecting Woodinville to State Route 522. Improving the state highway system requires the coordination and cooperation of multiple agencies. This takes a tremendous commitment of staff time and resources over many years.

In November 2002, the City was awarded \$4.6 million from the State Transportation Improvement Board to apply toward roadway improvements that will reduce traffic congestion at the SR202/SR522 intersection.

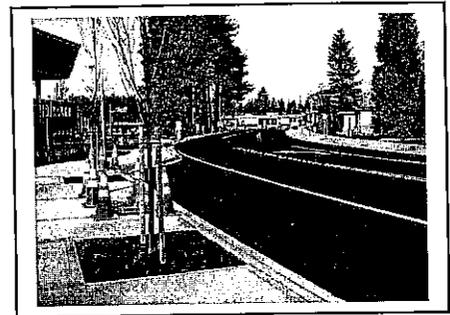
The City's Capital Improvement Plan (CIP) funding and credit for previous improvements at the SR202/177<sup>th</sup> Place intersection will cover the \$2.3 million balance needed to complete the project.

#### Projects Under Construction

There are ten transportation projects "under construction" to improve traffic flow into and out of Woodinville. These projects are in the design phase with construction schedules spread out over the next four years. The adoption of formal long range plans such as the Downtown-Little Bear Creek Corridor Master Plan, Little Bear Creek Lineal Park, and the Streetscape Master Plan may affect the priority and mix of future transportation projects. Implementing traffic impact fees will improve the mix of transportation projects between the downtown and neighborhoods in future CIPs by earmarking funding for specific transportation zones within the City.



Before  
133<sup>rd</sup> Ave NE – January 2002



After  
133<sup>rd</sup> Ave NE – January 2003

## Transportation – Non-Motorized

Non-motorized projects continue to be an important component of proposed transportation and parks facilities. Nine of the fifteen transportation projects include either bike or pedestrian facilities. The Derby Pedestrian Path linking the Sammamish Trail and Tourist District to the Hollywood intersection is the only proposed stand-alone, non-motorized project.



Proposed location of the Derby  
Pedestrian Path

### Developing a Non-Motorized Plan

The City is currently integrating non-motorized projects in the Transportation Element of the Comprehensive Plan with the non-motorized projects in the Parks and Recreation Open Space (PRO) Plan.

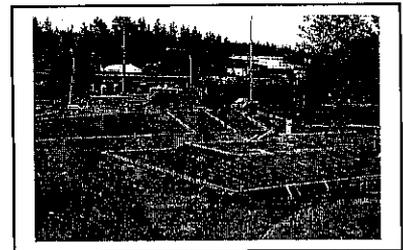
The purpose is to have one combined list of non-motorized projects that can be evaluated and prioritized with the CIP. The combined non-motorized plan will be presented to the Planning Commission and the Parks and Recreation Commission later this year for comment before coming before the City Council for approval.

### Citizens Request more Bike Facilities

Four of the eight citizens who commented on the Capital Improvement Plan requested bike facilities (see Appendix D). Individual bike facilities continue to rank low in comparison to other capital needs. The integrated non-motorized plan will provide a holistic look at linking parks, neighborhoods and the downtown area. This will give non-motorized projects an opportunity to score within the funding cut-off using the City's existing criteria.

## Parks

Since incorporation in 1993, Woodinville has focused on improving the quality of life by providing open space areas, parks, and opportunities to conserve fish and wildlife, and increase natural resource lands and water. The proposed parks projects in the Preliminary CIP are heavily weighted toward large community projects which meet these goals.



In June 2003 the cement forms are ready for the Woodinville Skate Park.

The combined Skate/BMX Park and the newly named Woodinville Rotary Community Park at the north end of Little Bear Creek is a community park that combines recreation, open space and conservation opportunities.

#### Little Bear Creek Corridor Plan

The Little Bear Creek Corridor Plan is part of the City's on-going efforts to identify projects to connect parks, trails, residential, commercial and industrial areas. Funding for future property acquisitions and improvements along Little Bear Creek is set aside in the Park Land Banking (acquisition) and Little Bear Creek Lineal Park (development) projects. Although specific projects have not been identified, property acquisition and development along the Little Bear Creek may continue to dominate the City's parks projects throughout the 2003-2009 planning period.

In response to the Endangered Species Act, the City is currently working on a Little Bear Creek Management Plan to address development impacts to the creek. The Plan will identify conservation easements, habitat enhancement opportunities, and mitigation for park improvements along the Creek. Private funding identified through the Management Plan will be included in future Capital Improvement Plans.

#### Changes in the Regional Park System

Changes in the regional parks system inject a level of uncertainty into the parks picture. In response to budget shortfalls in 2002, King County announced that it would not fund parks and pools inside cities but would continue to operate parks and pools in areas of the County outside city limits, as well as regional trails, regional passive-use parks and open space. Based on the proposed County Park Transition Plan, the Preliminary CIP does not include funding for unanticipated changes to the King County parks system that could affect Woodinville.

The Preliminary CIP includes funding to support School and Sports Field Acquisition and development. This provides a mechanism for working with other regional partners such as King County, the Northshore School District and other jurisdictions, to work collaboratively to fund regional facility needs.

#### Downtown Master Plan

The draft Downtown Master Plan adds new open space through a park block system linking City Hall with other areas of the downtown. Proposed projects in the Downtown Master Plan will be incorporated into future Capital Improvement Plans and prioritized with other City capital needs.

## Surface Water

During the evaluation process, City staff reviewed a total of 10 surface water projects; four project proposals from previous years and six new projects. The City Council approved adding the Tolt Easement and Storm Drainage Rehabilitation project to the CIP in May. The proposed projects are a mix of water quality, storm drainage improvement, and habitat enhancement projects.

Two of the proposed projects in the Preliminary CIP focus on systems-wide water quality improvements: the NE 175<sup>th</sup> Street Storm Drainage project is part of the City's effort to install, repair or replace inadequate or non-existent storm drainage facilities. The Little Bear Creek Regional Water Quality Facility will collect and treat water from the LBC drainage basin before it enters the creek.



Fish Passage Improvement at  
The Man Little Bear Creek at NE 205<sup>th</sup> Street

tunities to partner with private developers along the creek and address limiting factors such as creating pools, removing riprap, and installing large woody debris.

In late 2002, the City Council approved funding for a habitat assessment along Woodin Creek. Limiting factors identified in the assessment will be included in future Capital Improvement Plans.

## Facilities

City staff evaluated two proposed facilities projects: the Civic Center and the Maintenance Shop Yard. In 2001, the City Council approved a Civic Center Master Plan that lays out a 20-year vision for the development of the 13-acre site. Phase II of the master plan involves identifying how current buildings, including the pool, gymnasium, and classrooms, will be modified to serve

## Endangered Species Act

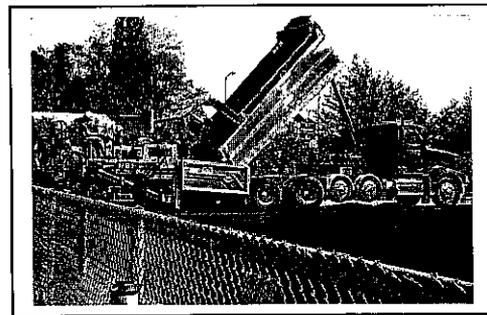
The City is taking a pro-active approach to respond to the listing of Chinook salmon as threatened under the Endangered Species Act. The City finalized a habitat assessment of Little Bear Creek in 2002. The City will use the information from the assessment in the Little Bear Creek Management Plan.

### Pool Closures

In late 2002, King County announced that it would not continue to support pool facilities within cities. This announcement came at the same time that the City was faced with closing the Sorenson Pool due to the pool's poor condition and increasing operating costs. In response, the City along with other jurisdictions agreed to work cooperatively through the Parks and Recreation Service Area (PSRA) to study aquatic needs outside of the Civic Center campus development. Funding for regional pools will be handled outside of the CIP process.

### Joint Maintenance Yard

The City continues to look for opportunities to partner with other agencies to develop a maintenance yard facility in Woodinville. The yard will be used to store equipment and materials, repair equipment, and provide a staging area for work crews. The Preliminary CIP includes minimal funding to study alternative maintenance yard locations.



The City paved the lower parking lot at the Community Center in 2002

### **General Highlights**

The CIP is a dynamic document that is adjusted annually as projects are refined through the evaluation, design, and construction phases.

Final Design – Two projects have moved into the final design phase:

- 136<sup>th</sup> Ave NE/NE 195<sup>th</sup> Street intersection improvements (1-16)
- BNRP- SR202/NE 175<sup>th</sup> Street-NE 182<sup>nd</sup> Street (RO-27)

New Project Phases – Two projects have been broken into additional planning and construction phases

- 177<sup>th</sup>/132<sup>nd</sup> Ave Rail Road Crossing (RM16-B)
- 177<sup>th</sup> Place/Mill Place Signal (RM16-C)
- Remove/Replace Trestle (RO-27A)
- SR202/177<sup>th</sup> North Leg (RO-27B)
- SR202/177<sup>th</sup> South Leg (RO-27C)
- SR202/SR522 -SR522-182<sup>nd</sup> (RO-27D)

Not Included in 2004-2009 CIP – Projects sometimes are dropped from the previous year's funded list:

- Neighborhood Park Projects

## Public Education And Outreach

The City encourages members of the Woodinville community to review and comment on the Preliminary CIP. This year, public outreach efforts include an article in the Woodinville Weekly, press releases, and a listing of the proposed projects posted on the City's web site.

The CIP Open House was held on Monday, May 5th at City Hall. The City prepared displays for each of the proposed CIP projects, provides comment cards, and other information related to the CIP process.

The Planning Commission discussion of the Preliminary CIP and the proposed amendments to Chapter 10 of the Comprehensive Plan on April 4, 2003 and May 7, 2003. The Public Hearing on the proposed amendments to the Capital Facilities Element was held on May 21, 2003 .

The Planning Commission forwarded a recommendation to the City Council to adopt the Preliminary CIP and the proposed amendments to the Capital Facilities Element of the Comprehensive Plan.

The City Council discussed the Preliminary CIP at several meetings in April, May and June. Citizens and business owners were encouraged to attend City Council meetings and share their comments on the Preliminary Plan with the City Council. Contact the City Clerk for more information on exact dates and time.



Woodinville residents  
review proposed plans

### SUMMARY

The Capital Improvement Plan considers not only the repair and replacement of existing infrastructure but also facilities that the City expects will be needed in the future. An overriding consideration in developing the CIP is to prioritize current and future needs to fit within the anticipated level of resources.

The Capital Improvement Plan is one of the most important annual planning documents of the City Council. In this decision context, it is one of the Comprehensive Plan Amendments that will be submitted for City Council approval and First Reading of an adoption ordinance.

## Section III - Project Detail Sheets

On the pages following this introduction are the individual project detail sheets for the 2004-2009 Capital Improvement Plan. These projects reflect the community's vision to balance neighborhoods, parks and recreation, tourism and business. Expenditures for each proposed project are identified in the Preliminary Plan.

| Project Number | Transportation Motorized  | Page      |
|----------------|---|-----------|
| I-6.....       | SR 202/127th PI NE Intersection Improvement.....  | 23        |
| RM-25....      | SR 522/SR 202 Interchange Improvement (Phase I) .....   | 24        |
| RM-27....      | Wood. - Snohomish Rd South Corridor (NE 175 <sup>th</sup> St – 140 <sup>th</sup> Ave NE)..... | 25        |
| RM-12....      | SR202 (127th PI NE - 131st Ave NE).....   | 26        |
| GR-7.....      | NE 178th St (140th Ave NE – Wood-Duvall Rd).....  | 27        |
| I-8.....       | SR 202/ NE 145th St Intersection Improvement.....   | 28        |
| RM-11...       | SR202 (127 <sup>th</sup> PI NE – 148 <sup>th</sup> Ave NE).....                               | 29        |
| RM-3/5...      | Wood. - Snohomish Rd Widening (140 <sup>th</sup> Ave NE – NE 205 <sup>th</sup> St.....        | 30        |
| RO-27D         | SR202/SR522 (Phase IV: SR522-182 <sup>nd</sup> ).....   | 31        |
| RM-15A...      | SR 522/NE 195th St Interchange North Ramp Improvement.....                                    | 32        |
| RO-4.....      | Woodinville-Duvall Rd Widening (NE 178th St to NE 190th St).....                              | 33        |
| I-1.....       | Woodinville –Duvall Rd (168th Ave NE Intersection Improvement).                               | 34        |
| RM-7.....      | 140th Ave NE Improvement (185th Ave NE - 175th Ave NE.....                                    | 35        |
| RM-6.....      | Woodinville - Duvall Rd Widening (NE 190th St - 171st Ave NE).....                            | 36        |
|                | <b>Transportation Non-Motorized</b>   | <b>37</b> |
| RO-14.....     | NE 143rd Place (SR 202-132 <sup>nd</sup> Ave NE) Pedestrian Improvements.....                 | 38        |
| PED-3.....     | Derby Pedestrian Path.....  | 39        |
|                | <b>Surface Water</b>  | <b>40</b> |
| SWM-13..       | Chateau Reach Erosion/Silt Control.....   | 41        |
| SWM-19...      | Tolt Easement Storm Drainage Rehabilitation Project.....                                      | 42        |
| SWM-12...      | Little Bear Creek/NE 134th Ave Culvert Replacement.....                                       | 43        |
| SWM-14...      | NE 175 <sup>th</sup> St storm drain/Ped Path improvements.....                                | 44        |
| SWM-16...      | Storm water pond mprovements.....   | 45        |
| SWM-18...      | Little Bear Creek regional water quality facility.....  | 46        |
| SWM-3.....     | Stream Corridor Planting.....   | 47        |
| SWM-9....      | Habitat Enhancement.....  | 48        |
| SWM-17...      | Lake Leota regional water quality facility.....   | 49        |
| SWM-8....      | Acquisition of Stream Corridor Parcels.....   | 50        |

| Project Number                     | Project Detail Sheets   | Page Number |
|------------------------------------|---|-------------|
| <b>Parks</b>                       |   | <b>51</b>   |
| PK-3.....                          | Little Bear Creek Lineal Park.....  | 52          |
| PK-17....                          | Non-Motorized Boat Launch Reconstruction.....   | 53          |
| PK-9.....                          | Pedestrian Bridges and Trails.....  | 54          |
| PK-10                              | Sports Field Acquisition and Development.....   | 55          |
| PK-21....                          | Park Land Banking.....  | 56          |
| PK-7.....                          | Rail Corridor Trail.....  | 57          |
| <b>Facilities</b>                  |   | <b>58</b>   |
| FAC-2.....                         | Civic/Community Center.....   | 59          |
| FAC-3                              | Maintenance Yard.....   | 60          |
| <b>Projects Under Construction</b> |   | <b>61</b>   |
| I-14.....                          | NE 175 <sup>th</sup> Street/131 <sup>st</sup> Ave NE Right Turn Pocket.....                               | 62          |
| I-15.....                          | 136 <sup>th</sup> Ave NE/ NE 195 <sup>th</sup> St Intersection Improvements.....                          | 63          |
| GR-16.....                         | 133 <sup>rd</sup> Avenue NE/NE 172 <sup>nd</sup> Street-NE 175 <sup>th</sup> Street Phase II Grid Rd..... | 64          |
| I-16.....                          | 131 <sup>st</sup> Avenue NE (SR202)/NE 177 <sup>th</sup> Place Intersection Improvements.....             | 65          |
| RM-16A...                          | Little Bear Creek Parkway (SR202-190 <sup>th</sup> Avenue NE).....  | 66          |
| RM-16B                             | 132 <sup>nd</sup> Ave Rail Road Crossing.....   | 67          |
| RM-16C                             | Little Bear Creek Parkway & Mill Place RR Crossing.....   | 68          |
| RO-27A...                          | BNRP- SR 202/SR522 (Phase I: Replace RR Trestle).....   | 69          |
| RO-27B....                         | BNRP – SR202/SR522 (Phase II: SR202/175 <sup>th</sup> No. leg).....                                       | 70          |
| RO-27C....                         | BNRP – Sr202/Sr522 (Phase III: SR202/175 <sup>th</sup> S. leg).....                                       | 71          |
| PK-18.....                         | Skate/BMX Park.....   | 72          |
| PED-1                              | Pedestrian Crossing.....  | 73          |
| PK-4.....                          | Greenbrier Park.....  | 74          |

# Transportation - Motorized



Construction of the City's first roundabout on 136<sup>th</sup> Ave  
NE adjacent to Woodinville High School

**SR 202/127<sup>th</sup> Place Intersection Improvement (Hooterville)**  
Project Number: I-6

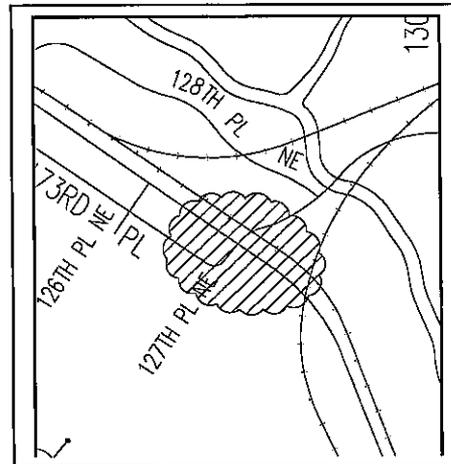
**Project Description:** Intersection improvements to address congestion, safety, and grade conditions. The project will include additional lanes, a traffic signal, railroad improvements, street lighting, pedestrian and bike improvements, signage and gateway landscaping improvements

**Justification:** This intersection meets warrants for the installation of a traffic signal. The improvements are expected to relieve congestion during peak hours and also to address the problem where semi-trucks are getting high centered in the intersection.

**Status:** Design study completed in 2000. Working with RR & Spirit of Washington to obtain RR ROW. Full project build-out is under review with the SR 202/SR 522 Interchange project. Westbound RTL is being considered as part of interim design.

**Additional Maintenance Cost: \$7,000/year**  
Overlay (\$2k); Infra (\$1k); SWM (\$.5k); Gen (\$1k); Light (\$.5k); Landscape (\$2k)

**Council Priority.** The study is completed. Council approved interim fix to remove steep approach and to install a temporary traffic signal.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004         | 2005-2009  | Total '03-'09 |
|--------------------------|--------------|--------------|------------|---------------|
| Engineering Study        | 0            | 0            | 0          | 0             |
| Design                   | 100          | 0            | 0          | 100           |
| Construction             | 550          | 185          | 0          | 735           |
| Property Acquisition     | 0            | 0            | 0          | 0             |
| <b>Total Expenditure</b> | <b>\$650</b> | <b>\$185</b> | <b>\$0</b> | <b>\$835</b>  |

| REVENUES                | 2003         | 2004         | 2005-2009  | Total '03-'09 |
|-------------------------|--------------|--------------|------------|---------------|
| Capital Street Reserves | 0            | 0            | 0          | 0             |
| Mitigation              | 0            | 40           | 0          | 40            |
| Grants                  | 0            | 0            | 0          | 0             |
| Beginning Fund Balance  | 650          | 145          | 0          | 795           |
| <b>Total Revenues</b>   | <b>\$650</b> | <b>\$185</b> | <b>\$0</b> | <b>\$835</b>  |

**SR202/SR 522 Interchange Improvement (Phase I)**  
Project Number: RM-25

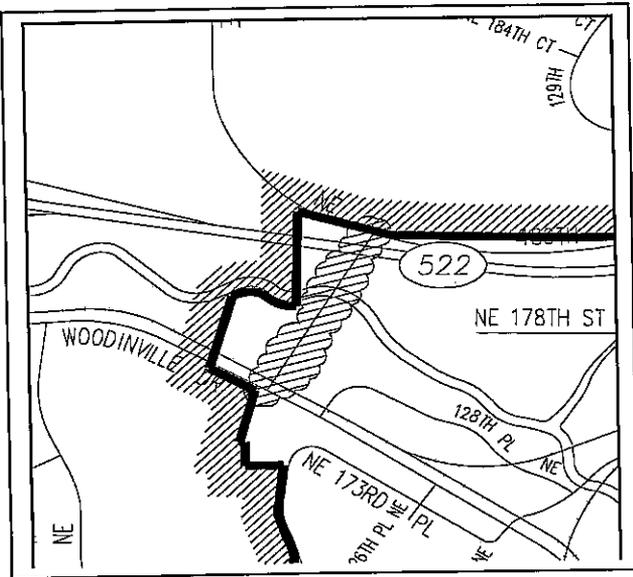
**Project Description:** This project is to improvement the access to and from the SR 522/SR 202 interchange to relieve traffic congestion in the CBD. The improvement could include the reconstruction of the interchange or possible over-crossing and realignment of SR 202. The project needs to be coordinated with Bothell, WSDOT, King and Snohomish County. This phase is to perform the study, construction possible interim measures, and determine long-range alternatives.

**Justification:** The configuration of SR202 is causing congestion impacts to the interchange and the CBD area. Alternatives to potential divert the traffic from the CBD is expected to relieve the congestion of CBD and improvement the operation of the interchange.

**Additional Maintenance Cost: \$30,000/year**  
Overlay (\$8k); Infra (\$5k); SWM (\$5k); Gen (\$2k); Light (\$2k); Landscape (\$8k)

**Status:** The City Council has directed staff to study this project on a regional scale with coordination with WSDOT, Bothell, and the counties to determine an approach to this project on how to be determine the alternatives that serve as a regional solution.

**Council Priority:** The project has been identified as a first tier CIP for the past 4 years.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003        | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|-------------|------------|--------------|---------------|
| Engineering Study        | 30          | 0          | 200          | 230           |
| Design                   | 0           | 0          | 0            | 0             |
| Construction             | 0           | 0          | 0            | 0             |
| Property Acquisition     | 0           | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$30</b> | <b>\$0</b> | <b>\$200</b> | <b>\$230</b>  |

| REVENUES                  | 2003        | 2004       | 2005-2009    | Total '03-'09 |
|---------------------------|-------------|------------|--------------|---------------|
| REET 1                    | 0           | 0          | 0            | 0             |
| REET 2                    | 0           | 0          | 200          | 200           |
| Capital Street Reserve    | 0           | 0          | 0            | 0             |
| Other - Beginning Balance | 30          | 0          | 0            | 30            |
| <b>Total Revenues</b>     | <b>\$30</b> | <b>\$0</b> | <b>\$200</b> | <b>\$230</b>  |

**Woodinville-Snohomish Road Southern Corridor (NE 175<sup>th</sup> – 140<sup>th</sup> Ave NE)**

Project Number: RM-27

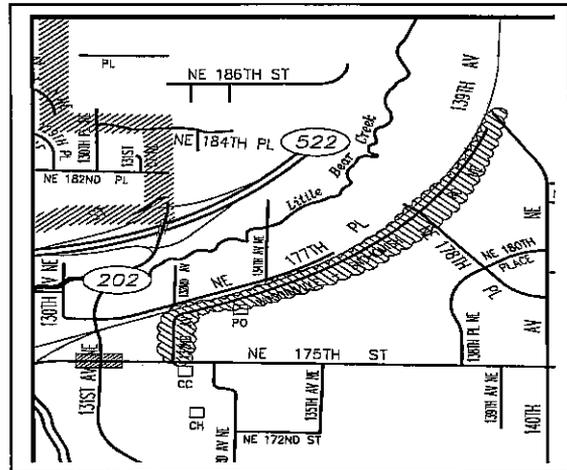
**Project Description:** Widen existing two-lane road to provide turn lane, curb-gutter-sidewalks (south side of roadway) and bicycle lanes for mobility and queue storage. Other improvements will include storm drainage, street lighting, landscaping, possible connection into a multi-trail system with Snohomish and King Count. Other improvements include street lighting, landscape improvements, pedestrian connectivity, and traffic signal improvements.

**Justification:** Left turn movements are causing heavy congestion and traffic backups. Expected to improve traffic flow in the CBD area.

