

ORDINANCE NO. 626

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, ADOPTING ZONING AMENDMENTS TO CHAPTER 21.08 WMC PERMITTED USES AND TO THE CITY'S ZONING MAP PURSUANT TO RCW 35A.63.220 AND RCW 36.70A.390; AND PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, on March 15, 2016 a public hearing was held before the Woodinville City Council to consider proposed Ordinance No. 626 making final zoning regulation and zoning map amendments to provide consistency with approved comprehensive plan amendment; and

WHEREAS, on March 15, 2016 a public hearing to consider Ordinance No. 626 was held prior to first reading and approval of first reading by the Woodinville City Council; and

WHEREAS, on March 15, 2016 the Woodinville City Council approved by motion the second reading of Ordinance No. 626 making certain amendments to the Zoning Ordinance and Zoning Map to implement the Comprehensive Plan; and

WHEREAS, the City Council desires by this Ordinance No. 626 to remove certain inconsistencies between the new adopted Comprehensive Plan and the zoning regulations and City Zoning Map;

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

Section 1. Findings. The City Council hereby adopts the above recitals and as findings in support of this ordinance. The Council further enters the following findings:

- a. The code amendments set forth herein are consistent with the City's Comprehensive Plan as amended by Ordinance No. 591 and bear a substantial relation to the public health, safety and welfare.
- b. The code amendments set forth herein are in the best interest of City of Woodinville residents.
- c. The code amendments set forth herein satisfy all relevant criteria for approval and adoption, including RCW 35A.63.220 and RCW 36.70A.390.

Section 2. Amendment to WMC 21.08.080. Section 21.08.080 of the Woodinville Municipal Code is hereby amended to provide in its entirety as follows:

21.08.080 Manufacturing land uses.

A. MANUFACTURING LAND USES												
NAICS#	SPECIFIC LAND USE	R1 -4	R5 -8	R9 - 18	R19+	NB	TB	GB	CBD	O	I	P/I
311	Food and kindred products							C1	C1, 3		P2	
31212 31213 31214	Winery/brewery/distillery						P	C1	C1, 3		P	
313	Textile mill products										P	
315	Apparel and other textile products							C			P	
321	Wood products, except furniture							C6			P	
337	Furniture and fixtures							C			P	
322	Paper and allied products										P	
511	Printing and publishing					P7	P7	P7	P7		P	
325	Chemicals and allied products										P	
32411	Petroleum refining and related industries										C	
3261 3262	Plastics and rubber products manufacturing										P	
326212	Tire retreading										C	
316	Leather and leather goods							C			P	
3271 – 3279	Stone, clay, glass and concrete products							P4, 9			P	
331	Primary metal industries										C	
332	Fabricated metal products										P	

A. MANUFACTURING LAND USES												
NAICS#	SPECIFIC LAND USE	R1 - 4	R5 - 8	R9 - 18	R19+	NB	TB	GB	CBD	O	I	P/I
333	Industrial and commercial machinery, heavy machinery and equipment										P, C	
334	Computer and office equipment, measuring and controlling instruments							C			P	
335	Electronic and other electric equipment and appliances							C			P	
336	Transportation equipment manufacturing										C	
339	Miscellaneous light manufacturing										P	
*	Motor vehicle and bicycle manufacturing										C	
*	Aircraft, ship and boat building										P10, C	
51211	Movie production/distribution										P	
*	Accessory use, commercial/industrial										P12, 13	
	Existing Legal Manufacturing Land Uses in the Northwest Gateway Subarea							P16				

B. Development Conditions.

(1) Permitted upon the Hearing Examiner's determination that appropriate mitigation measures will be implemented sufficient to mitigate the anticipated impacts of the use. Such mitigation measures may include, but are not necessarily limited to, the following:

- (a) Odor control.
- (b) Noise control.
- (c) Operating hour limitations.
- (d) Facility size limitations.

- (2) Except slaughterhouses.
- (3) Production facilities are limited to a maximum of 10,000 square feet of gross floor area. When the production facility is in conjunction with a retail use, the square footage of the retail use shall not be included in this limitation.
- (4) Permitted only as part of a permitted artist's studio.
- (5) Reserved.
- (6) Limited to uses found in NAICS Industry No. 33711 – Wood kitchen cabinets, and No. 32191 – Millwork (excluding planing mills).
- (7) Limited to photocopying and printing services offered to the general public.
- (8) Reserved.
- (9) Only within enclosed buildings.
- (10) Limited to boat building of craft not exceeding 48 feet in length and aircraft parts.
- (11) Reserved.
- (12) Retail activity is limited to items manufactured or assembled on site.
- (13) Retail area is limited to 10 percent of the gross floor area not to exceed 3,000 square feet regardless of gross floor area of the principal manufacturing use.
- (14) Food and kindred products manufacturing is permitted outright in conjunction with on-site retail sales of the products manufactured on site. Otherwise, a conditional use permit is required.
- (15) Wineries, breweries and distilleries shall be permitted outright: (a) in conjunction with on-site tasting and/or retail sales of the products manufactured on site; and (b) up to the following production limits: for wineries, up to 250,000 liters per year; for breweries, up to 60,000 barrels per year; and for distilleries, up to 60,000 gallons per year. Otherwise, a conditional use permit is required.
- (16) The Northwest Gateway Subarea is mapped in the Comprehensive Plan Land Use Element, Exhibit 2-11.