**Status:** None

**Additional Maintenance Cost: \$17,000/year**  
Overlay (\$3k); Infra (\$2k); SWM (\$5k); Gen (\$2k); Sign (\$1k); Light (\$2k); Landscape (\$2k)

**Council Priority:** Identified project in the Transportation Element of the Comp Plan since 1996



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   | 0          | 0          | 110          | 110           |
| Construction             | 0          | 0          | 200          | 200           |
| Property Acquisition     | 0          | 0          | 490          | 490           |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$800</b> | <b>\$800</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 250          | 250           |
| Capital Street Reserves | 0          | 0          | 490          | 490           |
| Unsecured Mitigation    | 0          | 0          | 60           | 60            |
| Other                   | 0          | 0          | 0            | 0             |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$800</b> | <b>\$800</b>  |

**SR 202 (Woodinville-Redmond Road) – 127<sup>th</sup> Pl NE to 131<sup>st</sup> Ave NE**  
Project Number: RM-12

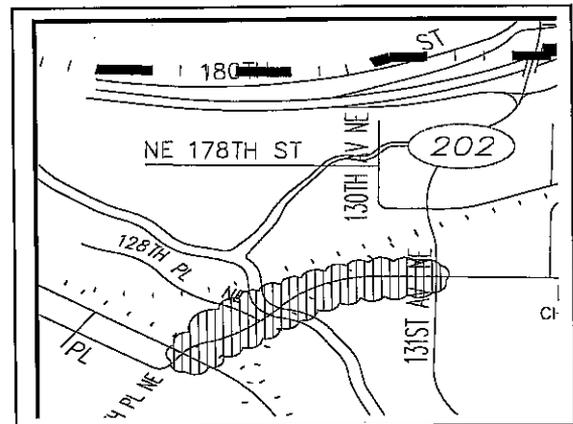
**Project Description:** Widen existing two-lane road, including bridge section, to provide additional lanes, curb-gutter-sidewalks and bicycle lanes for travel and queue storage. Other improvements include street lighting, landscape improvements, pedestrian connectivity, and traffic signal improvements. Gateway landscaping improvements will be considered

**Justification:** Heavy congestion and traffic backups during peak hours due to a lack of capacity and queue storage. Additional capacity is necessary to complement benefits of improvements on SR 522 and NE 175<sup>th</sup>.

**Status:** Interim design improvements at 127<sup>th</sup>/SR 202 underway. Proposed SB RTL at 175<sup>th</sup>/SR 202 intersection is under study.

**Additional Maintenance Cost: \$11,000/year**  
Overlay (\$1k); Infra (\$.5k); SWM (\$4k); Gen (\$2k); Light (\$.5k); Landscape (\$3k)

**Council Priority:** Identified projects from 1996 in Trans Element of Comp Plan.



Financial Information (dollars shown in thousands)

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 100          | 100           |
| Design                   | 0          | 0          | 400          | 400           |
| Construction             | 0          | 0          | 0            | 0             |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$500</b> | <b>\$500</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 250          | 250           |
| Capital Street Reserves | 0          | 0          | 200          | 200           |
| Unsecured Mitigation    | 0          | 0          | 50           | 50            |
| Unsecured Grants        | 0          | 0          | 0            | 0             |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$500</b> | <b>\$500</b>  |

**NE 178<sup>th</sup> Street Grid Road Improvement (140<sup>th</sup> Ave NE to Wood-Duvall Rd)**  
Project Number: GR-7

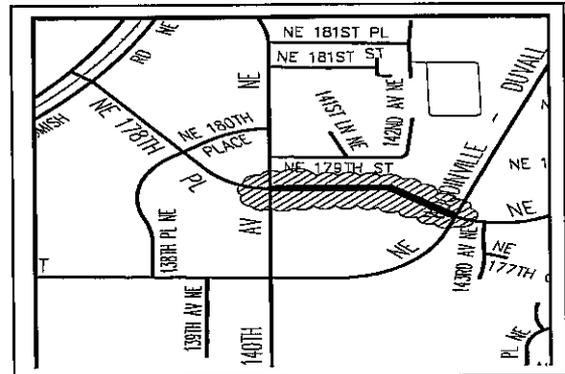
**Project Description:** Construction improvements to NE 178<sup>th</sup> Street to connect to NE Wood-Duvall Road to improve circulation in the central business district.

**Justification:** Downtown has “super” blocks which create congestion problems at intersections as no alternative route exist to avoid high volume intersections.

**Status:** Concept only.

**Additional Maintenance Cost: \$27,000/year**  
Overlay (\$6k); Infra (\$2k); SWM (\$6k); Gen (\$3k); Sign (\$8k); Light (\$2k); Landscape (\$0k)

**Council Priority:** Included in Trans Element of Comp Plan since 1996



Financial Information (dollars shown in thousands)

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   | 0          | 0          | 100          | 100           |
| Construction             | 0          | 0          | 400          | 400           |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$500</b> | <b>\$500</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 250          | 250           |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Unsecured Mitigation    | 0          | 0          | 250          | 250           |
| Other                   | 0          | 0          | 0            | 0             |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$500</b> | <b>\$500</b>  |

**SR 202/145<sup>th</sup> Avenue NE Intersection Improvement (Hollywood)**  
Project Number: I-8

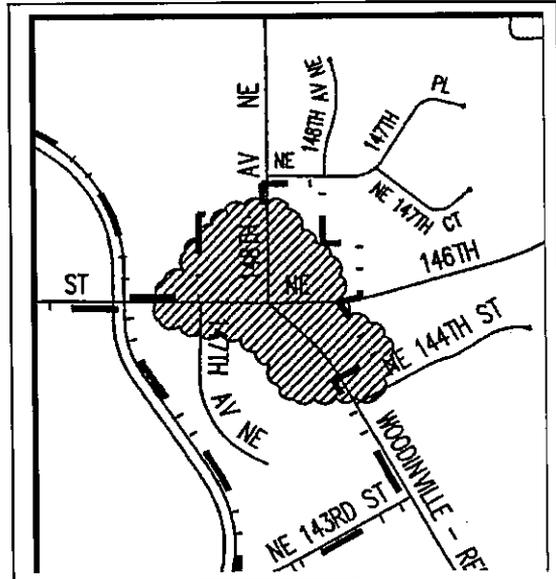
**Project Description:** Intersection improvements to address congestion and safety. The project will include additional vehicle lanes, curb-gutter-sidewalks, pedestrian trail connectivity and bike improvements, signal or possible roundabout intersection traffic control device upgrade, street lighting, and signage. This is the south gateway entrance to the City located in the Tourist District and a connection into the Sammamish River trail system. Gateway landscaping improvements will be included.

**Justification:** Project is expected to improve the level of service, currently F, through the year 2020 and to enhance the City's most southern entrance gateway.

**Status:** A roundabout design has been reviewed by WSDOT. Council made a decision to proceed with a Roundabout design. Design expected to be completed in 2002. Seeking funding for construction.

**Additional Maintenance Cost: \$33,000/year**  
Overlay (\$6k); Infra (\$6k); SWM (\$8k); Gen (\$3k);  
Landscape (\$8k)

**Council Priority:** First tier CIP in last four years.



Financial Information (dollars shown in thousands)

| EXPENDITURES             | 2003         | 2004       | 2005-2009      | Total '03-'09  |
|--------------------------|--------------|------------|----------------|----------------|
| Engineering Study        | 0            | 0          | 0              | 0              |
| Design                   | 438          | 0          | 0              | 438            |
| Construction             | 0            | 0          | \$1,600        | 1600           |
| Property Acquisition     | 0            | 0          | 400            | 400            |
| <b>Total Expenditure</b> | <b>\$438</b> | <b>\$0</b> | <b>\$2,000</b> | <b>\$2,438</b> |

| REVENUES                | 2003       | 2004       | 2005-2009      | Total '0-'09   |
|-------------------------|------------|------------|----------------|----------------|
| Capital Street Reserves | 0          | 0          | 220            | 220            |
| Unsecured Mitigation    | 0          | 0          | 50             | 50             |
| Unsecured Grants        | 0          | 0          | 1700           | 1700           |
| Secured Mitigation      | 0          | 0          | 30             |                |
| Beginning Balance       | 438        | 0          | 0              | 438            |
| <b>Total Revenues</b>   | <b>438</b> | <b>\$0</b> | <b>\$2,000</b> | <b>\$2,408</b> |

**SR 202 Corridor Improvement (127<sup>th</sup> to 148<sup>th</sup>)**  
Project Number: RM-11

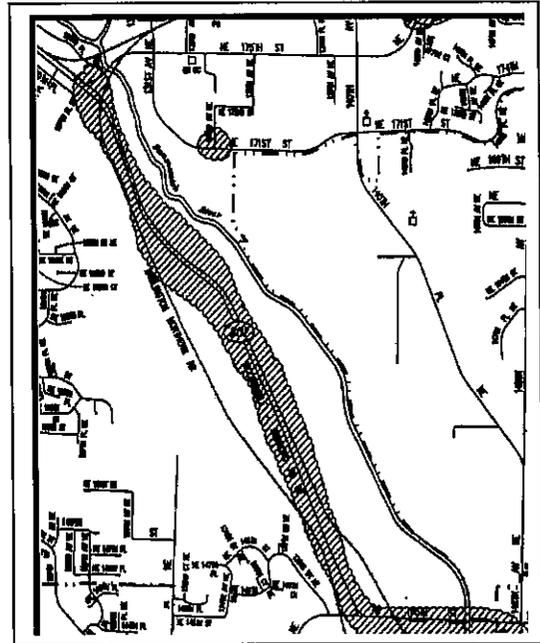
**Project Description:** Two-mile corridor Improvements to include additional lanes, bike and pedestrian facilities, and landscaping along both sides. Pedestrian connectivity, including a pedestrian bridge, will be included in these improvements to connect the pedestrian areas east of the Sammamish River to the SR 202 commercial/industrial area.

**Justification:** SR 202 is a major north-south corridor in the north east side of Lake Washington. These improvements are expected to help traffic mobility, reduce congestion and improve safety for both pedestrian and motor vehicles.

**Status:** This was a tier two project since the 2000 CIP. This project may be considered in the study of the SR 522/SR 202 Interchange project.

**Additional Maintenance Cost: \$36,000/year**  
Overlay (\$0k); Infra (\$10k); SWM (\$15k); Gen (\$5k); Sign (\$0k); Light (\$2k); Landscape (\$4k)

**Council Priority:** None



Financial Information (dollars shown in thousands)

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '0-'09 |
|--------------------------|------------|------------|--------------|--------------|
| Engineering Study        | 0          | 0          | 400          | 400          |
| Design                   | 0          | 0          | 200          | 200          |
| Construction             | 0          | 0          | 0            | 0            |
| Property Acquisition     | 0          | 0          | 0            | 0            |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$600</b> | <b>\$600</b> |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 0            | 0             |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Unsecured Mitigation    | 0          | 0          | 60           | 60            |
| Unsecured Grants        | 0          | 0          | 540          | 540           |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$600</b> | <b>\$600</b>  |

**Woodinville-Snohomish Road Widening (140<sup>th</sup> to 205<sup>th</sup>)**  
Project Number: RM-3/5

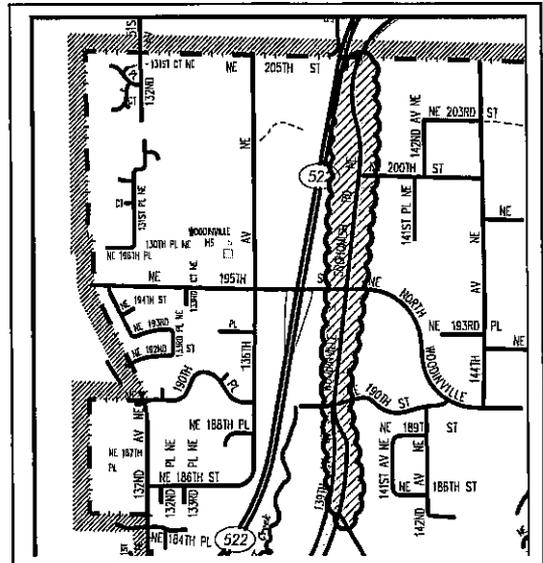
**Project Description:** Widening existing two lane road to provide a center turn lane and curb, gutter, and sidewalk along the west side and bike lanes. Other improvements include street lighting, some landscape improvements, and possible traffic signal improvements. A gateway improvement will be considered.

**Justification:** Heavy congestion is causing traffic backups during peak hours due to left turn movements.

**Status:** Intersection improvements, including a signal, are under construction at the 200<sup>th</sup> intersection. This project is expected to be completed by mid 2001.

**Additional Maintenance Costs: \$22,000/year**  
Overlay (\$5k); Infra (\$2k); SWM (\$4k); Gen (\$3k); Signal (\$2k); Light (\$2k); Landscape (\$2k)

**Council Priority:** Second tier project in since 2000 CIP.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 350          | 350           |
| Design                   | 0          | 0          | 450          | 450           |
| Construction             | 0          | 0          | 0            | 0             |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$800</b> | <b>800</b>    |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 780          | 780           |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Grants                  | 0          | 0          | 0            | 0             |
| Unsecured Mitigation    | 0          | 0          | 20           | 20            |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$800</b> | <b>\$800</b>  |

**SR202 Corridor Improvements – 175<sup>th</sup> to NE 182<sup>nd</sup> St (Phase IV: SR522 to 182<sup>nd</sup> St)**  
**Project Number: RO-27D**

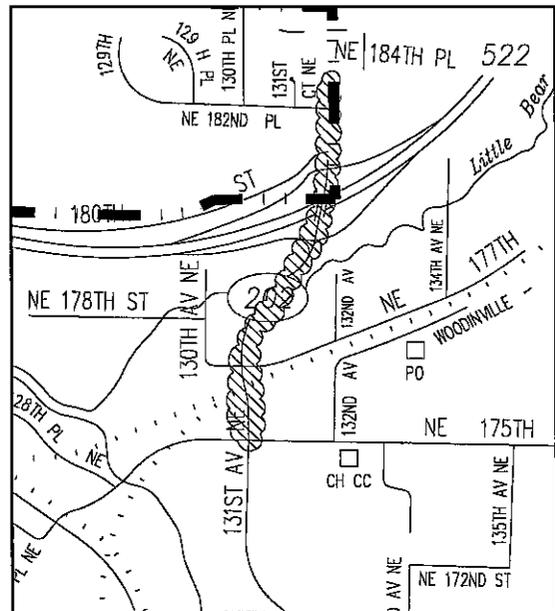
**Project Description:** Widen existing roadway, including bridge sections, trestle, and ramps, to provide re-channelization of existing lanes, additional lanes, curb-gutter-sidewalks and bicycle lanes for travel and queue storage. Gateway landscaping improvements will be considered. Signal analysis and operational studies will be included, as needed, to revise channelization, improve travel time reliability and level of service. Other improvements will include street lighting, landscape improvements, pedestrian connectivity, and traffic signal improvements.

**Justification:** Existing channelization does not fully utilize the existing roadway capacity of SR 202. Future increased traffic volumes, even with the CCRP project, may need additional capacity to allow this interchange to function.

**Status:** This project is a subset project of the CCRP. It has been included in the past second tier list since 1999. City is currently coordinating with WSDOT and Bothell on the channelization.

**Additional Maintenance Cost: \$14,000/year**  
Overlay (\$1k); Infra (\$2k); SWM (\$5k); Gen (\$1k); Signal (\$0k); Light (\$0k); Landscape (\$5k)

**Council Priority:** The project has been identified as a second tier CIP for the past 3 years.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009      | Total '03-'09  |
|--------------------------|------------|------------|----------------|----------------|
| Engineering Study        | 0          | 0          | 0              | 0              |
| Design                   | 0          | 0          | 800            | 800            |
| Construction             | 0          | 0          | 3200           | 3200           |
| Property Acquisition     | 0          | 0          | 0              | 0              |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,000</b> | <b>\$4,000</b> |

| REVENUES               | 2003       | 2004       | 2005-2009      | Total '03-'09  |
|------------------------|------------|------------|----------------|----------------|
| REET 1                 | 0          | 0          | 0              | 0              |
| REET 2                 | 0          | 0          | 0              | 0              |
| Capital Street Reserve | 0          | 0          | 0              | 0              |
| Unsecured Grant        | 0          | 0          | 4000           | 4000           |
| <b>Total Revenues</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$4,000</b> | <b>\$4,000</b> |

**SR 522/195<sup>th</sup> Interchange North Ramp Improvement**

**Project Number: RM 15A**

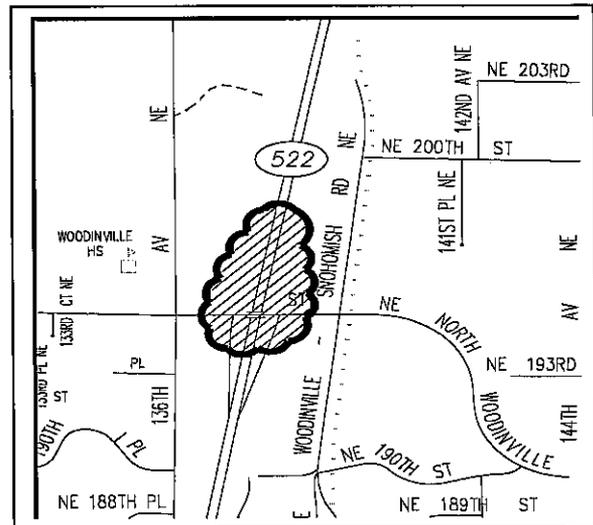
**Project Description:** Construct northern on & off ramps to complete a full diamond interchange, provide a transit “freeway flyer” stop, install signals at the ramps, additional turn lanes. Other improvements will include storm drainage, street lighting, landscaping, pedestrian connectivity, street lighting, landscape improvements, and traffic signal improvements. Gateway landscaping treatment will be considered.

**Justification:** The Wood-Duvall road is a major arterial carrying a significant traffic and is the primary northern east-west connection for the north and northeast residents of the City. The improvements will provide congestion relief to interchange and the surrounding City streets and improve operations and safety. Transit services will also benefit.

**Status:** The Transportation Plan has determined that this is a regionally significant project. WSDOT has provided support for a design.

**Additional Maintenance Cost: \$0/year**  
State Limited Access

**Council Priority:** First tier project in 2001 CIP.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|--------------|------------|--------------|---------------|
| Engineering Study        | 200          | 0          | 200          | 400           |
| Design                   | 200          | 0          | 0            | 200           |
| Construction             | 0            | 0          | 0            | 0             |
| Property Acquisition     | 0            | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$400</b> | <b>\$0</b> | <b>\$200</b> | <b>\$600</b>  |

| REVENUES                | 2003         | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|--------------|------------|--------------|---------------|
| REET 2                  | 0            | 0          | 100          | 100           |
| Capital Street Reserves | 0            | 0          | 60           | 60            |
| Unsecured Mitigation    | 0            | 0          | 40           | 40            |
| Beginning Fund Balance  | 400          | 0          | 0            | 400           |
| <b>Total Revenues</b>   | <b>\$400</b> | <b>\$0</b> | <b>\$200</b> | <b>\$600</b>  |

**Woodinville-Duvall Road Widening (178<sup>th</sup> to 190<sup>th</sup> block)**

**Project Number:** RO-4

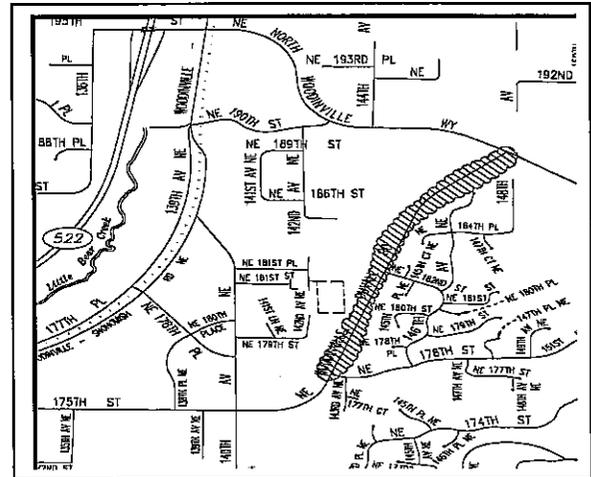
**Project Description:** Widen the existing three-lane road to provide additional lanes, center turn lane, curb-gutter-sidewalks and bike lanes. Other improvements include street lighting, landscape improvements, traffic signal improvements, pedestrian connectivity and facilities.

**Justification:** The Central Business District has limited traffic connectivity and alternate routes with major bottlenecks that create congestion and operational problems at major intersections.

**Status:** Left turn movements are causing heavy congestion and traffic backups during peak hours.

**Additional Maintenance Cost:** \$49,000/year  
Overlay (\$10k); Infra (\$5k); SWM (\$10k); Gen (\$4k); Signal (\$10k); Light (\$4k); Landscape (C/L)

**Council Priority** Second tier project on since the 2000 CIP



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009   | Total '03-'09 |
|--------------------------|------------|------------|-------------|---------------|
| Engineering Study        | 0          | 0          | 80          | 80            |
| Design                   | 0          | 0          | 0           | 0             |
| Construction             | 0          | 0          | 0           | 0             |
| Property Acquisition     | 0          | 0          | 0           | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$80</b> | <b>\$80</b>   |

| REVENUES                | 2003       | 2004       | 2005-2009   | Total '03-'09 |
|-------------------------|------------|------------|-------------|---------------|
| REET 2                  | 0          | 0          | 0           | 0             |
| Capital Street Reserves | 0          | 0          | 0           | 0             |
| Grants                  | 0          | 0          | 0           | 0             |
| Unsecured Mitigation    | 0          | 0          | 80          | 80            |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$80</b> | <b>\$80</b>   |

**Woodinville-Duvall /168<sup>th</sup> Intersection Improvement**

**Project Number:** I-1

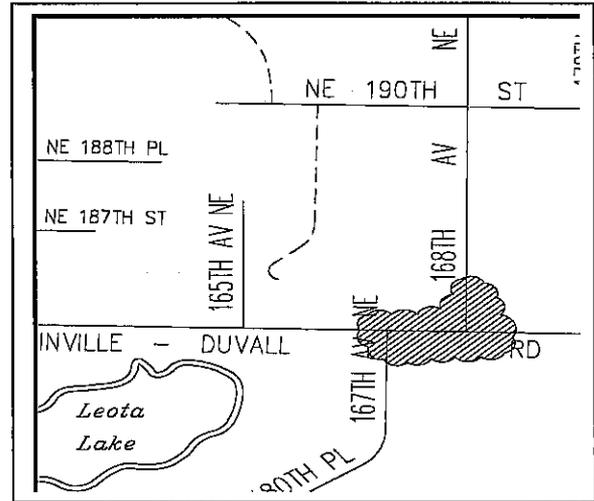
**Project Description:** Traffic signal modifications with additional lanes, turn lanes, curb-gutter-sidewalks and bike lanes. Other improvements include street lighting, landscape improvements, and pedestrian connectivity. Gateway landscaping improvements will be considered.

**Justification:** High traffic volumes along Wood-Duvall Road are impacting the intersection's level of service causing intersection congestion, high delays and traffic backups during peak hours.

**Status:** City has performed some improvements from 15800 block to NE 190<sup>th</sup> St. King County is planning to widen Wood-Duvall road from Avondale Road to the City East city limits

**Additional Maintenance Cost: \$11,000/year**  
Overlay (\$0k); Infra (\$1k); SWM (\$1k); Gen (\$1k); Signal (\$8k); Light (\$0k); Landscape (\$0k)

**Council Priority** Included in Transportation Element of Comp Plan since 1996.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   | 0          | 0          | 200          | 200           |
| Construction             | 0          | 0          | 250          | 250           |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$450</b> | <b>\$450</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 375          | 375           |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Grants                  | 0          | 0          | 0            | 0             |
| Unsecured Mitigation    | 0          | 0          | 75           | 75            |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$450</b> | <b>\$450</b>  |

**140<sup>th</sup> Avenue Improvement (NE 175<sup>th</sup> to NE 185<sup>th</sup>)**

**Project Number: RM-7**

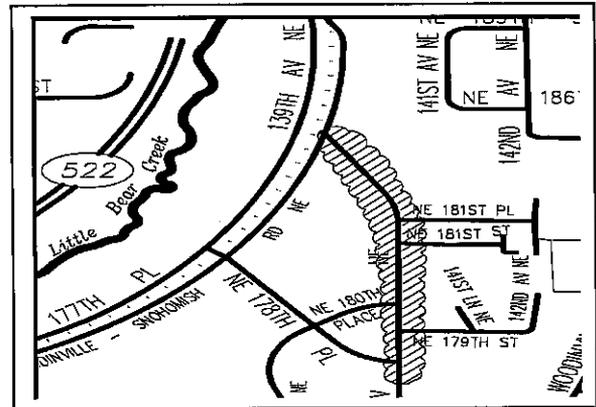
**Project Description:** Widening portions of 140<sup>th</sup> Ave NE from three-lane to five-lane section to complete the City's north-south primary arterial. Other improvements include curb-gutter-sidewalks, pedestrian connectivity, street lighting, street landscaping and traffic signal improvements. Gateway (to Central Business District) landscaping improvements will be considered.

**Justification:** Provide full capacity to main CBD arterial roadway.

**Status:** Several section of this project have been build by developer improvements.

**Additional Maintenance Cost: \$31,000/year**  
 Overlay (\$5k); Infra (\$3k); SWM (\$6k); Gen (\$3k);  
 Signal (\$8k); Light (\$2k); Landscape (\$4k)

**Council Priority:** Included in Trans Element of  
 Comp Plan since 1996



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   | 0          | 0          | 250          | 250           |
| Construction             | 0          | 0          | 0            | 0             |
| Property Acquisition     | 0          | 0          | 250          | 250           |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$500</b> | <b>\$500</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 1                  | 0          | 0          | 450          | 450           |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Grants                  | 0          | 0          | 0            | 0             |
| Unsecured Mitigation    | 0          | 0          | 50           | 50            |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$500</b> | <b>\$500</b>  |

**Woodinville-Duvall Road Widening (190<sup>th</sup> to 171<sup>st</sup>)**

**Project Number: RM-6**

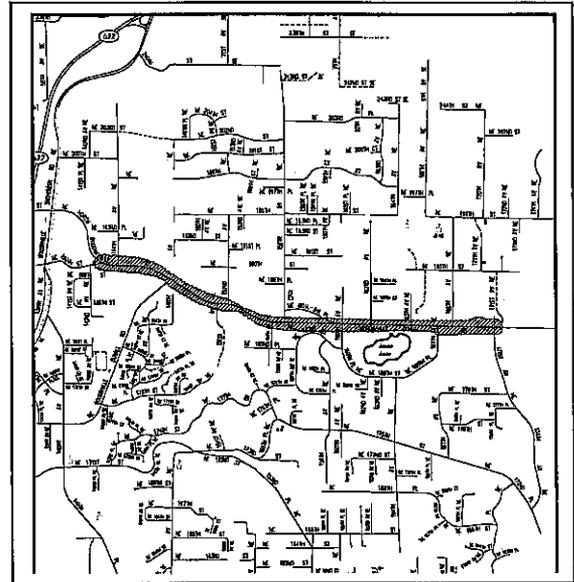
**Project Description:** Widen existing two-lane road to provide additional lanes, center turn lane, curb-gutter-sidewalks and bike lanes. Other improvements include street lighting, landscape improvements, traffic signal improvements, pedestrian connectivity and facilities. Gateway landscaping improvements will be considered.

**Justification:** The Wood-Duvall road is a major arterial carrying a significant traffic and is the only primary northern east-west connection for the north and northeast residents of the City. Left turn movements are causing heavy congestion and traffic backups.

**Status:** City has performed some improvements from 15800 block to NE 190<sup>th</sup> St. King County is planning to widen Wood-Duvall road from Avondale Road to the City East city limits.

**Additional Maintenance Cost: \$49,000/year**  
Overlay (\$10k); Infra (\$5k); SWM (\$10k); Gen (\$4k); Signal (\$10k); Light (\$4k); Landscape (C&I)

**Council Priority** Second tier project on since the 2000 CIP



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 150          | 150           |
| Design                   | 0          | 0          | 200          | 200           |
| Construction             | 0          | 0          | 0            | 0             |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$350</b> | <b>\$350</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 300          | 300           |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Grants                  | 0          | 0          | 0            | 0             |
| Unsecured Mitigation    | 0          | 0          | 50           | 50            |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$350</b> | <b>\$350</b>  |

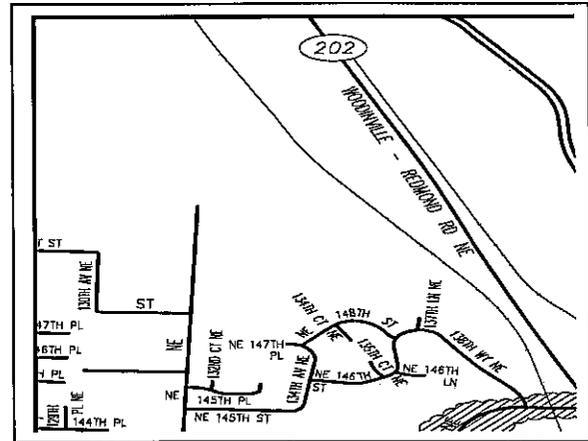
# **Transportation - Non-Motorized**

**NE 143<sup>rd</sup> Place (SR 202-132<sup>nd</sup> Ave NE) Pedestrian Improvements**

**Project Number:** RO-14

**Project Description:** Widening to provide for turn movement at the termini intersection and widening over the entire length for bike and pedestrian improvements.

**Justification:** 143<sup>rd</sup> is the only southerly connection from the tourist district to the southwest section of Woodinville. Improvements would allow for a non-motorized connection.



**Status:** No action.

**Additional Maintenance Cost: \$7,000/year**  
Overlay (\$1k); Infra (\$1k); SWM (\$2k); Gen (\$1k); Sign (\$0k); Light (\$2k); Landscape (\$0k)

**Council Priority:** The Council has supported pedestrian improvements in past CIP's.

**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2002       | 2003       | 2004-2008      | Total '02-'08  |
|--------------------------|------------|------------|----------------|----------------|
| Engineering Study        | 0          | 0          | 0              | 0              |
| Design                   |            | 0          | 250            | 250            |
| Construction             |            | 0          | 750            | 750            |
| Property Acquisition     |            | 0          | 0              | 0              |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b> | <b>\$1,000</b> |

| REVENUES                | 2002       | 2003       | 2004-2008    | Total '02-'08 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 0            | 0             |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Grants                  | 0          | 0          | 0            | 0             |
| Other                   | 0          | 0          | 200          | 200           |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$200</b> | <b>\$200</b>  |

### Derby Pedestrian Path

**Project Number:** PED-3

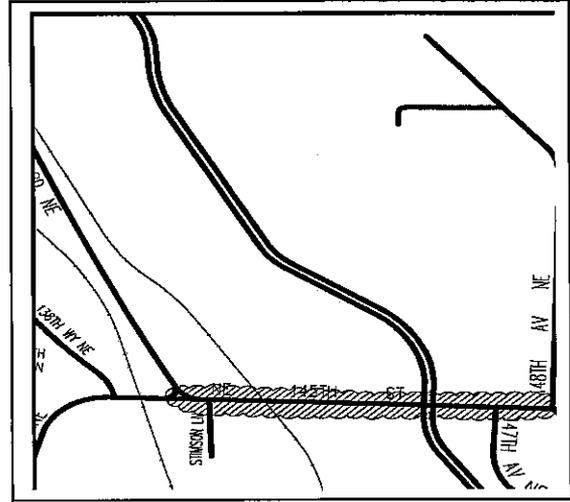
**Project Description:** Construction of an extension of the pedestrian/cycling track from the Burke-Gilman trailhead at the eastside of the NE 145<sup>th</sup> Street bridge at the Sammamish River to the Hollywood Schoolhouse intersection. This proposal would form the basis of a partnership with the Derby Group and Little League Baseball with these two organizations providing financial and in-kind support.

**Justification:** Supported by both the Derby Group and the Woodinville Chamber of Commerce, this project would materially improve pedestrian and cyclist safety in the area. At present there is no dedicated access to the retail, parking and facilities located at the Hollywood Schoolhouse users are forced onto the side of SR202. This trail would facilitate the link of the tourist district with the business community.

**Status:** The west link to the Sammamish Trail was completed in 1998.

**Additional Maintenance Cost:** \$6,000/year Overlay (\$.5k); Infra (\$.5k); SWM (\$1k); Gen (\$1k); Sign (\$0k); Light (\$1k); Landscape (\$2k)

**Council Priority:** The Council has supported pedestrian improvements in past CIP's.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2002       | 2003       | 2004-2008    | Total '02-'08 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   |            | 0          | 30           | 30            |
| Construction             |            | 0          | 150          | 150           |
| Property Acquisition     |            | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$180</b> | <b>\$180</b>  |

| REVENUES                | 2002       | 2003       | 2004-2008   | Total '02-'08 |
|-------------------------|------------|------------|-------------|---------------|
| REET 2                  | 0          | 0          | 0           | 0             |
| Capital Street Reserves | 0          | 0          | 0           | 0             |
| Grants                  | 0          | 0          | 0           | 0             |
| Other                   | 0          | 0          | 90          | 90            |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$90</b> | <b>\$90</b>   |

# Surface Water Projects



Joint fish passage improvement completed with Snohomish County at NE 205 st. in 2002.

**Chateau Reach Project**

**Project Number:** SWM 13

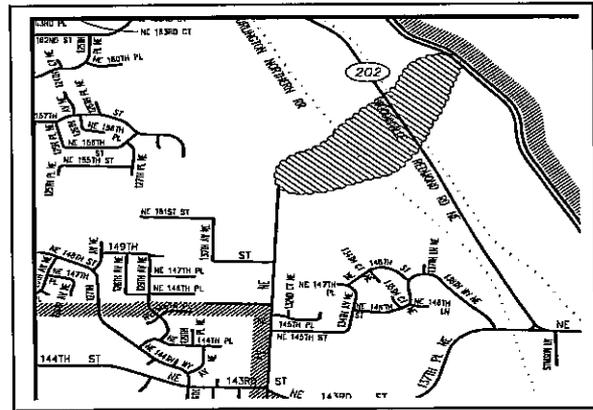
**Project Description:** Installation of channel erosion measures and possible a silt control pond to protect reach from deterioration and the impact to the downstream drainage system and the Sammamish River.

**Justification:** Heavy erosion is occurring bring heavy silt laden runoff that is depositing in the drainage system and at the outfall into the Sammamish River.

**Status:** Mitigation plan is under study.

**Additional Maintenance Cost: \$0/year**  
Improvements are expected to be at par to current maintenance costs & possibly some savings.

**Council Priority:** Project was identified in 2000 and will be incorporated into the SWM plan.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004         | 2005-2009  | Total '03-'09 |
|--------------------------|--------------|--------------|------------|---------------|
| Engineering Study        | 0            | 0            | 0          | 0             |
| Design                   | 20           | 20           | 0          | 40            |
| Construction             | 100          | 260          | 0          | 360           |
| Property Acquisition     | 0            | 0            | 0          | 0             |
| <b>Total Expenditure</b> | <b>\$120</b> | <b>\$280</b> | <b>\$0</b> | <b>\$400</b>  |

| REVENUES               | 2003         | 2004         | 2005-2009  | Total '03-'09 |
|------------------------|--------------|--------------|------------|---------------|
| REET 2                 | 0            | 0            | 0          | 0             |
| Surface Water Reserves | 120          | 280          | 0          | 400           |
| Grants                 | 0            | 0            | 0          | 0             |
| Other                  | 0            | 0            | 0          | 0             |
| <b>Total Revenues</b>  | <b>\$120</b> | <b>\$280</b> | <b>\$0</b> | <b>\$400</b>  |

**Tolt Easement Storm Drainage Rehabilitation Project**

**Project Number: SWM-19**

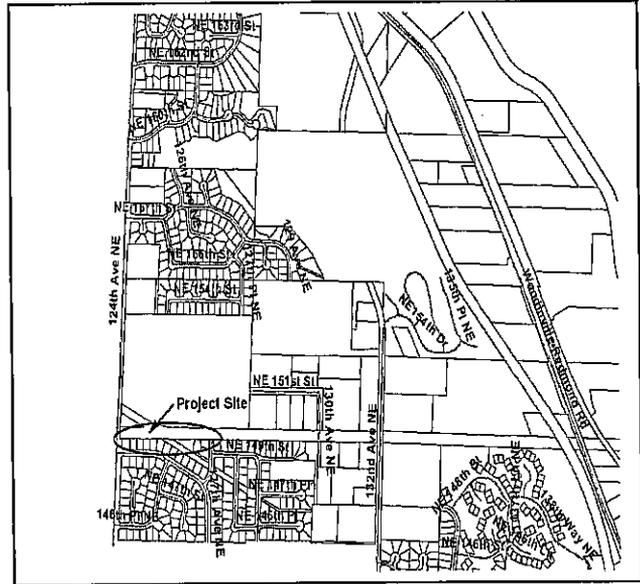
**Project Description:** Rehabilitate approximately 1,000 lf of 18-, and 24-inch storm drainage pipe, includes root and pipe bedding removal, cured-in-place pipe lining, and video inspection.

**Justification:** Flooding occurring at 127<sup>th</sup> Ave NE/NE 148<sup>th</sup> St. Investigations determined roots and bedding material have caused blockage in the storm drainage pipe that parallels Tolt easement.

**Additional Maintenance Cost:** None.

**Status:** Initial video inspection completed. Roots and bedding material observed. Transition location from 18-inch to 24-inch unknown.

**Council Priority:** Ordinance No. 25 Surface Water Runoff Policy was adopted to reduce flooding problems.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|--------------------------|--------------|------------|------------|---------------|
| Engineering Study        | 0            | 0          | 0          | 0             |
| Design                   | 5            | 0          | 0          | 5             |
| Construction             | 195          | 0          | 0          | 195           |
| Property Acquisition     | 0            | 0          | 0          | 0             |
| <b>Total Expenditure</b> | <b>\$200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$200</b>  |

| REVENUES                | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|-------------------------|--------------|------------|------------|---------------|
| Surface Water Reserves  | 200          | 0          | 0          | 200           |
| Capital Street Reserves | 0            | 0          | 0          | 0             |
| Unsecured Grants        | 0            | 0          | 0          | 0             |
| Unsecured Mitigation    | 0            | 0          | 0          | 0             |
| <b>Total Revenues</b>   | <b>\$200</b> | <b>\$0</b> | <b>\$0</b> | <b>\$200</b>  |

**Little Bear Creek 134<sup>th</sup> Ave NE Culvert Replacement Project**  
Project Number: SWM 12

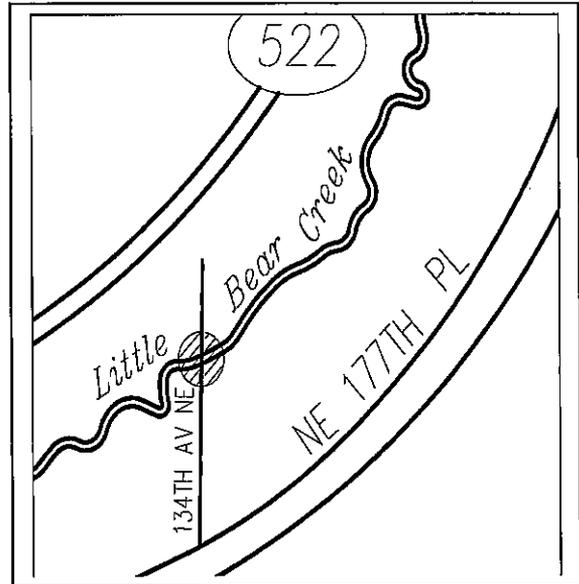
**Project Description:** The three 48-inch culverts located at the 134<sup>th</sup> Avenue NE crossing of Little Bear Creek has been identified as a fish passage barrier due to the condition of the culverts and high velocities. The project will include the replacement of the existing concrete culverts with the construction of a single span bridge, and fish passage enhancements (large woody debris, log weirs, and planting).

**Justification:** Because of its obstruction to fish passage, the Washington Department of Fish and Wildlife requires that it be removed. Its removal will promote a healthier and more beautiful environment.

**Status:** Preliminary estimation and early conceptual design phase.

**Additional Maintenance Cost: \$4,000/year**  
Only material cost for replacement. Labor is from volunteers

**Council Priority:** No priority assigned as of yet. In relation to Council Goal 2, Salmon Recovery Work. This project would remove an identified fish passage barrier, and enhance the surrounding habitat.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   | 0          | 0          | 75           | 75            |
| Construction             | 0          | 0          | 600          | 600           |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$675</b> | <b>\$675</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| Surface Water Reserve   | 0          | 0          | 0            | 0             |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Unsecured Grants        | 0          | 0          | 675          | 675           |
| Other                   | 0          | 0          | 0            | 0             |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$675</b> | <b>\$675</b>  |

**NE 175<sup>th</sup> Street Storm Drainage/Pedestrian Path Improvement**

**Project Number: SWM-14**

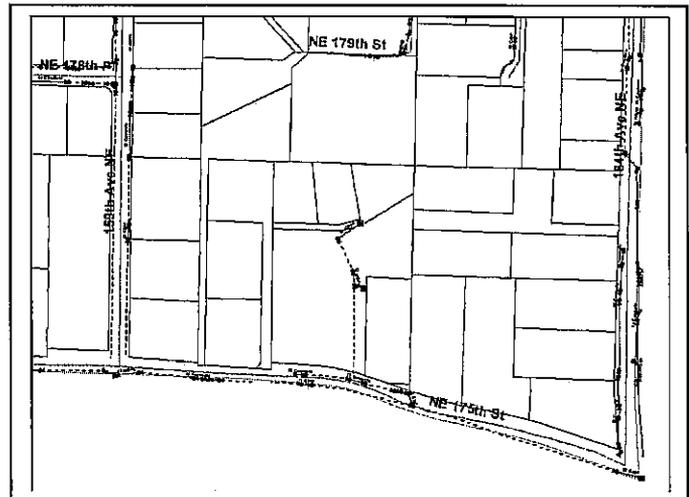
**Project Description:** Replace approximately 1,600 linear feet of open ditch with closed pipe drainage system on south side of NE 175<sup>th</sup> Street between 159<sup>th</sup> Avenue NE and 164<sup>th</sup> Avenue NE. Construct a 6-foot wide gravel pedestrian path on top of proposed drainage system.

**Justification:** Existing open ditch has been a maintenance problem. Ditch banks are gravel, which have been eroding. Crew has had to rebuild banks and regrade ditch. Pedestrian access in this area is non-existent. Very narrow shoulders on both sides.

**Additional Maintenance Cost:** None.

**Status:** Design 60% complete.

**Council Priority:** This project addresses the Community Design Goal. It will contribute to the pedestrian friendly environment of the community.



**Financial Information (dollars shown in thousands)**

| <b>EXPENDITURES</b>      | <b>2003</b> | <b>2004</b>  | <b>2005-2009</b> | <b>Total '03-'09</b> |
|--------------------------|-------------|--------------|------------------|----------------------|
| Engineering Study        | 0           | 0            | 0                | 0                    |
| Design                   | 0           | 7            | 0                | 7                    |
| Construction             | 0           | 120          | 0                | 120                  |
| Property Acquisition     | 0           | 0            | 0                | 0                    |
| <b>Total Expenditure</b> | <b>\$0</b>  | <b>\$127</b> | <b>\$0</b>       | <b>\$127</b>         |

| <b>REVENUES</b>         | <b>2003</b> | <b>2004</b>  | <b>2005-2009</b> | <b>Total '03-'09</b> |
|-------------------------|-------------|--------------|------------------|----------------------|
| REET 2                  | 0           | 0            | 0                | 0                    |
| Capital Street Reserves | 0           | 0            | 0                | 0                    |
| Grants                  | 0           | 0            | 0                | 0                    |
| SWM Fees                | 0           | 127          | 0                | 127                  |
| <b>Total Revenues</b>   | <b>\$0</b>  | <b>\$127</b> | <b>\$0</b>       | <b>\$127</b>         |

**Storm Water Pond Improvement**  
Project Number: SWM-16

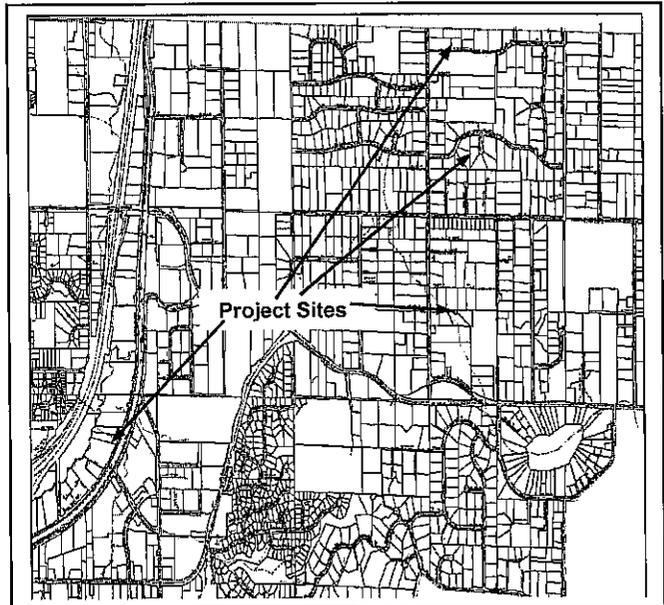
**Project Description:** Evaluate ponds based on current standards and improve them to provide better water quality and detention functions. This would include increasing the depth of the existing ponds, possibly adding a cell, and modifying the control structures.

**Justification:** Regulations and standards have changed. Existing ponds need to be evaluated to determine if they can meet today's standards and if there is an opportunity to improve their function.

**Additional Maintenance Cost:** None.

**Status:** To be included as a recommendation in the Surface Water Management Comprehensive Plan.

**Council Priority:** This addresses the Environmental Goal. It will enhance, protect, and improve water quality.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 30           | 30            |
| Design                   | 0          | 0          | 10           | 10            |
| Construction             | 0          | 0          | 260          | 260           |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$300</b> | <b>\$300</b>  |

| REVENUES                | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-------------------------|------------|------------|--------------|---------------|
| REET 2                  | 0          | 0          | 0            | 0             |
| Capital Street Reserves | 0          | 0          | 0            | 0             |
| Unsecured Grants        | 0          | 0          | 0            | 0             |
| SWM Fees                | 0          | 0          | 300          | 300           |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$300</b> | <b>\$300</b>  |

**Little Bear Creek Regional Water Quality Facilities**

**Project Number: SWM-18**

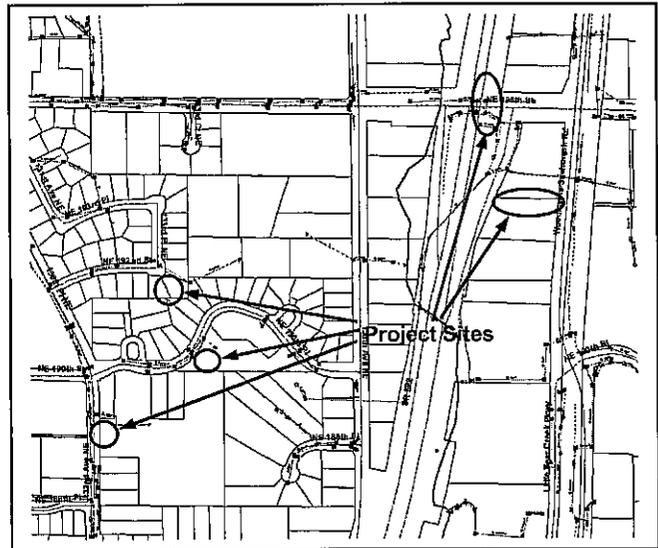
**Project Description:** Install regional water quality facilities to provide water quality treatment for the runoff within the Little Bear Creek basin.

**Justification:** Road runoff in some areas of the Little Bear Creek basin is being discharged into Little Bear Creek without treatment or inadequate treatment.

**Additional Maintenance Cost:** 15,000/year.

**Status:** To be included as a recommendation in the Surface Water Management Comprehensive Plan.

**Council Priority:** This addresses the Environmental Goal. It will enhance, protect, and improve water quality.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   | 0          | 0          | 20           | 20            |
| Construction             | 0          | 0          | 500          | 500           |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$520</b> | <b>\$520</b>  |

| REVENUES                | 2004       | 2005       | 2006-2009    | Total 04-09  |
|-------------------------|------------|------------|--------------|--------------|
| REET 2                  | 0          | 0          | 0            | 0            |
| Capital Street Reserves | 0          | 0          | 0            | 0            |
| Unsecured Grants        | 0          | 0          | 480          | 480          |
| Unsecured Mitigation    | 0          | 0          | 40           | 40           |
| <b>Total Revenues</b>   | <b>\$0</b> | <b>\$0</b> | <b>\$520</b> | <b>\$520</b> |

**Stream Corridor Planting Projects**

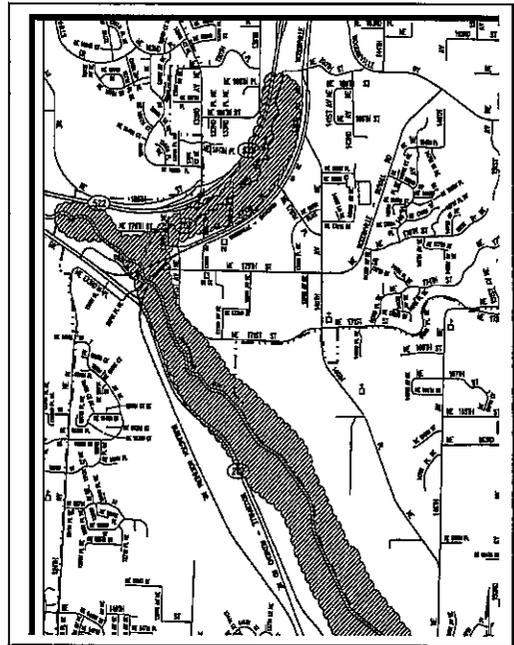
**Project Number: SWM-3**

**Project Description:** Support volunteer planning and regional efforts to enhance, and restore, stream corridors throughout the City. Perform on-going monitoring and maintenance

**Justification:** The project will improve and restore habitat for fish and wildlife that will meet the early action criteria adopted by the WRIA 8. The project will also protect water quality in some erosion areas.

**Status:** The City has performed a number of volunteer efforts to plant along the Sammamish River near the Wilmot Park area. Efforts will extend along Little Bear and Woodin Creek in the next few years.

**Council Priority:** Supported in the Comp Plan and Salmon Task Force.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003        | 2004        | 2005-2009   | Total '03-'09 |
|--------------------------|-------------|-------------|-------------|---------------|
| Engineering Study        | 0           | 0           | 0           | 0             |
| Design                   | 0           | 0           | 0           | 0             |
| Construction             | 10          | 10          | 60          | 80            |
| Property Acquisition     | 0           | 0           | 0           | 0             |
| <b>Total Expenditure</b> | <b>\$10</b> | <b>\$10</b> | <b>\$60</b> | <b>\$80</b>   |

| REVENUES                | 2003        | 2004        | 2005-2009   | Total '03-'09 |
|-------------------------|-------------|-------------|-------------|---------------|
| SMW Reserve             | 0           | 8           | 0           | 8             |
| Capital Street Reserves | 0           | 0           | 0           | 0             |
| Grants                  | 10          | 0           | 0           | 10            |
| Unsecureud Grants       | 0           | 2           | 60          | 62            |
| <b>Total Revenues</b>   | <b>\$10</b> | <b>\$10</b> | <b>\$60</b> | <b>\$80</b>   |

**Habitat Enhancements**

**Project Number: SWM-9**

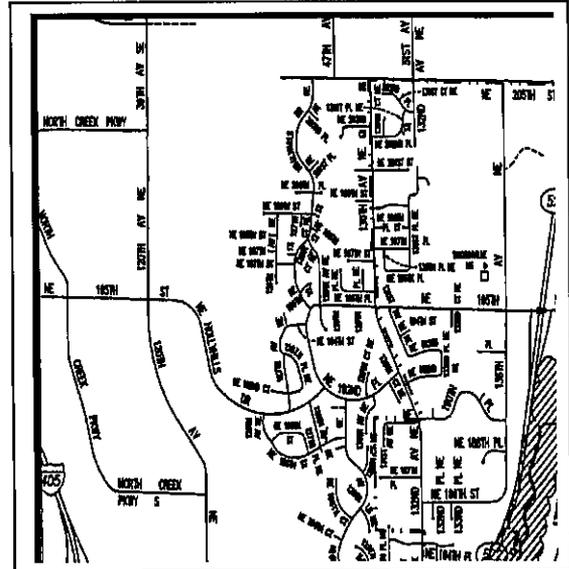
**Project Description:** Habitat restoration along key stream corridors to enhance ecologically significant fish runs.

**Justification:** Meets the early criteria established by WRIA8 and the regional funding principles adopted by the Sammamish Watershed Forum.

**Status:** None.

**Additional Maintenance Cost: \$4,000/year**  
Only material cost for replacement. Labor is from volunteers

**Council Priority:** First tier project in past 3 CIPs



**Financial Information (dollars shown in thousands)**

| <b>EXPENDITURES</b>      | <b>2003</b> | <b>2004</b>  | <b>2005-2009</b> | <b>Total '03-'09</b> |
|--------------------------|-------------|--------------|------------------|----------------------|
| Engineering Study        | 0           | 0            | 0                | 0                    |
| Design                   | 20          | 0            | 0                | 20                   |
| Construction             | 0           | 164          | 0                | 164                  |
| Property Acquisition     | 0           | 0            | 0                | 0                    |
| <b>Total Expenditure</b> | <b>\$20</b> | <b>\$164</b> | <b>\$0</b>       | <b>\$184</b>         |

| <b>REVENUES</b>        | <b>2003</b> | <b>2004</b>  | <b>2005-2009</b> | <b>Total '03-'09</b> |
|------------------------|-------------|--------------|------------------|----------------------|
| Surface Water Reserves | 0           | 0            | 0                | 0                    |
| REET I                 | 0           | 0            | 0                | 0                    |
| Grants                 | 0           | 17.5         | 0                | 17.5                 |
| Beginning Fund Balance | 20          | 146.5        | 0                | 166.5                |
| <b>Total Revenues</b>  | <b>\$20</b> | <b>\$164</b> | <b>\$0</b>       | <b>\$184</b>         |



**Acquisition of Stream Corridor Parcels**

**Project Number: SWM-8**

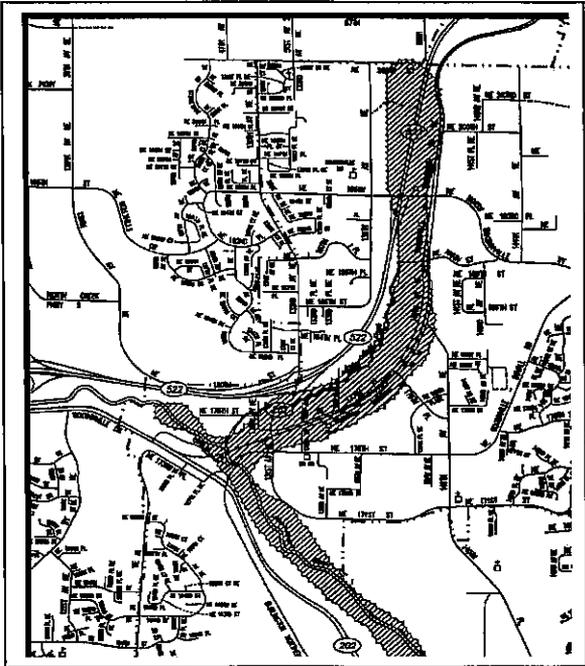
**Project Description:** Acquisition of land or conservation easements in the Little Bear Creek Basin or Sammamish River shoreline.

**Justification:** Protects key parcels of land for fish and wildlife habitat along with restoration, which is necessary to allow the upstream habitat to function.

**Status:** Acquisition of parcels along Little Bear Creek is a first priority project for the Sammamish Watershed Forum.

**Additional Maintenance Cost: \$1,000 to \$20,000/year** Maintenance is dependant on land use and if educational information provided.

**Council Priority:** First priority project last 3CIPs.

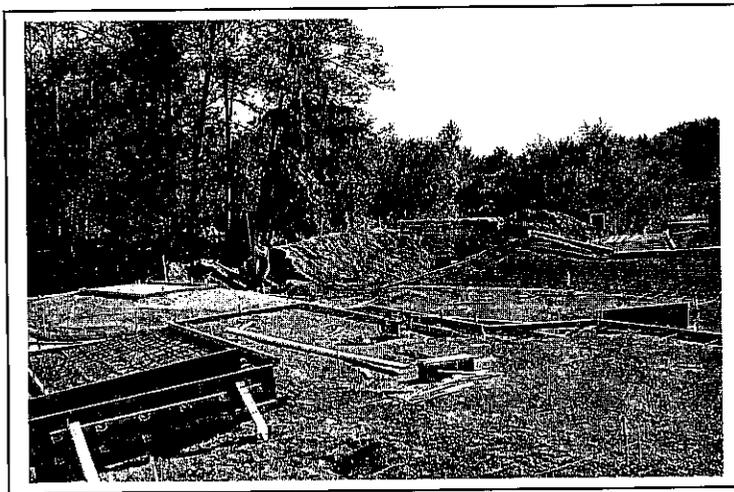


**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 0            | 0             |
| Design                   | 0          | 0          | 0            | 0             |
| Construction             | 0          | 0          | 0            | 0             |
| Property Acquisition     | 0          | 0          | 350          | 350           |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$350</b> | <b>\$350</b>  |

| REVENUES              | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-----------------------|------------|------------|--------------|---------------|
| SWM Reserves          | 0          | 0          | 0            | 0             |
| Park Impact Fees      | 0          | 0          | 0            | 0             |
| Unsecured Grants      | 0          | 0          | 350          | 350           |
| Other                 | 0          | 0          | 0            | 0             |
| <b>Total Revenues</b> | <b>\$0</b> | <b>\$0</b> | <b>\$350</b> | <b>\$350</b>  |

# Parks Projects



The skate park at Woodinville Rotary Park is beginning to take shape in June 2003.

**Little Bear Creek Lineal Park**

**Project Number:** PK-3

**Project Description:**

Purchase and development of high quality parcels for purposes of providing trailheads, public access easements, interpretive facilities, recreation, and habitat conservation and enhancement. Acquisitions will form the cornerstones of a community wide effort to protect the most valuable salmon habitat within Woodinville and will be the focus of stewardship, education, and interpretive efforts. Protection of high quality habitat will be the primary purpose as described in the Little Bear Creek Corridor Plan.

**Justification:**

Little Bear Creek Corridor Study identifies parcels containing the highest quality habitat within the urban area. They are vacant and can provide supporting upland areas for interpretation, education, and volunteer efforts per the PRO PLAN.



**Status:** Cornerstone parcels have been purchased. Little Bear Creek Master Plan underway.

Additional Maintenance Costs: \$10,500/year

**Council Priority:** PRO Plan Adoption.

**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009      | Total '03-'09  |
|--------------------------|------------|------------|----------------|----------------|
| Engineering Study        | 0          | 0          | 0              | 0              |
| Design                   | 0          | 0          | 25             | 25             |
| Construction             | 0          | 0          | 350            | 350            |
| Property Acquisition     | 0          | 0          | 625            | 625            |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b> | <b>\$1,000</b> |

| REVENUES              | 2003       | 2004       | 2005-2009      | Total '03-'09  |
|-----------------------|------------|------------|----------------|----------------|
| REET I                | 0          | 0          | 1000           | 1000           |
| Admissions Tax        | 0          | 0          | 0              | 0              |
| Park Impact Fee       | 0          | 0          | 0              | 0              |
| Land and Water Grant  | 0          | 0          | 0              | 0              |
| <b>Total Revenues</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b> | <b>\$1,000</b> |

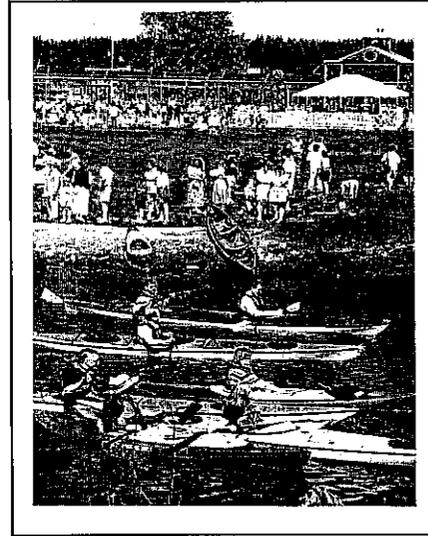
**Non-Motorized Boat Launch Reconstruction**  
Project Number: PK-17

**Project Description:** Create improved public access for non-motorized boating, restore native habitat, and provide interpretive facilities.

**Justification:**  
Supports tourism and quality of life.  
PRO Plan.  
Public/Private partnerships.

**Additional Maintenance Costs: \$1,000/year**

**Status:**



Financial Information (dollars shown in thousands)

| EXPENDITURES             | 2003       | 2004        | 2005-2009    | Total '03-'09 |
|--------------------------|------------|-------------|--------------|---------------|
| Engineering Study        | 0          | 0           |              | 0             |
| Design                   | 0          | 45          | 0            | 45            |
| Construction             | 0          |             | 175          | 175           |
| Acquisition              | 0          | 0           | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$45</b> | <b>\$175</b> | <b>\$220</b>  |

| REVENUES              | 2003       | 2004        | 2005-2009    | Total '03-'09 |
|-----------------------|------------|-------------|--------------|---------------|
| REET 1                | 0          | 0           | 0            | 0             |
| Admissions Tax        | 0          | 45          | 175          | 220           |
| Park Impact Fee       | 0          | 0           | 0            | 0             |
| Other                 | 0          | 0           | 0            | 0             |
| <b>Total Revenues</b> | <b>\$0</b> | <b>\$45</b> | <b>\$175</b> | <b>\$220</b>  |

**Pedestrian Bridges and Trails**

**Project Number:** PK-9

**Project Description**

Acquire or develop trails or bridges that can connect industrial, retail, school, and employment areas with recreation trails and facilities in order to facilitate non-motorized transportation in the Woodinville area. Funds may be used to connect neighborhoods with the CBD, to acquire or develop land for bridges, or to extend or enhance access to existing multi-purpose trails, to create trailheads, accessory parking, or signs and interpretive facilities for non-motorized trail purposes per the PRO Plan.

**Justification:**

Reduces congestion  
Promotes circulation  
Promotes tourism and supports businesses by connecting employees to Central Business District.



**Status:**

**Additional Maintenance Costs:** \$1,500/year

**Council Priority:** PRO Plan

**Financial Information (dollars shown in thousands)**

| <b>EXPENDITURES</b>      | <b>2003</b> | <b>2004</b> | <b>2005-2009</b> | <b>Total '03-'09</b> |
|--------------------------|-------------|-------------|------------------|----------------------|
| Engineering Study        | 0           | 0           | 60               | 60                   |
| Design                   | 0           | 0           | 90               | 90                   |
| Construction             | 0           | 0           | 475              | 475                  |
| Property Acquisition     | 0           | 0           | 150              | 150                  |
| <b>Total Expenditure</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$775</b>     | <b>\$775</b>         |

| <b>REVENUES</b>       | <b>2003</b> | <b>2004</b> | <b>2005-2009</b> | <b>Total '03-'09</b> |
|-----------------------|-------------|-------------|------------------|----------------------|
| REET1                 | 0           | 0           | 0                | 0                    |
| Admissions Tax        | 0           | 0           | 300              | 300                  |
| Unsecured Grants      | 0           | 0           | 475              | 475                  |
| Other                 | 0           | 0           | 0                | 0                    |
| <b>Total Revenues</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$775</b>     | <b>\$775</b>         |

**Sports Field Acquisition and Development**  
Project Number: PK-10

**Project Description:**

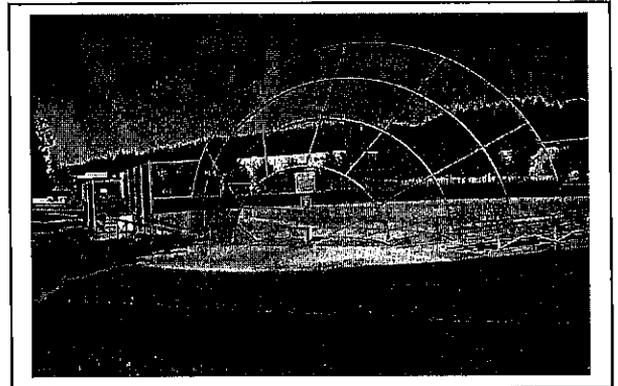
Assist King County, Snohomish County, Northshore School District, the cities of Redmond, Bothell, and Kirkland, leagues and non-profits in locating and funding regional sports facilities that can meet the needs of the citizens in Woodinville. Conduct an inventory to identify those fields that are the most cost effective to upgrade and leverage city expenditures to the greatest degree.

**Justification:** PRO Plan directs City to work in collaboration with others to meet need. Regional sports facilities are more cost effective to provide than those that the City could provide by itself and are more likely to have adequate infrastructure, such as restrooms, parking, and drainage that allow for extended play, adult play, and tournament play.

**Status:** Council gave direction to the Parks and Recreation Commission to conduct a field inventory in 2001.

**Additional Maintenance Costs: \$4,000/year**  
Assumes no more than 25% of Maintenance and Operating Costs

**Council Priority:** High



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003        | 2004       | 2005-2009    | Total '02-'08 |
|--------------------------|-------------|------------|--------------|---------------|
| Engineering Study        | 0           | 0          | 0            | 0             |
| Design                   | 0           | 0          | 0            | 0             |
| Construction             | 45          | 0          | 175          | 220           |
| Property Acquisition     | 0           | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$45</b> | <b>\$0</b> | <b>\$175</b> | <b>\$220</b>  |

| REVENUES              | 2003        | 2004       | 2005-2009    | Total '03-'09 |
|-----------------------|-------------|------------|--------------|---------------|
| REET1                 | 0           | 0          | 0            | 0             |
| Admissions Tax        | 0           | 0          | 175          | 175           |
| Grants                | 0           | 0          | 0            | 0             |
| Beginning Balance     | 45          | 0          | 0            | 45            |
| <b>Total Revenues</b> | <b>\$45</b> | <b>\$0</b> | <b>\$175</b> | <b>\$220</b>  |

**Park Land Banking**

**Project Number:** PK-21

**Project Description:**

Acquire or option key open space parcels for wildlife/habitat conservancy or recreation outside of the Little Bear Creek Corridor. Conserve view corridors, important habitat corridors, and significant stands of timber or pastureland. In addition to acquisition, this project is to obtain conservation easements, trail easements, or purchase options that retain system flexibility.

**Justification:**

Lack of open space and development pressure are limiting Woodinville's opportunities to develop future park and open space facilities. Levels of Service for habitat/resource land are significantly below NRPA standards.



**Status:** In 2001, this project fund was used to purchase a 17-acre property adjacent to Woodinville High School.

**Additional Maintenance Costs:**

\$750/acre/year

**Council Priority:** PRO Plan.

**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004         | 2005-2009    | Total '03-'09 |
|--------------------------|------------|--------------|--------------|---------------|
| Engineering Study        | 0          | 0            | 0            | 0             |
| Design                   | 0          | 0            | 0            | 0             |
| Construction             | 0          | 0            | 0            | 0             |
| Property Acquisition     | 0          | 100          | 400          | 500           |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$100</b> | <b>\$400</b> | <b>\$500</b>  |

| REVENUES                       | 2003       | 2004         | 2005-2009    | Total '03-'09 |
|--------------------------------|------------|--------------|--------------|---------------|
| REET1                          |            | 100          | 400          | 500           |
| Surface Water                  |            |              | 0            | 0             |
| Admissions Tax                 |            | 0            | 0            | 0             |
| Other - Beginning Fund Balance |            |              |              | 0             |
| <b>Total Revenues</b>          | <b>\$0</b> | <b>\$100</b> | <b>\$400</b> | <b>\$500</b>  |

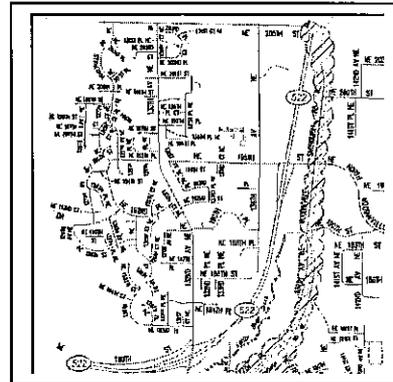
**Rail Corridor Trail**  
Project Number: PK-7

**Project Description:**

Uses railroad right-of-way through Central Business District to create multipurpose trail connections between the Sammamish River Trail and other trails in Snohomish County. To be designed in conjunction with 177<sup>th</sup> Street (Little Bear Creek Parkway).

**Justification:**

PRO Plan.  
Non-Motorized Transportation.  
Congestion Reduction.  
Trail Linkages



**Status:** None.

**Additional Maintenance Costs:** \$1.39/lf

**Council Priority:** PRO Plan Adoption

**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|--------------------------|------------|------------|--------------|---------------|
| Engineering Study        | 0          | 0          | 100          | 100           |
| Design                   | 0          | 0          | 100          | 100           |
| Construction             | 0          | 0          | 500          | 500           |
| Property Acquisition     | 0          | 0          | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$0</b> | <b>\$0</b> | <b>\$700</b> | <b>\$700</b>  |

| REVENUES              | 2003       | 2004       | 2005-2009    | Total '03-'09 |
|-----------------------|------------|------------|--------------|---------------|
| REET1                 | 0          | 0          | 0            | 0             |
| Admissions Tax        | 0          | 0          | 700          | 700           |
| Grants                | 0          | 0          | 0            | 0             |
| Other                 | 0          | 0          | 0            | 0             |
| <b>Total Revenues</b> | <b>\$0</b> | <b>\$0</b> | <b>\$700</b> | <b>\$700</b>  |

# Facilities

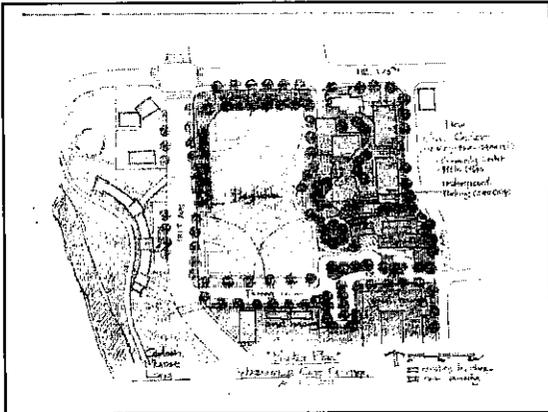


City crews paved the lower parking lot adjacent to the Community Center in 2002 as part of Phase I of the Civic Center Master Plan.

**Civic Center  
Project Number: FAC-2**

**Project Description:** Develop a Civic Center on the 10+ acres located in downtown commonly known as the Sorenson property. Acquisition of key parcels, parking development, improvements to existing buildings, new construction and associated engineering and architectural fees.

**Justification:** In 1999 the City reached an agreement with the Northshore School District to purchase the 10.5-acre property, home to the old Woodinville School and the C.O. Sorenson School. The City took possession of the Woodinville School building, a parking lot and the athletic fields in December. The City is looking to develop the property as a downtown civic/community center campus.



**Status:**  
The City Council will consider adopting the Phase II master plan for the Community Center in 2003.

**Council Priority:** Developing and implementing a Civic Center master plan is the City Council's number one priority for 2001.

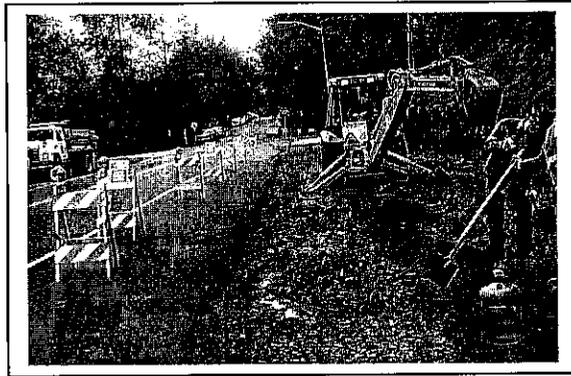
**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004         | 2005-2009      | Total '03-'09  |
|--------------------------|--------------|--------------|----------------|----------------|
| Engineering Study        | 0            | 0            | 0              | 0              |
| Design                   | 0            | 0            | 0              | 0              |
| Construction             | 0            | 0            | 0              | 0              |
| Property Acquisition     | 300          | 250          | 1400           | 1950           |
| <b>Total Expenditure</b> | <b>\$300</b> | <b>\$250</b> | <b>\$1,400</b> | <b>\$1,950</b> |

| REVENUES               | 2003         | 2004         | 2005-2009      | Total '03-'09  |
|------------------------|--------------|--------------|----------------|----------------|
| REET 1                 | 0            |              |                | 0              |
| REET 2                 | 0            |              |                | 0              |
| General Fund Transfer  | 0            |              | 1160           | 1160           |
| Beginning Fund Balance | 300          | 250          | 240            | 790            |
| <b>Total Revenues</b>  | <b>\$300</b> | <b>\$250</b> | <b>\$1,400</b> | <b>\$1,950</b> |



# Under Construction



Work begins on 136<sup>th</sup> Ave NE adjacent to Woodinville High School.

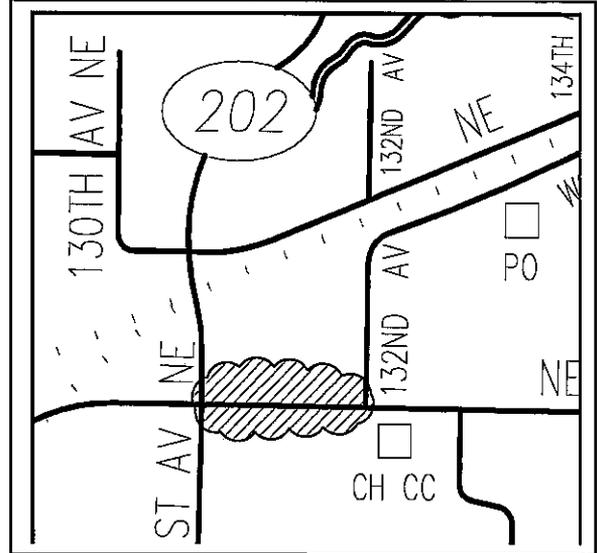
**175<sup>th</sup> Street/131<sup>st</sup> Right-Turn Pocket**  
Project Number: I-14

**Project Description:** Extend the existing westbound right turn pocket to allow a longer storage length. Project will require additional right of way from the cemetery.

**Justification:** There are a high number of vehicle trips making westbound right turns at this intersection. The addition turn lane will allow higher capacity of the intersection to help relieve congestion.

**Status:** Staff working with Cemetery group to obtain needed right of way. Potential agreement on installation of a railing fence for exchange of ROW.

**Council Priority:** This project was requested as a CIP by the Council.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|--------------------------|--------------|------------|------------|---------------|
| Engineering Study        | 0            | 0          | 0          | 0             |
| Design                   | 0            | 0          | 0          | 0             |
| Construction             | 326          | 0          | 0          | 326           |
| Property Acquisition     | 0            | 0          | 0          | 0             |
| <b>Total Expenditure</b> | <b>\$326</b> | <b>\$0</b> | <b>\$0</b> | <b>\$326</b>  |

| REVENUES                | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|-------------------------|--------------|------------|------------|---------------|
| REET I                  | 110          | 0          | 0          | 110           |
| Capital Street Reserves | 0            | 0          | 0          | 0             |
| Grants                  | 0            | 0          | 0          | 0             |
| Beginning Fund Balance  | 216          | 0          | 0          | 216           |
| <b>Total Revenues</b>   | <b>\$326</b> | <b>\$0</b> | <b>\$0</b> | <b>\$326</b>  |

**136<sup>th</sup> Ave NE/NE 195<sup>th</sup> St. Intersection Improvements**

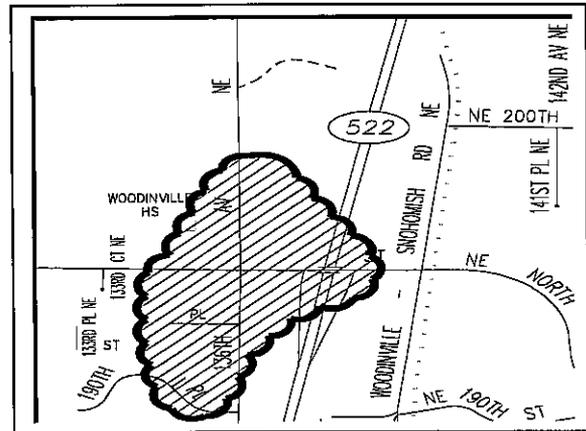
**Project Number:** I-15

**Project Description:** Intersection channelization revision for NE 195<sup>th</sup> St. westbound to 136<sup>th</sup> Ave NE northbound. The project will re-channelize the intersection to reduce the blocking and vehicle queuing. The project will include widening, channelization revisions, pavement markings and signage.

**Justification:** The intersection channelization would address the blocking and improve operations at both the intersection and the interchange to reduce congestion related incidents. Improvements will be coordinated with the development of City owned property to the north.

**Status:** Planning Commission recommends including the project in the 2002-2007 CIP

**Council Priority:**



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|--------------------------|--------------|------------|------------|---------------|
| Engineering Study        | 0            | 0          | 0          | 0             |
| Design                   | 40           | 0          | 0          | 40            |
| Construction             | 860          | 0          | 0          | 860           |
| Property Acquisition     | 0            | 0          | 0          | 0             |
| <b>Total Expenditure</b> | <b>\$900</b> | <b>\$0</b> | <b>\$0</b> | <b>\$900</b>  |

| REVENUES                | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|-------------------------|--------------|------------|------------|---------------|
| REET 2                  | 854          | 0          | 0          | 854           |
| Capital Street Reserves | 0            | 0          | 0          | 0             |
| Grants                  | 0            | 0          | 0          | 0             |
| Beginning Fund Balance  | 46           | 0          | 0          | 46            |
| <b>Total Revenues</b>   | <b>\$900</b> | <b>\$0</b> | <b>\$0</b> | <b>\$900</b>  |

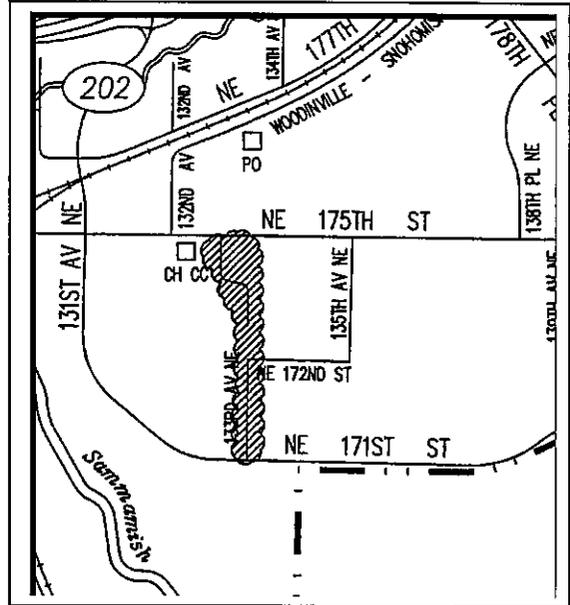
**133<sup>rd</sup> Avenue NE (172<sup>nd</sup> to 175<sup>th</sup>) Phase II Grid Road**  
Project Number: GR-16

**Project Description:** Construct the north section of 133<sup>rd</sup> Avenue NE from adjacent the new City Hall site to termini at 175<sup>th</sup> Street. The project will include the construction of a 24 foot wide, ½ street section, which will included sidewalk on the west side, street lighting and future bike lanes. The east ½ street will be constructed by adjacent future development. Water system mainline loop and undergrounding of power will be included for the future City Center.

**Justification:** This project is identified in the Comp Plan as a Grid Road connection and the City Council has made a formal direction to proceed with this connection road.

**Status:** Phase I completed in 2000 except for some landscaping work to be completed in spring 2001. Phase II right of way acquisition in process. Construction dependent on NSD vacating Sorenson site. Phase II under design. Some utility work and road construction anticipated in 2001. Final 2002.

**Council Priority:** Council has directed to proceed with Phase I and has approved the alignment of Phase II.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|--------------------------|--------------|------------|------------|---------------|
| Engineering Study        | 0            | 0          | 0          | 0             |
| Design                   | 0            | 0          | 0          | 0             |
| Construction             | 160          | 0          | 0          | 160           |
| Property Acquisition     | 0            | 0          | 0          | 0             |
| <b>Total Expenditure</b> | <b>\$160</b> | <b>\$0</b> | <b>\$0</b> | <b>\$160</b>  |

| REVENUES                  | 2003         | 2004       | 2005-2009  | Total '03-'09 |
|---------------------------|--------------|------------|------------|---------------|
| REET 1                    | 0            | 0          | 0          | 0             |
| REET 2                    | 0            | 0          | 0          | 0             |
| SWM Reserves              | 0            | 0          | 0          | 0             |
| Other - Beginning Balance | 160          | 0          | 0          | 160           |
| <b>Total Revenues</b>     | <b>\$160</b> | <b>\$0</b> | <b>\$0</b> | <b>\$160</b>  |

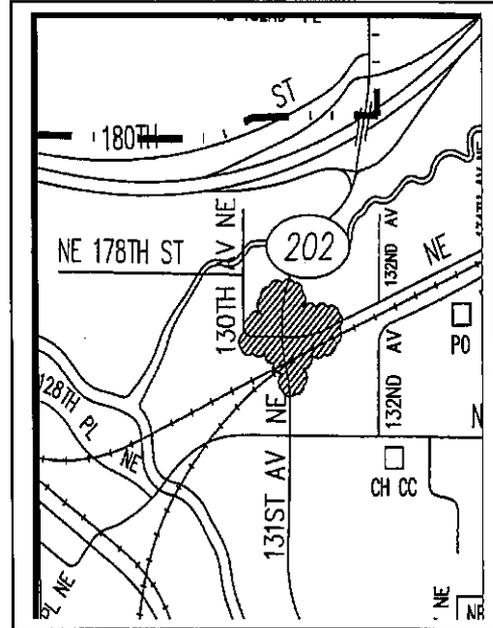
**131<sup>st</sup> Avenue NE (SR 202) /NE 177<sup>th</sup> Place Intersection Improvement**  
Project Number: I-16

**Project Description:** Add an additional left turn lanes to improvement circulation and reduce congestion. This project will focus on increasing capacity on 177<sup>th</sup>. Improvements will include widening, pedestrian improvements, channelization, street lighting, and Gateway treatment.

**Justification:** 177<sup>th</sup> has a dedicated fund for improvement and this intersection improvement will maximize the capacity to relieve congestion on SR 202 by providing an alternate north access for the CBD.

**Status:** Project broken on two stages. First stage will complete signal and east leg of intersection. Bid awarded on 18 June 2001. West leg anticipated in January 2002. Construction expected to be completed in 2002.

**Council Priority:** Council had authorized a utility tax to fund this project, along with Developer mitigation. This was a first tier project for the past 4 years.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003        | 2004       | 2005-2009  | Total '03-'09 |
|--------------------------|-------------|------------|------------|---------------|
| Engineering Study        | 0           |            |            | 0             |
| Design                   | 0           |            |            | 0             |
| Construction             | 80          | 0          | 0          | 80            |
| Property Acquisition     | 0           |            |            | 0             |
| <b>Total Expenditure</b> | <b>\$80</b> | <b>\$0</b> | <b>\$0</b> | <b>\$80</b>   |

| REVENUES                | 2003        | 2004       | 2005-2009  | Total '03-'09 |
|-------------------------|-------------|------------|------------|---------------|
| REET 2                  | 0           | 0          | 0          | 0             |
| Capital Street Reserves | 0           | 0          | 0          | 0             |
| Grants                  | 0           | 0          | 0          | 0             |
| Beginning Fund Balance  | 80          | 0          | 0          | 80            |
| <b>Total Revenues</b>   | <b>\$80</b> | <b>\$0</b> | <b>\$0</b> | <b>\$80</b>   |

**Little Bear Creek Parkway (SR 202 to 190<sup>th</sup> Avenue NE)**  
**Project Number: RM-16A**

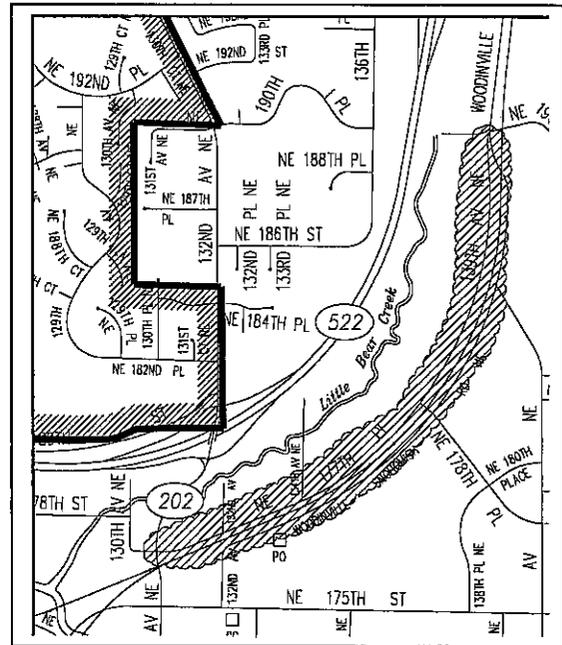
**Project Description:** Widen existing two-lane road with a two way left turn lane, curb-gutter, bicycle lanes, and sidewalk along the northern side of the roadway. Other improvements include street lighting, landscape improvements, pedestrian connectivity, and traffic signal improvements. Gateway landscaping improvements will be considered.

**Justification:** This project is expected to provide an alternate route for the CBD area to help relieve congestion and to encourage development along this corridor.

**Status:** In design. Traffic signal at Mill Place (178<sup>th</sup>) to begin construction in 2002. Funding is secured through a dedicated utility tax.

**Additional Maintenance Cost: \$21,000/year**  
Overlay (\$8k); Infra (\$2k); SWM (\$5k); Gen (\$2k); Light (\$2k); Landscape (\$3k)

**Council Priority:** Identified projects from 1996 in Trans Element of Comp Plan.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004         | 2005-2009      | Total '03-'09  |
|--------------------------|--------------|--------------|----------------|----------------|
| Engineering Study        | 0            | 0            | 0              | 0              |
| Design                   | 0            | 0            | 0              | 0              |
| Construction             | 300          | 800          | 2100           | 3200           |
| Property Acquisition     | 0            | 0            | 0              | 0              |
| <b>Total Expenditure</b> | <b>\$300</b> | <b>\$800</b> | <b>\$2,100</b> | <b>\$3,200</b> |

| REVENUES                | 2003         | 2004         | 2005-2009      | Total '03-'09  |
|-------------------------|--------------|--------------|----------------|----------------|
| Utility Tax             | 0            | 200          | 2100           | 2300           |
| Capital Street Reserves | 0            | 0            | 0              | 0              |
| Grants                  | 0            | 0            | 0              | 0              |
| Beginning Balance       | 300          | 600          | 0              | 900            |
| <b>Total Revenues</b>   | <b>\$300</b> | <b>\$800</b> | <b>\$2,100</b> | <b>\$3,200</b> |

**Little Bear Creek Parkway & 132<sup>nd</sup> Railroad Crossing**  
Project Number: RM-16B

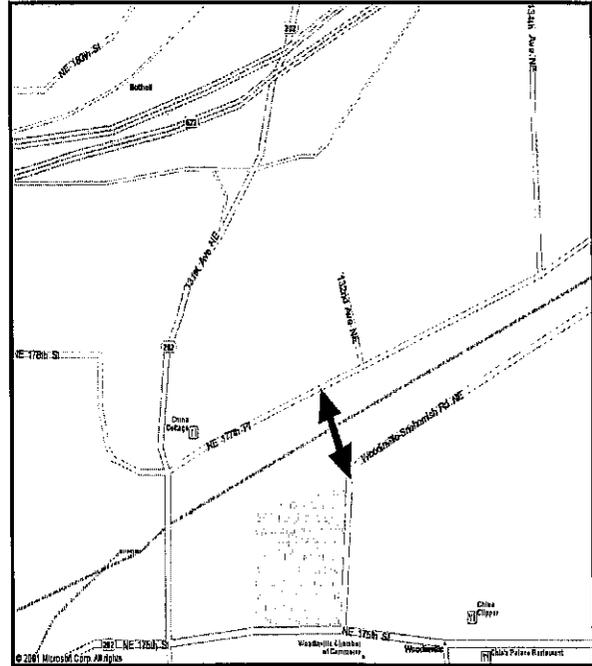
**Project Description:** construct a new at grade rail crossing and traffic signal at Little Bear Creek Parkway.

**Justification:** The new roadway segment will provide a grid road connection between NE 175<sup>th</sup> to Little Bear Creek Parkway. This improvement will provide an alternate route for the downtown area.

**Status:** Staff is currently working with the railroad on this concept.

**Additional Maintenance Cost: \$9,000/year**  
Overlay (\$2k); Infra (\$5k); SWM (\$1k); Gen (\$.5k); Light (\$.5k); Landscape (\$0k)

**Council Priority:** Identified in Downtown Master Plan for future grid road connection.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004         | 2005-2009    | Total '03-'09 |
|--------------------------|--------------|--------------|--------------|---------------|
| Engineering Study        | 100          |              |              | 0             |
| Design                   | 40           | 80           |              | 120           |
| Construction             |              | 120          | 480          | 600           |
| Property Acquisition     |              |              |              | 0             |
| <b>Total Expenditure</b> | <b>\$140</b> | <b>\$200</b> | <b>\$480</b> | <b>\$820</b>  |

| REVENUES                | 2003         | 2004         | 2005-2009    | Total '03-'09 |
|-------------------------|--------------|--------------|--------------|---------------|
| Utility Tax             | 140          | 200          | 480          | 820           |
| Capital Street Reserves | 0            | 0            | 0            | 0             |
| Grants                  | 0            | 0            | 0            | 0             |
| Other                   | 0            | 0            | 0            | 0             |
| <b>Total Revenues</b>   | <b>\$140</b> | <b>\$200</b> | <b>\$480</b> | <b>\$820</b>  |



**Project Name:** BNRP – SR202/SR 522 Interchange Improvement (Phase I: Replace RR Trestle)  
**Project Number:** RO-27 A

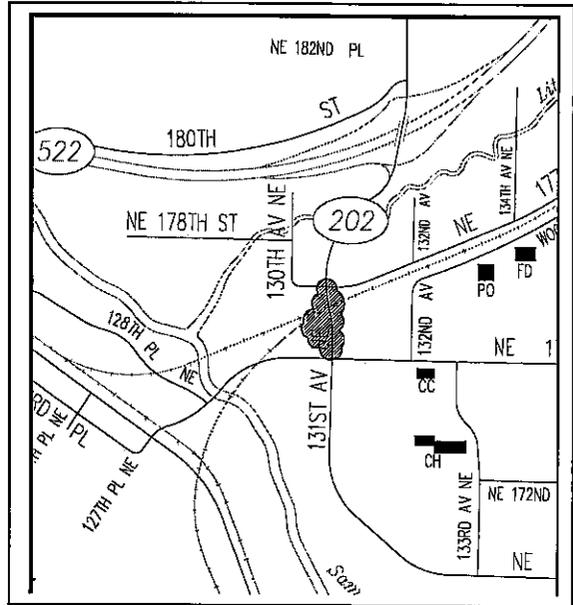
**Project Description:** This project is one of three phases to improve access to and from the SR 522/SR 202 interchange and to relieve traffic congestion in the CBD. This phase of the project includes the widening of the south leg of the LBCP/SR 202 intersection, removal and replacement of the railroad trestle, and gateway improvements.

**Justification:** This is the highest congestion point for the City and has the greatest impact to travel in the CBD area.

**Status:** Work on the east-west legs of the SR 202/LBCP intersection were completed in early 2003. In 2002, the City received a grant for \$4.6 million from TIB..

**Additional Maintenance Cost: \$9,000/year**  
 Overlay (\$1k); Infra (\$1k); SWM (\$2k); Gen (\$1k); Light (\$1k); Landscape (\$3k)

**Council Priority:** The project has been identified as a first tier CIP for the past 5 years.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004         | 2005-2009      | Total '03-'09  |
|--------------------------|--------------|--------------|----------------|----------------|
| Engineering Study        | 0            | 0            | 0              | 0              |
| Design                   | 600          | 320          | 80             | 1000           |
| Construction             | 0            | 0            | 2495           | 2495           |
| Property Acquisition     | 0            | 0            | 0              | 0              |
| <b>Total Expenditure</b> | <b>\$600</b> | <b>\$320</b> | <b>\$2,575</b> | <b>\$3,495</b> |

| REVENUES               | 2003         | 2004         | 2005-2009      | Total '03-'09  |
|------------------------|--------------|--------------|----------------|----------------|
| Utility Tax            | 250          | 0            | 0              | 250            |
| REET 2                 | 0            | 0            | 0              | 0              |
| Capital Street Reserve | 0            | 0            | 0              | 0              |
| Grant                  | 350          | 320          | 2575           | 3245           |
| <b>Total Revenues</b>  | <b>\$600</b> | <b>\$320</b> | <b>\$2,575</b> | <b>\$3,495</b> |

**Project Name:** BNRP–SR202/SR 522 Interchange Improvement (Phase II: SR202/NE 177<sup>th</sup> no. leg)  
**Project Number:** RO-27 B

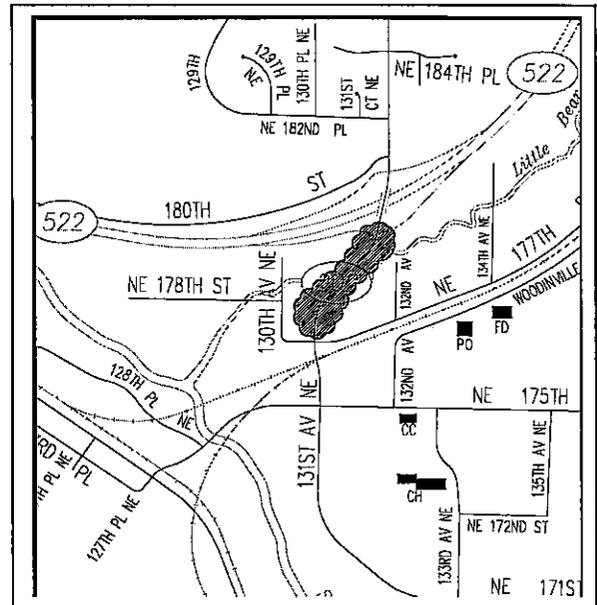
**Project Description:** This project is one of three phases to improve access to and from the SR 522/SR 202 interchange and to relieve traffic congestion in the CBD. This phase of the project includes the widening of the north leg of the LBCP/SR 202 intersection and possibly some access improvements at the SR 522 south ramps.

**Justification:** This is the highest congestion point for the City and has the greatest impact to travel in the CBD area.

**Status:** Work on the east-west legs of the SR 202/LBCP intersection were completed in early 2003. In 2002, the City received a grant for \$4.6 million from TIB.

**Additional Maintenance Cost:** \$5,000/year Overlay (\$2k); Infra (\$.5k); SWM (\$1k); Gen (\$.5k); Light (\$0k); Landscape (\$1k)

**Council Priority:** The project has been identified as a first tier CIP for the past 5 years.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004           | 2005-2009  | Total '03-'09  |
|--------------------------|--------------|----------------|------------|----------------|
| Engineering Study        | 0            | 0              | 0          | 0              |
| Design                   | 120          | 180            | 0          | 300            |
| Construction             | 0            | 1000           | 0          | 1000           |
| Property Acquisition     | 0            | 0              | 0          | 0              |
| <b>Total Expenditure</b> | <b>\$120</b> | <b>\$1,180</b> | <b>\$0</b> | <b>\$1,300</b> |

| REVENUES              | 2003         | 2004           | 2005-2009  | Total '03-'09  |
|-----------------------|--------------|----------------|------------|----------------|
| REET 1                | 0            | 0              | 0          | 0              |
| REET 2                | 0            | 0              | 0          | 0              |
| Grant                 | 0            | 1000           | 0          | 1000           |
| Beginning Balance     | 120          | 180            | 0          | 300            |
| <b>Total Revenues</b> | <b>\$120</b> | <b>\$1,180</b> | <b>\$0</b> | <b>\$1,300</b> |

**Project Name:** BNRP – SR202/SR 522 Interchange Improvement (Phase III: SR202/175<sup>th</sup> South leg)  
**Project Number:** RO-27 C

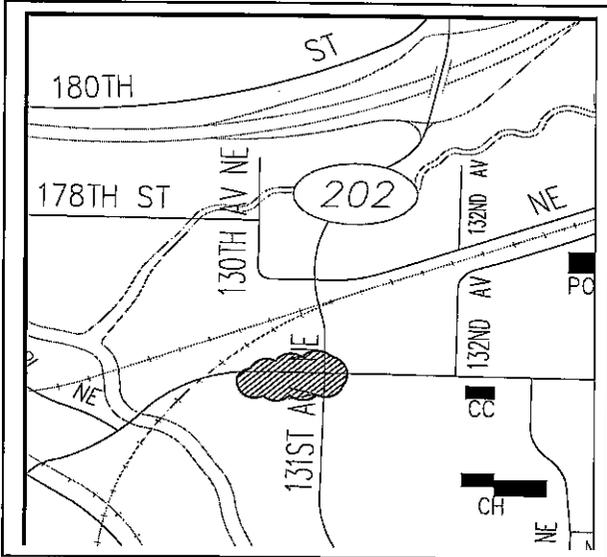
**Project Description:** This project is one of three phases to improve access to and from the SR 522/SR 202 interchange and to relieve traffic congestion in the CBD. This phase of the project includes the widening of the north and west leg of SR 202/175<sup>th</sup> south intersection, modifications to the traffic signal, and some minor widening.

**Justification:** This is the highest congestion point for the City and has the greatest impact to travel in the CBD area.

**Status:** Work on the east-west legs of the SR 202/LBCP intersection were completed in early 2003. In 2002, the City received a grant for \$4.6 million from TIB.

**Additional Maintenance Cost: \$4,000/year**  
 Overlay (\$1k); Infra (\$.5k); SWM (\$.5k); Gen (\$1k);  
 Light (\$0k); Landscape (\$1k)

**Council Priority:** The project has been identified as a first tier CIP for the past 5 years.



**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003        | 2004        | 2005-2009    | Total '03-'09 |
|--------------------------|-------------|-------------|--------------|---------------|
| Engineering Study        | 0           | 0           | 0            | 0             |
| Design                   | 80          | 40          | 0            | 120           |
| Construction             | 0           | 0           | 380          | 380           |
| Property Acquisition     | 0           | 0           | 0            | 0             |
| <b>Total Expenditure</b> | <b>\$80</b> | <b>\$40</b> | <b>\$380</b> | <b>\$500</b>  |

| REVENUES              | 2003        | 2004        | 2005-2009    | Total '03-'09 |
|-----------------------|-------------|-------------|--------------|---------------|
| REET 1                | 0           | 0           | 0            | 0             |
| REET 2                | 0           | 0           | 0            | 0             |
| Grant                 | 0           | 0           | 380          | 380           |
| Beginning Balance     | 80          | 40          | 0            | 120           |
| <b>Total Revenues</b> | <b>\$80</b> | <b>\$40</b> | <b>\$380</b> | <b>\$500</b>  |

**Rotary Community Park**

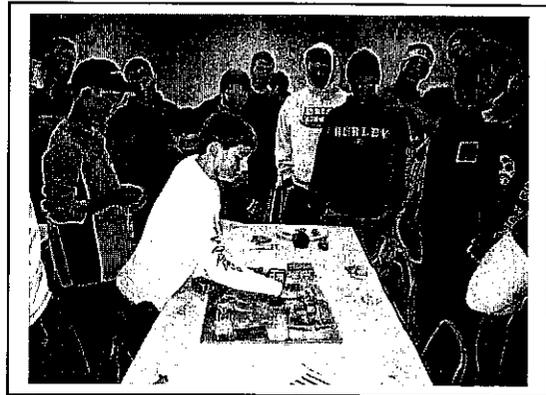
**Project Number: PK-18**

**Project Description:**

This gently sloping, heavily forested site features 2,300' of creek frontage and will provide interpretive facilities, salmon viewing platforms, and wetland boardwalks and paths. The site has been designed to function as an outdoor environmental classroom for schools in the Northshore District, including Woodin Elementary and Woodinville High School, across the street.

Specialty components of the park will serve at-risk youth and support latch-key programs. These include a concrete skate/BMX surface with a barrier-free events plaza, picnic tables, art wall, and climbing boulder. Trails will extend existing cross-country running trails for school athletic/fitness activities as well as neighborhood connectivity. A children's playground, picnic shelter, restrooms, and a pedestrian/bicycle path will connect the site to adjacent neighborhoods, streets, and bus service.

**Justification:** PRO Plan states that assuming a similar interest in Woodinville (as in other cities) a facility should be "...developed in the city or as a joint venture project with adjacent communities at a central location....".



**Status:** None.

**Additional Maintenance Costs:** \$15,000/ year  
Utilities (\$5K); Repairs & Maint. (\$2.5K);  
Landscape Maint. (\$7K); General (\$5)

**Council Priority:** PRO Plan.

**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003           | 2004         | 2005-2009   | Total '03-'09  |
|--------------------------|----------------|--------------|-------------|----------------|
| Engineering Study        | 65             | 0            | 0           | 65             |
| Design                   | 0              | 0            | 0           | 0              |
| Construction             | 1240           | 400          | 60          | 1700           |
| Property Acquisition     |                | 0            | 0           | 0              |
| <b>Total Expenditure</b> | <b>\$1,305</b> | <b>\$400</b> | <b>\$60</b> | <b>\$1,765</b> |

| REVENUES                  | 2003           | 2004         | 2005-2009   | Total '03-'09  |
|---------------------------|----------------|--------------|-------------|----------------|
| REET I                    | 375            | 0            | 0           | 375            |
| Park Impact Fee           | 0              | 20           | 0           | 20             |
| Admissions Tax            | 100            | 300          | 0           | 400            |
| Grant/Donation            | 410            | 80           | 60          | 550            |
| Beginning fund balance(s) | 420            | 0            | 0           | 420            |
| <b>Total Revenues</b>     | <b>\$1,305</b> | <b>\$400</b> | <b>\$60</b> | <b>\$1,765</b> |

(05/15/2003)

**City wide Pedestrian Crossing Program**

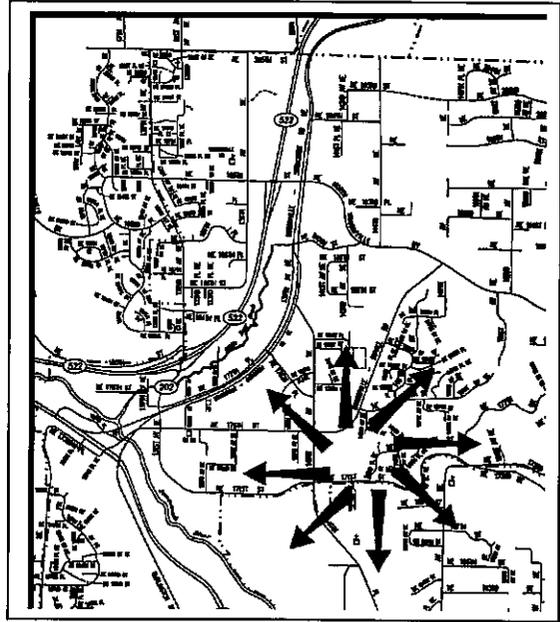
**Project Number: PED 1**

**Project Description:** This is an annual program to install pedestrian crossing enhancement at key pedestrian traffic areas or high safety concern areas throughout the City. Improvement could include signage, lighting, signal, warning systems, and pavement markings.

**Justification:** Pedestrian safe community is an identified policy of the City Council. This program will address pedestrian concerns on an annual program.

**Status:** Two major crosswalks installed today with a third waiting for construction in 2001.

**Council Priority:** This was a first tier project in the past 2 years.



**Financial Information (dollars shown in thousands)**

| <b>EXPENDITURES</b>      | <b>2003</b> | <b>2004</b> | <b>2005-2009</b> | <b>Total '03-'09</b> |
|--------------------------|-------------|-------------|------------------|----------------------|
| Engineering Study        | 0           | 0           | 0                | 0                    |
| Design                   | 2           | 0           | 0                | 2                    |
| Construction             | 52          | 0           | 0                | 52                   |
| Property Acquisition     | 0           | 0           | 0                | 0                    |
| <b>Total Expenditure</b> | <b>\$54</b> | <b>\$0</b>  | <b>\$0</b>       | <b>\$54</b>          |

| <b>REVENUES</b>         | <b>2003</b> | <b>2004</b> | <b>2005-2009</b> | <b>Total '03-'09</b> |
|-------------------------|-------------|-------------|------------------|----------------------|
| REET 2                  | 0           | 0           | 0                | 0                    |
| Capital Street Reserves | 0           | 0           | 0                | 0                    |
| Grants                  | 0           | 0           | 0                | 0                    |
| Beginning Balance       | 54          | 0           | 0                | 54                   |
| <b>Total Revenues</b>   | <b>\$54</b> | <b>\$0</b>  | <b>\$0</b>       | <b>\$54</b>          |

**Greenbrier Park, Community Center and Open Space**  
Project Number: PK-4

**Project Description:**

Acquisition/Development of park property at ARCH Housing Site. Includes .5 acre Greenbrier Park, improvements to community center in exchange for controlled public access, and trail improvements to a 10 acre forested open space with wetland enhancements.

**Justification:**

70-130 kids will live in this new neighborhood. Opportunity to provide indoor and outdoor recreation space for use by residents and citizens at large. Opportunities to partner with schools and senior center.



**Status:**

In process. City committed to purchase of .5-acre park and improvements to community

**Additional Maintenance Costs: \$9,000/ year**

**Council Priority:**

Council commitment to master plan.  
PRO Plan Adoption.

**Financial Information (dollars shown in thousands)**

| EXPENDITURES             | 2003         | 2004        | 2005-2009   | Total '03-'09 |
|--------------------------|--------------|-------------|-------------|---------------|
| Engineering Study        | 0            | 0           | 0           | 0             |
| Design                   | 0            | 0           | 0           | 0             |
| Construction             | 0            | 35          | 0           | 35            |
| Property Acquisition     | 110          | 0           | 0           | 110           |
| <b>Total Expenditure</b> | <b>\$110</b> | <b>\$35</b> | <b>\$45</b> | <b>\$145</b>  |

| REVENUES                       | 2003         | 2004        | 2005-2009  | Total '03-'09 |
|--------------------------------|--------------|-------------|------------|---------------|
| REET 1                         | 0            | 0           | 0          | 0             |
| Admissions Tax                 | 0            | 35          | 0          | 35            |
| Grants                         | 0            | 0           | 0          | 0             |
| Other - Beginning Fund Balance | 110          | 0           | 0          | 110           |
| <b>Total Revenues</b>          | <b>\$110</b> | <b>\$35</b> | <b>\$0</b> | <b>\$145</b>  |

**Appendices**

Appendix A – Projects Ranked by Category.....76  
Appendix B – Evaluation Criteria.....80  
Appendix C – CIP Calendar.....82  
Appendix D – Community Comments.....84  
Appendix E – Adopting Ordinance - No. 339.....99

**2004-2009 CIP  
Projects Ranked by Category**

| Project Number                    | Project  |  | Evaluation Criteria    |                  |                           |                    |                       |                       |                           |                      |             |            |                  |                 |      | Total Score |
|-----------------------------------|--|--|------------------------|------------------|---------------------------|--------------------|-----------------------|-----------------------|---------------------------|----------------------|-------------|------------|------------------|-----------------|------|-------------|
|                                   |  |  | Public Health & Safety | Operating Budget | Availability of Financing | Cost/Benefit Ratio | Environmental Quality | External Requirements | Relation to Adopted Plans | Economic Development | Opportunity | Timeliness | Vision Statement | Quality of Life |      |             |
| <b>TRANSPORTATION - MOTORIZED</b> |  |  |                        |                  |                           |                    |                       |                       |                           |                      |             |            |                  |                 |      |             |
| I-6                               | SR 202 at 127th Pl. NE   | Installation of new signal, additional lanes, pedestrian improvements, bike lanes                        | 3                      | 2                | 1.5                       | 2                  | 2                     | 1                     | 3                         | 3                    | 1           | 1          | 2                | 0               | 21.5 |             |
| RM-25                             | SR 522/SR 202 Access : CCRP)   | Realignment of SR 202, future interchange connection to SR 522 & I-405                                   | 3                      | 2                | 2                         | 2                  | 2                     | 1                     | 3                         | 3                    | 1           | 1          | 1                | 0               | 21   |             |
| RM-27                             | Wood. - Snohomish Rd NE 175th St. - 140th Ave. NE (past post office)   | Left turn lane, pedestrian improvement, bike lanes   | 3                      | 2                | 1.5                       | 2                  | 2                     | 1                     | 3                         | 2                    | 1           | 1          | 2                | 0               | 20.5 |             |
| RM-12                             | SR202 (WR Road) 127th Place NE - 131st Ave. NE                         | Additional capacity lanes, pedestrian improvements, bike lanes, RR xing improvement                      | 3                      | 2                | 1                         | 2                  | 2                     | 1                     | 3                         | 2                    | 1           | 1          | 2                | 0               | 20   |             |
| GR-7                              | NE 177th Street 140th Ave. NE - Wood. -Duv. Rd.                        | New three lane grid road with bike lanes, pedestrian improvements, signals (2), lighting                 | 2                      | 1                | 1.5                       | 2                  | 1                     | 1                     | 3                         | 3                    | 1           | 2          | 2                | 0               | 19.5 |             |
| I-8                               | SR 202 at NE 145th St./148th Ave. NE                                   | Installation of roundabout, pedestrian improvement, bike lanes   | 3                      | 2                | 1.5                       | 2                  | 2                     | 1                     | 3                         | 2                    | 1           | 0          | 2                | 0               | 19.5 |             |
| RM-11                             | State Route 202 (WR Road) NE 145th St/148th Ave. NE I/S-127th Place NE | Additional capacity lanes, pedestrian improvement, bike lanes, access improvement                        | 2                      | 2                | 1.5                       | 2                  | 2                     | 1                     | 3                         | 2                    | 1           | 1          | 2                | 0               | 19.5 |             |
| RM-5                              | Wood. -Snohomish Rd NE 195th St - 185th Ave. NE                        | Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements | 3                      | 2                | 1.5                       | 2                  | 2                     | 1                     | 3                         | 2                    | 1           | 0          | 2                | 0               | 19.5 |             |
| RO-27                             | SR 202 From NE 175th St. to NE 182nd St.                               | Additional capacity lanes and safety improvements, possible transit                                      | 3                      | 2                | 1.5                       | 2                  | 1                     | 1                     | 3                         | 2                    | 1           | 1          | 2                | 0               | 19.5 |             |
| RM-3                              | Wood. - Snohomish Rd - North City Limits to Hwy 522                    | Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement                       | 2                      | 2                | 1.5                       | 2                  | 2                     | 1                     | 3                         | 2                    | 1           | 0          | 2                | 0               | 18.5 |             |
| RM-15                             | State Route 522/NE 195th St "North" Ramps Set                          | New access for SR 522 from 195th   | 2                      | 2                | 2                         | 2                  | 1                     | 1                     | 3                         | 2                    | 1           | 0          | 2                | 0               | 18   |             |
| RO-4                              | Woodinville-Duvall Rd NE 178th St to NE 190th St                       | Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement                       | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 1                    | 1           | 0          | 2                | 0               | 17.5 |             |
| RM-6                              | Woodinville-Duvall Rd 190th St. to 171st Ave NE                        | Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement                       | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 1                    | 1           | 0          | 2                | 0               | 17.5 |             |
| I-1                               | Wood. -Duvall at 168th Ave.  | Turn movement and pedestrian safety improvement  | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 1                    | 1           | 0          | 1                | 0               | 16.5 |             |
| RM-7                              | 140th Ave. NE 185th Ave. NE-N/O 175th Ave. NE                          | Additional capacity lanes, signal improvements   | 1                      | 2                | 1                         | 2                  | 2                     | 1                     | 3                         | 1                    | 1           | 0          | 2                | 0               | 16   |             |

**2004-2009 CIP  
Projects Ranked by Category**

| Project Number | Project   |  | Evaluation Criteria    |                  |                           |                    |                       |                       |                           |                      |             |            |                  |                 | Total Score |
|----------------|---|--|------------------------|------------------|---------------------------|--------------------|-----------------------|-----------------------|---------------------------|----------------------|-------------|------------|------------------|-----------------|-------------|
|                |   |  | Public Health & Safety | Operating Budget | Availability of Financing | Cost/Benefit Ratio | Environmental Quality | External Requirements | Relation to Adopted Plans | Economic Development | Opportunity | Timeliness | Vision Statement | Quality of Life |             |
| RO-17          | 124th Ave. NE - NE 160th St to NE 169th St                              | Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement                       | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 15.5        |
| RO-19          | 124th Ave. NE - NE 169th St to SR 202 WR                                | Widen lanes, turn lanes, pedestrian improvements, bike lanes, signal improvement                         | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 15.5        |
| GR-10          | 135th Ave. NE NE 171st St. - NE 172nd St.                               | New 2/3 lane grid road, pedestrian improvements, bike lanes  | 1                      | 1                | 1                         | 2                  | 1                     | 0                     | 3                         | 3                    | 1           | 0          | 2                | 0               | 15          |
| GR-17          | 135th Ave. NE NE 175th St. - NE 177th St.                               | New 2/3 lane grid road, pedestrian improvements, bike lanes  | 1                      | 1                | 1                         | 2                  | 1                     | 0                     | 3                         | 3                    | 1           | 0          | 2                | 0               | 15          |
| GR-2           | 138th Ave. NE NE 171st St. - NE 172nd St.                               | New 2/3 lane grid road, pedestrian improvements, bike lanes  | 1                      | 1                | 1                         | 2                  | 1                     | 0                     | 3                         | 3                    | 1           | 0          | 2                | 0               | 15          |
| GR-6           | NE 172nd St. 138th Ave. NE - 135th Ave. NE                              | New 2/3 lane grid road, pedestrian improvements, bike lanes  | 1                      | 1                | 1                         | 2                  | 1                     | 0                     | 3                         | 3                    | 1           | 0          | 2                | 0               | 15          |
| I-17           | NE 171 <sup>st</sup> Street and 133 <sup>rd</sup> Ave NE Signal         | New signal with pedestrian improvements  | 3                      | 1                | 1                         | 1                  | 2                     | 0                     | 3                         | 1                    | 1           | 1          | 1                | 0               | 15          |
| RO-28          | NE 195th St. From SR 522 Inter. To WS Rd                                | Additional capacity lanes, pedestrian improvements, bike lanes, signal improvement, RR xing improvements | 3                      | 2                | 1                         | 1                  | 1                     | 1                     | 3                         | 1                    | 1           | 0          | 1                | 0               | 15          |
| I-10, 11       | 124th Ave. at NE 148th St at NE 157th St.                               | New traffic signals, pedestrian crossings  | 3                      | 2                | 1.5                       | 1                  | 1                     | 1                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 14.5        |
| RO-22          | NE 186th St. -136th Ave. NE 132nd Ave. to NE 195th St.                  | Minor widening existing lanes, pedestrian improvements   | 3                      | 2                | 1.5                       | 1                  | 2                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 14.5        |
| I-21           | NE 175 <sup>th</sup> Street and 133 <sup>rd</sup> Ave NE Signal         | New signal with pedestrian improvements  | 3                      | 1                | 1                         | 1                  | 2                     | 0                     | 2                         | 1                    | 1           | 1          | 1                | 0               | 14          |
| RO-26          | NE 190th Street 142nd Ave NE to 144th Ave NE                            | Improve existing road as alternate route from CBD to Industrial area                                     | 2                      | 1                | 1.5                       | 1                  | 2                     | 0                     | 3                         | 1                    | 1           | 0          | 1                | 0               | 13.5        |
| S-7            | 164th Ave. NE - NE 175th St to NE 180th St                              | Traffic calming to reduce cut through traffic and speeding   | 3                      | 2                | 1                         | 1                  | 0                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 1               | 13          |
| S-5            | "Leota Lake Loop" traffic calming 160th/167th Aves. NE, NE 180th Street | Traffic calming to reduce cut through traffic and speeding   | 3                      | 2                | 1                         | 1                  | 0                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 1               | 13          |
| I-22           | NE 143rd Place 132nd Ave. NE Realign intersection                       | Intersection improvements (2), Pedestrian improvements, bike lanes, lighting                             | 3                      | 2                | 1                         | 1                  | 0                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 12          |
| R-1            | Pavement Overlay  | Major street re-surfacing  | 1                      | 1                | 1                         | 2                  | 0                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 1               | 11          |
| RM-1           | 144th Ave. NE South of county line                                      | Alternative connection road to commercial area   | 1                      | 1                | 1                         | 1                  | 1                     | 0                     | 3                         | 1                    | 1           | 0          | 1                | 0               | 11          |

**2004-2009 CIP  
Projects Ranked by Category**

| Project Number                        | Project  |  | Evaluation Criteria    |                  |                           |                    |                       |                       |                           |                      |             |            |                  |                 | Total Score |
|---------------------------------------|--|--|------------------------|------------------|---------------------------|--------------------|-----------------------|-----------------------|---------------------------|----------------------|-------------|------------|------------------|-----------------|-------------|
|                                       |  |  | Public Health & Safety | Operating Budget | Availability of Financing | Cost/Benefit Ratio | Environmental Quality | External Requirements | Relation to Adopted Plans | Economic Development | Opportunity | Timeliness | Vision Statement | Quality of Life |             |
| <b>TRANSPORTATION - NON MOTORIZED</b> |  |  |                        |                  |                           |                    |                       |                       |                           |                      |             |            |                  |                 |             |
| PED-3                                 | Derby Pedestrian Path  |  | 3                      | 2                | 1.5                       | 1                  | 2                     | 0                     | 3                         | 2                    | 1           | 2          | 1                | 2               | 20.5        |
| RO-14                                 | NE 143rd Place 132nd Ave. NE to SR 202 (Tourist District Canyon)       | Intersection improvements (2), Pedestrian improvements, bike lanes, lighting                   | 3                      | 2                | 1                         | 1                  | 2                     | 1                     | 3                         | 0                    | 1           | 0          | 1                | 1               | 16          |
| RO-12                                 | NE 171st-175th St 140th Ave. NE to 164th Ave. NE (Woodin Creek Canyon) | Turn improvement, pedestrian improvements, bike lanes  | 3                      | 2                | 1.5                       | 1                  | 2                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 1               | 15.5        |
| RO-16                                 | NE 195th Street 130th Ave. NE to WS Road                               | Turn improvement, pedestrian improvements, bike lanes  | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 15.5        |
| RO-20                                 | NE 205th Street - 130th Ave. NE to 136th Ave. NE                       | Turn improvement, pedestrian improvements, bike lanes  | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 15.5        |
| RO-21                                 | 130th Ave NE-132nd Ave NE NE 182nd St. to NE 205th St.                 | Turn improvement, pedestrian improvements, bike lanes  | 3                      | 2                | 1.5                       | 1                  | 2                     | 1                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 15.5        |
| RO-1                                  | 168th Ave. NE WD Rd to NE 195th St (Leota Neighborhood Improvement)    | Pedestrian improvements, bike lanes, lighting  | 3                      | 2                | 1                         | 1                  | 1                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 1               | 14          |
| RO-3                                  | 156th Ave. NE WD Rd to NE 205th St                                     | Turn improvement, pedestrian improvements, bike lanes  | 3                      | 2                | 1                         | 1                  | 2                     | 0                     | 3                         | 0                    | 1           | 0          | 1                | 0               | 14          |
| <b>PARKS</b>                          |  |  |                        |                  |                           |                    |                       |                       |                           |                      |             |            |                  |                 |             |
| PK-3                                  | Little Bear Creek Lineal Park  | Trailheads, interpretive facilities and habitat enhancements                                   | 2                      | 1                | 3                         | 2                  | 3                     | 1                     | 3                         | 2                    | 3           | 3          | 3                | 3               | 29          |
| PK-17                                 | Non-motorized boat launch  | Create improved public access for non-motorized boating  | 2                      | 1                | 2                         | 1                  | 3                     | 0                     | 3                         | 1                    | 1           | 1          | 3                | 3               | 21          |
| PK-9                                  | Pedestrian Bridges and Trails  | Connect industrial areas and soft trail on the west side of the Sammamish River with the CBD   | 2                      | 1                | 1                         | 2                  | 1                     | 1                     | 2.5                       | 1                    | 2           | 1          | 3                | 3               | 20.5        |
| PK-10                                 | Sports Field Acquisition and Development                               | Locate and fund sports facilities  | 1                      | 1                | 2                         | 1                  | 1                     | 1                     | 3                         | 1                    | 1           | 2          | 3                | 3               | 20          |
| PK-21                                 | Park Land Banking  | Options to acquire key open space parcels outside the Little Bear Creek Corridor               | 0                      | 1                | 0                         | 1                  | 2                     | 1                     | 3                         | 1                    | 3           | 0          | 3                | 3               | 18          |
| PK-7                                  | Rails to Trails  | Use railroad right-of-way to create multipurpose trail connections                             | 2                      | 1                | 1                         | 0                  | 1                     | 0                     | 3                         | 1                    | 2           | 1          | 3                | 3               | 18          |
| PK-11                                 | Woodin Creek Park Renovations  | Create bridge and environmental trails, extend open play area and provide additional parking   | 1                      | 1                | 1                         | 1                  | 2                     | 0                     | 2                         | 0                    | 1           | 0          | 2                | 3               | 14          |
| PK-16                                 | Neighborhood Park Projects   | Select, plan and develop neighborhood playgrounds in partnership with schools and associations | 2                      | 1                | 1                         | 1                  | 1                     | 0                     | 2                         | 0                    | 1           | 0          | 2                | 3               | 14          |
| PK-6                                  | Woodin Glen Interpretive Area  | Develop wooded upland parcel adjacent to Woodin Glen Pond                                      | 1                      | 1                | 1                         | 1                  | 2                     | 0                     | 2                         | 0                    | 1           | 0          | 2                | 3               | 14          |
| PK-20                                 | Wilmot Park Enhancements   | Complete roofing of the Wilmot Pavilion  | 1                      | 1                | 1                         | 1                  | 1                     | 0                     | 2                         | 0                    | 1           | 0          | 2                | 3               | 13          |

**2004-2009 CIP  
Projects Ranked by Category**

| Project Number       | Project  |   | Evaluation Criteria    |                  |                           |                    |                       |                       |                           |                      |             |            |                  | Total Score |                 |
|----------------------|--|---|------------------------|------------------|---------------------------|--------------------|-----------------------|-----------------------|---------------------------|----------------------|-------------|------------|------------------|-------------|-----------------|
|                      |  |   | Public Health & Safety | Operating Budget | Availability of Financing | Cost/Benefit Ratio | Environmental Quality | External Requirements | Relation to Adopted Plans | Economic Development | Opportunity | Timeliness | Vision Statement |             | Quality of Life |
| <b>SURFACE WATER</b> |  |   |                        |                  |                           |                    |                       |                       |                           |                      |             |            |                  |             |                 |
|                      |  | Provide siltation control measures to reduce erosion of reach and to eliminate flooding of public roads | 3                      | 3                | 1                         | 2                  | 3                     | 3                     | 2                         | 1                    | 2           | 2          | 1                | 1           | 24              |
| SWM-13               | Chateau Reach erosion/silt control                 |   | 3                      | 3                | 0                         | 3                  | 2                     | 3                     | 1                         | 0                    | 2           | 0          | 1                | 3           | 21              |
| SWM-19               | Tolt Easement Storm Drain Rehab Project            | Rehabilitate storm drainage pipe  |                        |                  |                           |                    |                       |                       |                           |                      |             |            |                  |             |                 |
| SWM-12               | Little Bear Creek/NE 134th Ave Culvert Replacement | Replace existing culvert to improve fish passage  | 0                      | 3                | 1.5                       | 1                  | 3                     | 3                     | 2                         | 0                    | 2           | 2          | 2                | 2           | 21.5            |
| SWM-14               | NE 175th St SD/Pedestrian path improvements        | Replace open ditch with closed pipe system  | 3                      | 2                | 1                         | 1                  | 2                     | 1                     | 2                         | 0                    | 1           | 2          | 2                | 2           | 19              |
| SWM-16               | Storm water pond improvement                       | Improve water quality and detention ponds   | 0                      | 3                | 1                         | 1                  | 3                     | 3                     | 2                         | 0                    | 1           | 1          | 2                | 1           | 18              |
| SWM-18               | Little Bear Creek regional water quality facility  | Install regional water quality facility to protect Little Bear Creek                                    | 0                      | 1                | 1                         | 1                  | 3                     | 3                     | 3                         | 1                    | 1           | 1          | 2                | 1           | 18              |
| SWM-3                | Stream Corridor Planting                           | Support for volunteer enhancement projects along stream corridors                                       | 0                      | 2                | 1                         | 1                  | 3                     | 3                     | 2                         | 0                    | 1           | 1          | 2                | 1           | 17              |
| SWM-9                | Little Bear Creek Habitat Enhancement              | Habitat restoration for fish and aquatic life   | 0                      | 2                | 1                         | 1                  | 3                     | 3                     | 2                         | 0                    | 1           | 1          | 2                | 1           | 17              |
| SWM-17               | Lake Leota regional water quality facility         | Install regional water quality facility to protect Lake Leota   | 0                      | 1                | 1                         | 1                  | 3                     | 3                     | 2                         | 0                    | 1           | 1          | 2                | 1           | 16              |
| SWM-8                | Acquisition of Stream Corridor                     | Habitat restoration and protection for fish and aquatic life with education potential                   | 0                      | 2                | 1                         | 1                  | 3                     | 3                     | 2                         | 0                    | 1           | 0          | 2                | 1           | 16              |
| SWM-15               | 136th Ave NE SD improvements                       | Rehabilitate storm drainage pipe  | 2                      | 2                | 1                         | 1                  | 1                     | 1                     | 2                         | 0                    | 1           | 1          | 1                | 1           | 14              |
| <b>FACILITIES</b>    |  |   |                        |                  |                           |                    |                       |                       |                           |                      |             |            |                  |             |                 |
| FAC-2                | Civic/Community Center                             | Provide community center within Woodinville   | 1                      | 1                | 1                         | 0                  | 0                     | 0                     | 2                         | 2                    | 1           | 1          | 3                | 3           | 15              |
| FAC-3                | Maintenance Yard                                   | Provide a shop facility for public works and parks maintenance operations                               | 2                      | 1                | 1                         | 0                  | 1                     | 0                     | 1                         | 1                    | 2           | 2          | 1                | 1           | 13              |

2003 EVALUATION CRITERIA SCORE SHEET

PROJECT NAME \_\_\_\_\_

DATE \_\_\_\_\_

| Prioritization                                | 3   | 2  | 1   | 0   | SCORE | COMMENTS |
|---|---|--|---|---|-------|----------|
| <b>Protection Of Public Health And Safety</b> |   |  |   |   |       |          |
| <b>PUBLIC HEALTH AND SAFETY</b>               | Project needed to alleviate existing health or safety hazard.   | Project needed to alleviate potential health or safety hazard.   | Project would maintain current health or safety status.   | No health or safety impact associated with project.   |       |          |
| <b>Cost Effectiveness</b>                     |   |  |   |   |       |          |
| <b>OPERATING BUDGET</b>                       | Project is a viable alternative, which will result in decreased operating costs or contribute to revenues.                          | Funding is available for long-term maintenance and stewardship.  | Project will have some additional operating costs and/or personnel additions, which might impact programs and services. | Funding this project would have negative impacts on other City projects, programs, or service delivery. |       |          |
| <b>AVAILABILITY OF FINANCING</b>              | Project revenues will support project expenses and/or grants, partnerships, and mitigation are available to reduce City share.      | Non-city revenues have been identified and applied for. Reduction in proportion of City revenues likely. | Potential for non-city revenue is marginal.   | The project is not a candidate for private funding, grants, or partnerships.                            |       |          |
| <b>COST TO BENEFIT RATIO</b>                  | Return on investment for the project can be computed and is positive.   | There may be some potential for return on investment.  | Return on investment is unlikely.   | Return on investment is negative.   |       |          |
| <b>Benefit To The City And/Or Region</b>      |   |  |   |   |       |          |
| <b>ENVIRONMENTAL QUALITY</b>                  | The project meets early action criteria of WRIA 8 for protecting key habitat values.  | The Project will improve environmental quality of the city, but does not meet early action criteria.     | Project may improve environmental quality of the city.  | Project will have no effect on the environmental quality of the city.                                   |       |          |
| <b>EXTERNAL REQUIREMENTS</b>                  | Project is required by law, regulation or mandate or is required to provide concurrency per GMA.                                    | Project is required by agreement with other jurisdictions.   | Project to be conducted in conjunction with other jurisdictions.  | Project has no components which need to be coordinated with other jurisdictions or regulators.          |       |          |
| <b>RELATION TO ADOPTED PLANS</b>              | Project is identified as a priority in a formal plan which Council has approved and/ or is required to provide concurrency per GMA. | Project can be shown to meet goals and objectives listed in adopted plans.                               | Overall project is marginal with regard to meeting adopted goals and objectives.  | Project has few components which meet goals and objectives of planning documents.                       |       |          |
| <b>SUB TOTAL</b>                              |   |  |   |   |       |          |

2003 EVALUATION CRITERIA SCORE SHEET

| Prioritization  | 3   | 2  | 1   | 0  | SCORE | COMMENT |
|---|---|--|---|--|-------|---------|
| <b>Consistency With And Support Of Economic Development Goals</b> |   |  |   |  |       |         |
| <b>ECONOMIC DEVELOPMENT</b>                                       | Project will support the vitality of the existing tax base and encourage capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.  | Project will encourage three or four of the following: capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.   | Project will encourage one or two of the following: capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.   | Project will not encourage any of the following: capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.   |       |         |
| <b>Sharing Or Reuse Of Facilities, Timing, and Opportunity</b>    |   |  |   |  |       |         |
| <b>OPPORTUNITY</b>  | Deferred action will eliminate future opportunities to meet project objectives or significantly increase the project costs.   | Deferred action may eliminate the opportunity to meet some project objectives.   | Minor aspects of the project may require alteration if the project is deferred.   | The project can be deferred without negative consequences.   |       |         |
| <b>TIMELINESS</b>   | The project has significant scheduling requirements; i.e. grant eligibility, mitigation availability, dependence on timely sharing or re-use of other facilities, and/or coordination with other projects.  | Project will allow the city to take advantage of sharing or reusing available facilities or benefit from the timing of other projects.   | Minor efficiencies would be realized by timely re-use or sharing of facilities and/or coordination with other projects.   | Use of available facilities or coordination with other projects is not available on this project.  |       |         |
| <b>Woodinville Vision</b>   |   |  |   |  |       |         |
| <b>VISION STATEMENT</b>   | The project will achieve nearly all of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel. | This project will achieve some of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel. | This project will achieve a few of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel. | This project is in conflict with or does not achieve any of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel. |       |         |
| <b>QUALITY OF LIFE</b>  | The purpose of the project is to improve the appearance of neighborhoods (residential/commercial), meet a community obligation to serve a special need population, and/or provide for stewardship of natural resources.   | Project components will improve the appearance of neighborhoods (residential/commercial), meet a community obligation to serve a special need population, and/or provide for stewardship of natural resources.   | Project components may improve the appearance of neighborhoods (residential/commercial), meet a community obligation to serve a special need population, and/or provide for stewardship of natural resources.   | Project will not improve the appearance of neighborhoods (residential/commercial), meet a community obligation to serve a special need population, and/or provide for stewardship of natural resources.  |       |         |
| <b>TOTAL</b>  |   |  |   |  |       |         |

## 2003 CIP CALENDAR

| <b>Date</b>  | <b>Meeting</b>      | <b>Action</b>  | <b>Lead</b>                                 |
|--|---------------------|--|---|
| January 2-31<br>Thursday 1/2, 1/9, 1/16<br>(9-11:30) | As Needed           | <ul style="list-style-type: none"> <li>• Prepare a calendar of key events</li> <li>• Formulate procedures for citizen involvement</li> <li>• Review evaluation criteria</li> <li>• Identify future capital needs</li> <li>• Identify projects for capital program</li> <li>• Evaluate fund balances</li> </ul> | CIP team                                    |
| Monday, January 13                                   | Study Session       | Approve evaluation criteria and public outreach program  | Council                                     |
| Thursday, January 16                                 | Chamber Luncheon    | Introduce CIP process to Chamber members, invite public to suggest new projects and comment on proposed projects   | Knight/Stake                                |
| Friday, January 31                                   | N/A                 | Public Works Department completes TIP and submits projects to CIP Team for consideration   | Monken/Seet                                 |
| Thursday 2/6, 2/13, 2/27<br>(9am-11:30am)            | Woodin Room         | Evaluate and Program Capital Projects  | CIP team                                    |
| Wednesday, Feb 5                                     | Planning Commission | Public Works introduce new/revised project proposals   | Monken/Seet                                 |
| Friday, February 28                                  | None                | <p>Project descriptions/schedules approved by dept. heads/city manager</p> <p>Preliminary CIP staff report due to CC for March 18, SS</p>  | <p>Rose/Monken/Youngblood</p> <p>Knight</p> |
| Monday, March 17                                     | Study Session       | <p>Introduce preliminary CIP and</p> <p>Distribute preliminary CIP to B/C and community stakeholders</p>   | CIP team/ Knight                            |
| Thursday, March 20                                   | None                | <p>Complete ad design and insert for Woodinville Weekly</p> <p>Complete press release</p> <p>Post preliminary CIP information on web page (draft and open house)</p>   | Knight/Stake                                |
| Monday, March 24                                     | None                | Project descriptions and comment request in Woodinville Weekly and Chamber of Commerce newsletter  | Knight/Stake                                |
| Friday, March 28                                     | None                | Submit Preliminary CIP to Comp Plan update docket  | Knight/Smith                                |
| Monday, March 31                                     | None                | Press release in Woodinville weekly  | Knight/Stake                                |

## 2003 CIP CALENDAR

|                    |                     |   |                                    |
|--------------------|---------------------|---|------------------------------------|
| Wednesday, April 2 | Planning Commission | Introduce preliminary CIP and public outreach program   | CIP team/ Knight<br>Planning Dept. |
| Monday, April 7    | None                | Comment request and Open House announcement in Woodinville weekly   | Knight/Stake                       |
| Friday, April 18   | None                | Closing date for citizen comments   |                                    |
| Tuesday, April 22  | Mngt. Team          | Discuss results of citizen comments   | Knight                             |
| Monday, May 5      | Study Session       | Open House (3-6:30pm)<br>Comprehensive Plan Amendment presented to Council  | CIP team<br>Planning Dept.         |
| Wednesday, May 21  | Planning Commission | Results of public comments and Open House presented to Planning Commission<br><br>Public Hearing<br><br>Request recommendation to Council | CIP team/ Knight<br>Planning Dept. |
| Monday, May 19     | Council Meeting     | Results of public comments and Open House presented to Council<br><br>Present recommendation from Planning Commission                     | CIP team/ Knight                   |
| Monday, June 2     | Council Meeting     | Informal Discussion of the CIP  | CIP team/ Knight                   |
| Monday, June 9     | Study Session       | Council Discussion of CIP   | CIP team/ Knight                   |
| Monday, June 16    | Council Meeting     | First Reading   | CIP Team/ Knight                   |
| Monday, July 7     | Council Meeting     | Second Reading  | CIP Team/ Knight                   |
| July 14            |                     | Press Release announcing adoption<br><br>Web page update  | Knight                             |

# Community Comments



Residents in the Wedge neighborhood review and comment proposed capital improvements.

Sent: Friday, January 24, 2003 4:21 PM

To: Marie Stake

Subject: Customer Action Request

CommentType: Suggestion

Phone: [REDACTED]

Pertaining: Project

Comments: The recent Woodinville Weekly suggested the city is interested in recreational suggestions. An obvious one is to restore at least some of the horse related facilities that existed here before. When I moved to Woodinville a street sign proclaimed that it was 'the horse capital of Washington'. Obviously this is no longer the case. Not only has the city not built anything for horses but it has destroyed or converted areas that formerly served to park horse trailers. Why not become a little horse friendly again?

Name: Dr. L. M. Guss

[REDACTED]  
Fax:

Submit: [Submit Comments](#)

Generated by: /contact-csr.asp

Remote Address: 64.12.96.6

Deborah Knight  
Capital Improvement Plan Coordinator  
City of Woodinville

This is a response to the article "See a need for a bike path or walkway" in the 20 Jan issue of the Woodinville Weekly, requesting citizens to suggest projects to you. As one who frequently bicycles through Woodinville, I have noticed three hazardous spots created by recent road construction. I recommend the elimination of these hazards as small projects which hopefully will save us from someone being seriously hurt or killed.

1. The Woodinville-Duvall Road is generally a pleasant and safe road to bike on, with nice wide shoulders and ample room for cars to steer clear of bicycles. However, an exception to this is the intersection of the Woodinville-Duvall Road and 156<sup>th</sup> Ave as one heads towards Woodinville. Just before the intersection and in front of the Arco station, the nice wide shoulder is reduced to a 1 ft shoulder (too narrow for a bicycle) and the car lane is constrained by a median. It is a tight squeeze for both a bicycle and a normal sized car to fit side-by-side in the narrow lane and quite hazardous for a bicycle and a truck or bus. To avoid being pushed into the curb, many bicyclists, including myself, ride well into the car lane when a truck or bus is behind us to prevent them from passing us.

2. A second hazard is on the Avondale Rd, just south of the library as one heads south. The bike lane or shoulder appears and disappears from the Woodinville-Duvall Rd until about 165<sup>th</sup> St. At one point the bicycle lane disappears, only to be replaced by a sidewalk. In poor lighting, this is hard to see and a bicyclist can easily end up on the sidewalk (illegal and dangerous when you are going 15 - 20 mph) or worse hit the curb or topple off it and end up in the car lane.

3. A third hazardous spot for bicycles is in downtown Woodinville at the intersection of 175<sup>th</sup> and 131<sup>st</sup> (again with an Arco station). If a bicyclist is heading west on 175th and wants to get on to the Sammamish River Trail heading north, he has two unsafe alternatives:

- a) Go straight on 175th a short distance, dismount and cross four lanes of traffic, the meridian and the curb. Although this is the legal alternative,
  - i) bicyclists hate to stop, dismount and walk their bikes
  - ii) dismounting on a narrow shoulder in traffic is not fun
  - iii) crossing four lanes of busy traffic is difficult and disruptive and maybe illegal, since it is jay walking (no crosswalk)
- b) cut diagonally across the intersection and onto the sidewalk alongside the Arco station and follow this to the trail entrance, just before the bridge. Again, riding on a sidewalk is illegal and is hazardous as vehicles exiting the Arco station onto 175th often do not see bicycles riding on the sidewalk.

I would appreciate your nomination of these small projects to make Woodinville a safer place for bicycling.

Yours,  
John Sanford  
19659 NE 176<sup>th</sup> St  
Woodinville, WA 98072  
(206) 701-3413  
johns10@woodinville.com

## Deborah Knight

---

From: ~~donald@xxxxxxxxx~~  
Sent: Wednesday, February 05, 2003 11:41 AM  
To: Deborah Knight  
Subject: CIP Project

Deborah,  
I hope it's not too late but I want to propose a CIP project. Bicycles traveling north on NE 156th have almost no space between the traffic lane and the ditch. At times the area is less than a foot. It gets really dangerous at the bottom of the dip because the relative speeds are higher. I have seen several near misses in the last several years.

On the other side of the street, as you know, we have a large (under utilized) bicycle lane. My suggestion is to use the bicycle lane for North and Southbound bicycle traffic. I think this might be pretty cheap because we would only need signange and some painting on the existing bike lane. At the south end of 156th by AM/PM we would have signange that told bike riders that the lane was on the opposite side. We would nee to repeat these signs periodically including NE 195th and NE 198th.

Let me know if this is feasible and if it can make it into this years CIP.

Thanks,  
Terry

RECEIVED

FEB 13 2003

2/13/03

ORIGINAL

Dear Deborah Knight,

City of Woodinville

This letter is in response to your call for additional ideas from citizens for capital projects to add to the City of Woodinville's 6 year CIP. The proposed pedestrian and bicycle path along SR 202 ( NE 145<sup>th</sup> ST ) on the east side of the valley appears to have been on and off the CIP for years and has not yet been funded. I believe this walkway should be a priority and want to share with you my reasons why.

One of the great things about living in Woodinville is our access to the "bike path". We are so fortunate that it runs right through the tourist district. The beauty of the valley, wineries, small farms and historical landmarks make this area a great place in which to "tour" ones own town. Coupled with our growing traffic problems, it becomes more and more desirable to develop this district with not just tourists but locals in mind. We have the same needs as tourists: we want to get out of our cars and relax; we want to enjoy our unique environment. We want to couple recreation with shopping, socializing and eating. If we create diverse, comprehensive, and pedestrian safe places in which to do this then our traffic will reduce in turn.

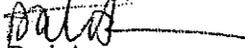
As residents, we also want to build our community and live in a town that supports us culturally and economically. Our diverse culture can already be found in the small shops, creative businesses, farms, and historical sites that have taken root. But we fear that if Woodinville does not promote small business and agriculture by supporting its development with infrastructure/access -such as this pathway- then chain stores and endless parking lots will trickle down the valley.

To this end we urge you to make access between the bike path and the tourist district a high priority.

We have an existing, successful model in the pathway west to Willows, The Herbfarm, and Redhook. The obvious next step is extending that pathway east, towards the Hollywood Hill School House and the small business district there. This area already has a ball-field, parking lot, and many interesting small businesses- yet remains unfriendly to pedestrian traffic. With proper planning this entire area could be a cohesive, desirable destination. It could entice one to park the car and stay awhile. Extending the path east is a cost effective way to promote non-motorized travel, tourism and many of Woodinville's environmental, quality of life, economic and safety goals all within one simple project.

I urge the City of Woodinville to fund and begin this project as soon as possible.

Sincerely,

  
Pati An

16044 NE 180 ST  
WOODINVILLE 98072

~~(425) 866-9505~~

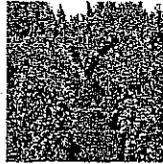


City of Woodinville

2004-2009

# Capital Improvement Plan Comment Form

The Six Year Capital Improvement Plan (CIP) is an important long-range planning tool that helps the City realize the community's vision for transportation, water quality, habitat, parks and facility improvements. Adopted annually by the City Council, the CIP is a list of priority projects, showing the estimated costs and source of revenue and funding for each project over a six year period. The City's Comprehensive Plan is the basis for developing criteria to identify, evaluate, and prioritize projects identified through a public input process.



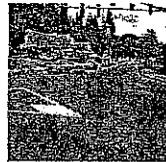
The City reviews and updates the CIP annually, providing for an opportunity for new projects to be added and priorities to be adjusted based upon

current needs. Capital improvements are an important measure of the City's progress. It is a difficult process for mixing and matching needs with limited fund sources that are often restricted to certain kinds of projects.



The CIP process begins in December and ends with the adoption of a Final Plan by the City Council in July. Public comment is accepted throughout the process.

Citizen input is extremely important to this



process. We appreciate your taking the time to review the proposed projects listed on the reverse side and **submitting your comments to the City by March 28, 2003.**

My suggestion for a new project

My comment on a proposed project

*It's obvious the first 5 <sup>transportation</sup> projects listed are all being promoted by, and for the benefit of, the wineries, Wellers Lodge and the Herbfarm. While there's nothing wrong with helping these businesses attract more tourists for their own benefit, in these very difficult times when money is so scarce, projects should be prioritized based on need, not want, and for the benefit of residents.*

To view the Capital Improvement Plan, go to <http://www.ci.woodinville.wa.us/government/projects.asp>



Woodinville City Hall  
17301 - 133rd Ave NE  
Woodinville, WA 98072  
425-489-2700



Business Hours  
Monday - Friday  
8 AM to 5 PM  
425-489-2705 (FAX)



Email comments to  
Deborah Knight,  
CIP Coordinator  
[deborahk@ci.woodinville.wa.us](mailto:deborahk@ci.woodinville.wa.us)

RECEIVED

APR 24 2003

City of Woodinville

NE 145 ST/ SR 202 PEDESTRIAN PATHWAY PETITION, Spring 2003

Dear City of Woodinville Planning Department,

This letter is in response to the call for project suggestions from citizens to add to the City of Woodinville's 6 years Capital Improvement Plan (CIP).

The previously proposed pedestrian and bicycle path along SR 202 (NE 145<sup>th</sup> ST) on the east side of the valley appears to have been on and off the CIP for years but has not yet been funded. We believe this pathway should be a priority. It would create an eastward extension of the existing, successful pathway that runs from the Sammamish River Trail west to The Willows Lodge, The Herbfarm Restaurant, Redhook Ale Brewery, Columbia Winery and Chateau Ste. Michelle Winery. It would connect the Hollywood School House and surrounding small business district to the Sammamish River Trail in the same way that those larger businesses on the west side of the valley are connected.

The area due east of Willows Lodge already has a ball-field, parking lot, and many interesting small businesses. Yet it remains inhospitable to pedestrian traffic. With proper planning this area could be a charming destination, cohesive with the tourist area to the west.

One of the great things about living in Woodinville is our access to the "bike path". We are so fortunate that it runs right through the tourist district. The Sammamish River, wineries, small farms and historical landmarks make this a wonderful leisure-time destination. Coupled with our growing traffic problems, it becomes more and more desirable to develop this district with not just tourists but locals in mind. We have many of the same needs as tourists. We want to enjoy our unique northwest environment. We want to couple recreation with shopping, socializing and eating. If we create diverse, comprehensive, and pedestrian safe places in which to do this then our quality of life will rise and our traffic will reduce.

As residents, we want to live in a community that supports us culturally and economically. Small shops, creative businesses, and farms have already taken root in the valley. Our historical sites are vital to the region but need to remain at the heart of activity. We want Woodinville to promote small business and agriculture by supporting its development with access such as this pathway.

As a first step towards creating access between the Sammamish River Trail and all of the valleys businesses, we urge the City of Woodinville to fund and begin this project.

NE 145 ST/ SR 202 PEDESTRIAN PATHWAY PETITION, Spring 2003

Signature-----Printed Name-----Address-----

Patti An PATTI AN NE 180 ST WOODINVILLE

Wanda McKee Wanda McKee 14528-156<sup>th</sup> PL Woodinville

Robert McKee Robert McKee 14528 156<sup>th</sup> PL NE

Rebecca Ford Rebecca Ford 15416 NE 141<sup>th</sup> ST Woodinville

Noah An WOODINVILLE

Bruce Milne WOODVILLE.

Bruce Milne Bellevue.

Stephanie Mulvey STEPHANIE MULVEY 16309 158<sup>th</sup> AVE NE WOODINVILLE 98072

Mindy Woodinville MINDY WOODINVILLE

Ben An Woodinville

Wilhan Oppel 4305 238<sup>th</sup> ST SW  
MT. K. TERRACE

Andrea Milkowski Andrea Milkowski 10030 NE 197<sup>th</sup> , Bothell, WA. 98011

Sue Z. Hart Sue Z. Hart 16915 Broadway Ave 'B', Snohomish 98296

Jim Askervold 7216 Union Ave Snoh. 98290

John Simon JOHN SIMON 14625 NE 145<sup>th</sup> ST. WOODINVILLE

Patti Gable Patti Gable 15207-152<sup>nd</sup> Ave NE Woodinville, WA 98072

Laurena Robinson Laurena Robinson 15300 NE 141<sup>th</sup> Ave Woodinville 98072

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RECEIVED

April 21, 2003

APR 30 2003

Attention: Randy Wolf  
Northshore Transportation

City of Woodinville

Dear Randy

I am a single mother of three children in the Northshore School District, a Woodinville resident for 19 years, and a Wellswood resident for 11 years.

For the eight years that my children have taken the school bus, they have been picked up and dropped off at the Edgewood Apartments (corner of NE 181<sup>st</sup> Pl. and 140<sup>th</sup> Ave. NE.) This is a very busy road that sits behind the Target Store, currently with a lot of major construction underway. It is a transient area near the Park and Ride. I believe that this has developed into a valid safety concern.

At least 80 children are transported on the school buses to and from this area daily during the school year. Over the past eight years, there has been a serious lack of supervision leading to countless safety problems, such as fights, gang-like activities, child predators, etc. It has become a very unsafe, low-income area. When these children are dropped off at the bus stop so far from their homes, the danger is greatly increased.

As a mother, I strongly feel that there needs to be change before something tragic happens to one or more of our neighborhood children. There are many neighbors, parents, teachers, principals and transportation staff who have had more than their fair share of frustration over this growing safety dilemma.

There needs to be a way that the children are dropped off closer to 142<sup>nd</sup> Ave. NE. Over the years several children have asked why they are dropped off and picked up so far from their homes, when they see others that live in houses dropped off at their driveways. This shows a discrepancy in the way these children are cared for, and sends a troubling message to many whose lives are often more difficult to begin with.

In the past, when transportation authorities were informed of this growing concern, I was told that it took too much time. Then, it was a lack of funding. Now, it is agreed that there is a need for the problem to be solved. However, hands are tied because the school buses cannot be driven or turned around on private property.

Here are 4 proposed solutions, starting with the most simple:

1. Bring the school buses through the Wellswood Apartment parking-lot loop, located at the back of 142<sup>nd</sup> Ave. NE. It is possible to drive a large bus through as large trucks, fire engines, and smaller school buses frequently pass through. Wellswood is private property belonging to the King County Housing Authority—a government

## Understanding the Capital Improvement Plan

What kind of park, transportation, water quality, habitat and facilities should the City plan to build in order to meet community needs? How should the City plan for these capital improvements to encourage and sustain economic development in Woodinville; respond to and anticipate future growth in the City; prevent deterioration of existing infrastructure; and protect its investments in parks, streets, buildings, water resources, and utilities?

### What is the CIP?

The Six Year Capital Improvement Plan (CIP) is a mechanism to take the community's vision for capital improvements and make them a reality. More specifically, the CIP is a fiscal planning tool that documents the City's capital asset needs, ranks the needs in order of project priority, and schedules projects for funding and implementation over a six year period.

### Benefits of the CIP

The benefits of the CIP program include:

- Provides the City with an orderly process for planning and budgeting capital needs;
- Provides a mechanism for evaluating projects based on goals established through the community planning process;
- Prioritizes current and future needs to fit within the City's anticipated level of financial resources.

### The CIP and Comprehensive Plan

The Growth Management Act requires that communities prepare and adopt a Capital Facilities Element in their Comprehensive Plan. The Capital Facilities element identifies the capital projects necessary to accommodate growth for the next 20 years.

The CIP process establishes a systematic means to annually identify the capital improvement projects such as parks, road construction and new facilities and appropriate financing to meet anticipated needs in the next 6 years. Identified projects are funded through the City's annual budget process.

### CIP Timeline

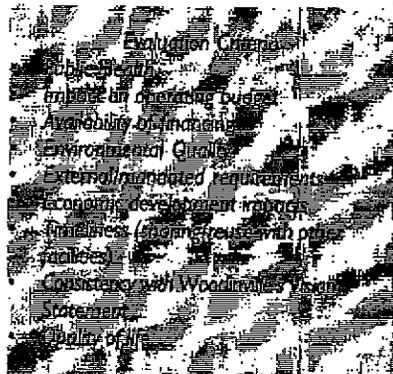
The CIP process typically begins in December and ends with adoption in July. The City Council reviews the evaluation criteria, evaluates fund balances, and discusses future capital needs.

Public comment is accepted throughout the process and includes proposed projects submitted by citizens and businesses, City Council and advisory commissions and city departments.

Proposed projects are evaluated by staff in February using criteria established in the City's Comprehensive Plan and approved by the City Council.

A Preliminary CIP is submitted to the City Council and the public for comment in March. The Planning Commission reviews the preliminary Plan and makes a final recommendation to the City Council in May. The final CIP is adopted in July.

Adoption of the CIP is coordinated with the Transportation Improvement Plan which is submitted to the State for regional planning coordination.



## Suggestion and Comment Form

My suggestion for a new project

My comment on a proposed project

I think the Derby Path is an essential part of safe travel between the path and home for all walkers + wheels.

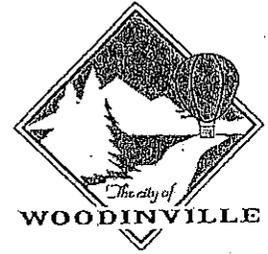
Please contact me for public comment opportunities.

Name Stephanie Mulvey

Address 1630 9150th ave NE

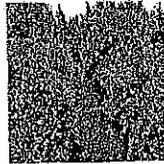
Phone Woodinville, WA 98072

Email \_\_\_\_\_



# Capital Improvement Plan Comment Form

The Six Year Capital Improvement Plan (CIP) is an important long-range planning tool that helps the City realize the community's vision for transportation, water quality, habitat, parks and facility improvements. Adopted annually by the City Council, the CIP is a list of priority projects, showing the estimated costs and source of revenue and funding for each project over a six year period. The City's Comprehensive Plan is the basis for developing criteria to identify, evaluate, and prioritize projects identified through a public input process.



The City reviews and updates the CIP annually, providing for an opportunity for new projects to be added and priorities to be adjusted based upon

current needs. Capital improvements are an important measure of the City's progress. It is a difficult process for mixing and matching needs with limited fund sources that are often restricted to certain kinds of projects.



The CIP process begins in December and ends with the adoption of a Final Plan by the City Council in July. Public comment is accepted throughout the process.



Citizen input is extremely important to this process. We appreciate your taking the time to review the proposed projects listed on the reverse side and **submitting your comments to the City by March 28, 2003.**

My suggestion for a new project

<sup>out</sup>~~My~~ comment on a proposed project

As residents of Lake Keota, we are very concerned that the Lake Keota Water Quality Facility as proposed in the 2004-2009 CIP be funded.

We believe that the quality of the Lake Keota water is continuing to deteriorate and we are most anxious to see that some action be taken to help restore the lake water quality.

Rosali and Gunther Paulgen

To view the Capital Improvement Plan, go to <http://www.ci.woodinville.wa.us/government/projects.asp>



Woodinville City Hall  
17301 - 133rd Ave NE  
Woodinville, WA 98072  
425-489-2700



Business Hours  
Monday - Friday  
8 AM to 5 PM  
425-489-2705 (FAX)



Email comments to  
Deborah Knight,  
CIP Coordinator  
deborahk@ci.woodinville.wa.us



## Understanding the Capital Improvement Plan

*What kind of park, transportation, water quality, habitat and facilities should the City plan to build in order to meet community needs? How should the City plan for these capital improvements to encourage and sustain economic development in Woodinville; respond to and anticipate future growth in the City; prevent deterioration of existing infrastructure; and protect its investments in parks, streets, buildings, water resources, and utilities?*

### What is the CIP?

The Six Year Capital Improvement Plan (CIP) is a mechanism to take the community's vision for capital improvements and make them a reality. More specifically, the CIP is a fiscal planning tool that documents the City's capital asset needs, ranks the needs in order of project priority, and schedules projects for funding and implementation over a six year period.

### Benefits of the CIP

The benefits of the CIP program include:

- Provides the City with an orderly process for planning and budgeting capital needs;
- Provides a mechanism for evaluating projects based on goals established through the community planning process;
- Prioritizes current and future needs to fit within the City's anticipated level of financial resources.

### The CIP and Comprehensive Plan

The Growth Management Act requires that communities prepare and adopt a Capital Facilities Element in their Comprehensive Plan. The Capital Facilities element identifies the capital projects necessary to accommodate growth for the next 20 years.

The CIP process establishes a systematic means to annually identify the capital improvement projects such as parks, road construction and new facilities and appropriate financing to meet anticipated needs in the next 6 years. Identified projects are funded through the City's annual budget process.

### CIP Timeline

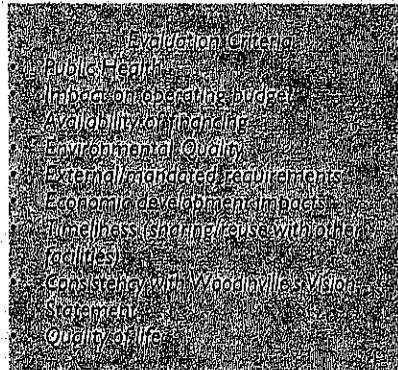
The CIP process typically begins in **December** and ends with adoption in **July**. The City Council reviews the evaluation criteria, evaluates fund balances, and discusses future capital needs.

Public comment is accepted throughout the process and includes proposed projects submitted by citizens and businesses, City Council and advisory commissions and city departments.

Proposed projects are evaluated by staff in **February** using criteria established in the City's Comprehensive Plan and approved by the City Council.

A Preliminary CIP is submitted to the City Council and the public for comment in **March**. The Planning Commission reviews the preliminary Plan and makes a final recommendation to the City Council in **May**. The final CIP is adopted in **July**.

Adoption of the CIP is coordinated with the Transportation Improvement Plan which is submitted to the State for regional planning coordination.



## Suggestion and Comment Form

- My suggestion for a new project
- My comment on a proposed project :

**SWM-17**

- Please contact me for public comment opportunities.

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

## Understanding the Capital Improvement Plan

What kind of park, transportation, water quality, habitat and facilities should the City plan to build in order to meet community needs? How should the City plan for these capital improvements to encourage and sustain economic development in Woodinville; respond to and anticipate future growth in the City; prevent deterioration of existing infrastructure; and protect its investments in parks, streets, buildings, water resources, and utilities?

### What is the CIP?

The Six Year Capital Improvement Plan (CIP) is a mechanism to take the community's vision for capital improvements and make them a reality. More specifically, the CIP is a fiscal planning tool that documents the City's capital asset needs, ranks the needs in order of project priority, and schedules projects for funding and implementation over a six year period.

### Benefits of the CIP

The benefits of the CIP program include:

- Provides the City with an orderly process for planning and budgeting capital needs;
- Provides a mechanism for evaluating projects based on goals established through the community planning process;
- Prioritizes current and future needs to fit within the City's anticipated level of financial resources.

### The CIP and Comprehensive Plan

The Growth Management Act requires that communities prepare and adopt a Capital Facilities Element in their Comprehensive Plan. The Capital Facilities element identifies the capital projects necessary to accommodate growth for the next 20 years.

The CIP process establishes a systematic means to annually identify the capital improvement projects such as parks, road construction and new facilities and appropriate financing to meet anticipated needs in the next 6 years. Identified projects are funded through the City's annual budget process.

### CIP Timeline

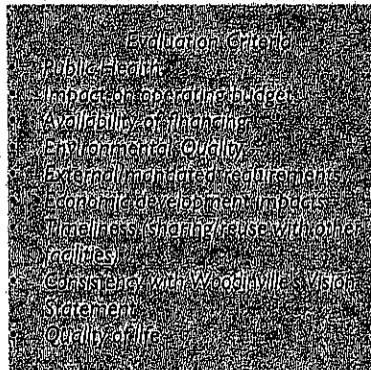
The CIP process typically begins in **December** and ends with adoption in **July**. The City Council reviews the evaluation criteria; evaluates fund balances, and discusses future capital needs.

Public comment is accepted throughout the process and includes proposed projects submitted by citizens and businesses, City Council and advisory commissions and city departments.

Proposed projects are evaluated by staff in **February** using criteria established in the City's Comprehensive Plan and approved by the City Council.

A Preliminary CIP is submitted to the City Council and the public for comment in **March**. The Planning Commission reviews the preliminary Plan and makes a final recommendation to the City Council in **May**. The final CIP is adopted in **July**.

Adoption of the CIP is coordinated with the Transportation Improvement Plan which is submitted to the State for regional planning coordination.



## Suggestion and Comment Form

- My suggestion for a new project
- My comment on a proposed project :
- LAKE LEOTA REGIONAL WATER QUALITY FAC. (SWM-17)

Suggestions for comments:

- Protection of water quality, watershed
- Wildlife habitat
- Many things residents would like to "partner" w/ City of Woodinville to do.
- Lake Leota as a "partner" w/ City of Woodinville opportunities.

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_

## Understanding the Capital Improvement Plan

What kind of park, transportation, water quality, habitat and facilities should the City plan to build in order to meet community needs? How should the City plan for these capital improvements to encourage and sustain economic development in Woodinville; respond to and anticipate future growth in the City; prevent deterioration of existing infrastructure; and protect its investments in parks, streets, buildings, water resources, and utilities?

### What is the CIP?

The Six Year Capital Improvement Plan (CIP) is a mechanism to take the community's vision for capital improvements and make them a reality. More specifically, the CIP is a fiscal planning tool that documents the City's capital asset needs, ranks the needs in order of project priority, and schedules projects for funding and implementation over a six year period.

### Benefits of the CIP

The benefits of the CIP program include:

- Provides the City with an orderly process for planning and budgeting capital needs;
- Provides a mechanism for evaluating projects based on goals established through the community planning process;
- Prioritizes current and future needs to fit within the City's anticipated level of financial resources.

### The CIP and Comprehensive Plan

The Growth Management Act requires that communities prepare and adopt a Capital Facilities Element in their Comprehensive Plan. The Capital Facilities element identifies the capital projects necessary to accommodate growth for the next 20 years.

The CIP process establishes a systematic means to annually identify the capital improvement projects such as parks, road construction and new facilities and appropriate financing to meet anticipated needs in the next 6 years. Identified projects are funded through the City's annual budget process.

### CIP Timeline

The CIP process typically begins in **December** and ends with adoption in **July**. The City Council reviews the evaluation criteria, evaluates fund balances, and discusses future capital needs.

Public comment is accepted throughout the process and includes proposed projects submitted by citizens and businesses, City Council and advisory commissions and city departments.

Proposed projects are evaluated by staff in **February** using criteria established in the City's Comprehensive Plan and approved by the City Council.

A Preliminary CIP is submitted to the City Council and the public for comment in **March**. The Planning Commission reviews the preliminary Plan and makes a final recommendation to the City Council in **May**. The final CIP is adopted in **July**.

Adoption of the CIP is coordinated with the Transportation Improvement Plan which is submitted to the State for regional planning coordination.

Evaluation Criteria:  
Public Health  
Impact on operating budget  
Availability of financing  
Environmental Quality  
Externally mandated requirements  
Economic development impact  
Timeliness (shaping reuse with other facilities)  
Consistency with Woodinville's Vision Statement  
Quality of life

To view the Capital Improvement Plan, go to <http://www.ci.woodinville.wa.us/government/projects.asp>

## Suggestion and Comment Form

- My suggestion for a new project
- My comment on a proposed project:

**SURFACE WATER  
MANAGEMENT PROJECT 17**

It will be less expensive, both financially and environmentally, ~~in the~~ long run, to complete this project sooner than later. "An ounce of prevention is worth a pound of cure!" Let us make this project a priority before more damage is done and it becomes an inescapable priority.

- Please contact me for public comment opportunities.

Name PATI AN

Address 16044 NE 180 ST

Phone [REDACTED]

Email Anpati@attbi.com

## **ORDINANCE NO. 339**

**AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, AMENDING THE CITY OF WOODINVILLE COMPREHENSIVE PLAN AS ADOPTED BY ORDINANCE NO. 157 AND AMENDED BY ORDINANCE NOS. 185, 209, 237, 268, 290 AND 322, BY AMENDING THE 2004-2009 CAPITAL IMPROVEMENT PLAN (CIP) AMENDMENTS TO THE CAPITAL & PUBLIC FACILITIES ELEMENT; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the Woodinville City Council adopted Ordinance No. 157, adopting the City's GMA Comprehensive Plan on June 24, 1996.

WHEREAS, the Woodinville City Council adopted Ordinance No. 172, establishing a procedure for amending its Comprehensive Plan;

WHEREAS, the Woodinville City Council has determined that certain amendments to text and tables of the Plan are necessary to keep the Comprehensive Plan updated and to accommodate the needs of its citizens;

WHEREAS, the Woodinville City Council has reviewed the amendment contained in Attachment A and finds that it meets the required criteria in Ordinance No. 172, as follows:

- A. The proposed amendment is consistent with the Growth Management Act and other applicable state laws;
- B. The proposed amendment is consistent with the applicable Countywide Planning Policies;
- C. The proposed amendment is consistent with the Goals and Policies of the Comprehensive Plan;
- D. The proposed amendment is beneficial to the City as a whole, and to the health, safety, and welfare of its residents;

WHEREAS, public hearings were held by the City of Woodinville Planning Commission on May 21, 2003 and

WHEREAS, the requirements of the State Environmental Policy Act (SEPA) RCW 43.21C have been met.

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

**Section 1. Adoption and incorporation of the 2004-2009 Capital Improvement Program into the Capital and Public Facilities Element of the Comprehensive Plan.** The six-year Capital Facilities Plan found in Section 10.3 of the Capital and Public Facilities Element of the City of Woodinville Comprehensive Plan is hereby amended to read as set forth in Attachment A, which is incorporated by this reference as if set forth in full. New text is shown by underline; deleted text is shown by ~~strikethrough~~

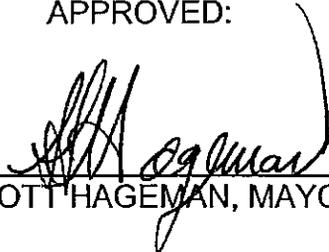
**Section 2. Severability.** Should any section, paragraph, sentence, clause, or phrase of this Ordinance be held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance. Provided, however, that if any section, sentence, clause, or phrase of this Ordinance, or any change in a land use designation is held to be invalid by a court of competent jurisdiction, or by the Growth Management Hearings Board, then the section, sentence, clause, phrase, or land use designation in effect prior to the effective date of this ordinance, shall be in full force and effect for that invalidated section, sentence, clause, phrase, or land use designation, as if this ordinance had never been adopted.

**Section 3. Copy to CTED.** Pursuant to RCW 36.70A.106(3), the City Clerk is directed to send a copy of the amendments to the State Department of Community, Trade, and Economic Development for its files within ten (10) days after adoption of this Ordinance.

**Section 4. Effective Date.** The adoption of this Ordinance, which is a power specifically delegated to the City legislative body, is not subject to referendum. This Ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOODINVILLE--  
THIS 14th DAY OF JULY, 2003.

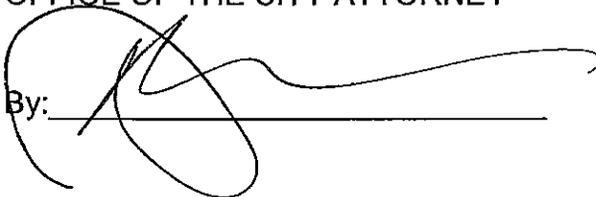
APPROVED:

  
\_\_\_\_\_  
SCOTT HAGEMAN, MAYOR

ATTEST/AUTHENTICATED:

  
\_\_\_\_\_  
SANDRA PARKER  
CITY CLERK/CMC

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

By:   
\_\_\_\_\_

PASSED BY THE CITY COUNCIL: 7-14-2003  
PUBLISHED: 7-21-2003  
EFFECTIVE DATE: 7-26-2003  
ORDINANCE NO. 339