Section 3. Amendment to City Zoning Map. Pursuant to WMC 21.04.190 the City's Zoning Map delineating and showing the locations and boundaries of the zones defined by Chapter 21.04 WMC are hereby amended as shown in the attached map (attachment 1):

- a. By changing the Northwest Gateway area from the Industrial zone to General Business zone.
- b. By changing the existing R-48/O designations to CBD.
- c. By changing the Office zoned parcels abutting 140th Avenue NE and NE 181st Place to CBD.

- d. By changing a parcel of approximately 1,200 square feet in size, currently under private ownership and having surrounding zoning of CBD, from P/I to CBD located at 126th Place NE and NE 173rd Place).

Section 4. Copy to Commerce. Pursuant to RCW 36.70A.106, the City Clerk is directed to send a copy of this ordinance to the State Department of Commerce for its files within ten (10) days after adoption of this Ordinance.

Section 5. Severability. If any section, sentence, clause or phrase of this ordinance should be held invalid or unconstitutional by a court, board or tribunal of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

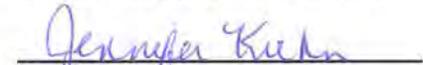
Section 6. Effective Date; Sunset. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 15th DAY OF MARCH 2016.



Bernard W. Talmas, Mayor

ATTEST/AUTHENTICATED:



Jennifer Kuhn
City Clerk

APPROVED AS TO FORM:

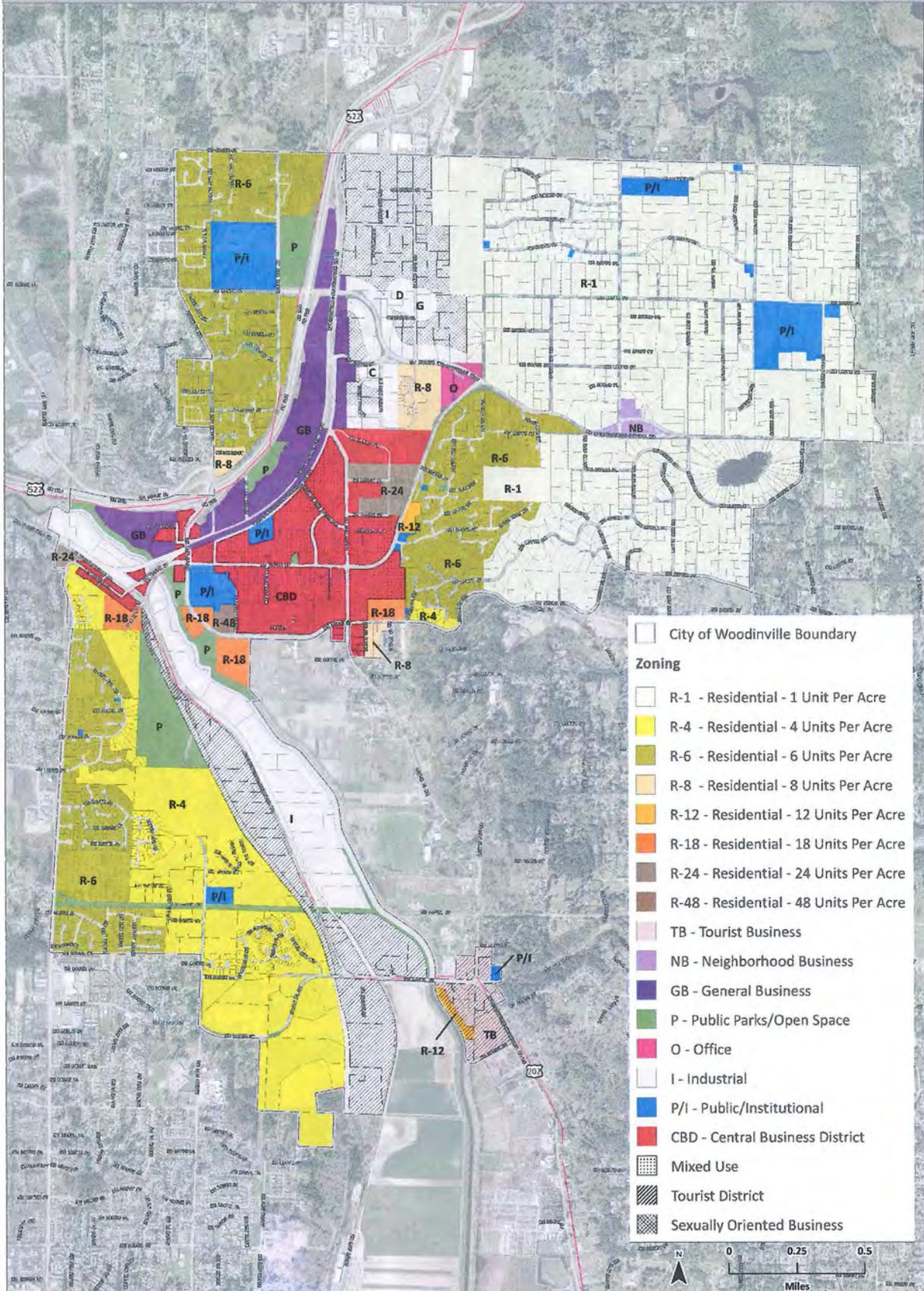
OFFICE OF THE CITY ATTORNEY



Jeff Ganson, City Attorney

PASSED BY THE CITY COUNCIL: 3/15/16
PUBLISHED: 3/21/16
EFFECTIVE DATE: 3/28/16
ORDINANCE NO. 626

CITY OF WOODINVILLE ZONING



Date: Feb, 2016
Source: City of Woodinville, ChuckK via BERK



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

March 21, 2016

Jennifer Kuhn
City Clerk
City of Woodinville
17301 - 133rd Avenue Northeast
Woodinville, Washington 98072

Dear Ms. Kuhn:

Thank you for sending the Washington State Department of Commerce (Commerce) the following materials as required under RCW 36.70A.106. Please keep this letter as documentation that you have met this procedural requirement.

City of Woodinville - Adopted Ordinance No. 605 concerning the city critical area code; adopting findings; amending Chapter 21.06 WMC and repealing Chapter 21.24 WMC; adopting a new Chapter 21.24 WMC development standards - critical areas for regulating critical aquifer recharge areas, geological hazard areas, flood hazard areas, fish and wildlife conservation areas, and wetlands as required by the Growth Management Act; making findings of fact and the following amendments; providing for severability; establishing an effective date and for summary publication by title only. These materials were received on March 17, 2016 and processed with the Material ID # 22187.

City of Woodinville - Adopted Ordinance No. 626 adopting zoning amendments to Chapter 21.08 WMC permitted uses and to the city's zoning map pursuant to RCW 35A.63.220 and RCW 36.70A.390; and providing for severability; and establishing and effective date. These materials were received on March 17, 2016 and processed with the Material ID # 22188.

We have forwarded a copy of this notice to other state agencies.

If this submitted material is an adopted amendment, then please keep this letter as documentation that you have met the procedural requirement under RCW 36.70A.106.

If you have submitted this material as a draft amendment, then final adoption may occur no earlier than May 16, 2016. Please remember to submit the final adopted amendment to Commerce within ten (10) days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Dave Andersen (509) 434-4491.

Sincerely,

Review Team
Growth Management Services



STATE OF WASHINGTON

DEPARTMENT OF COMMERCE

1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

RECEIVED
2016 APR 25 AM 8 14
CITY OF WOODINVILLE

April 21, 2016

The Honorable Bernie Talmas
Mayor of Woodinville
17301 133rd Avenue Northeast
Woodinville, Washington 98072

Dear Mayor Talmas:

Thank you for sending Growth Management Services adopted Ordinance No. 605 and Ordinance No. 626 that we received on March 17, 2016. These materials indicate the completion of the comprehensive plan and development regulation update process required under RCW 36.70A.130. Your community has reviewed its comprehensive plan and development regulations, including critical areas, to ensure the community is growing as envisioned and to bring your plan up to date with the latest laws and regulations. We recognize the substantial investment of time, energy, and resources that these documents represent, and we congratulate you for completing this process.

Congratulations to you, your planning commission, staff, and involved citizens for the good work represented by your update. If you have any questions or concerns about our comments or any other growth management issues, please call Anthony Boscolo at (360) 259-6795. We extend our continued support to the City of Woodinville in achieving the goals of growth management.

Sincerely,

Jeffrey S. Wilson, AICP
Senior Managing Director
Growth Management Services

AB:JSW:lw

cc: David Kuhl, AICP, Development Services Director, City of Woodinville
David Andersen, AICP, Eastern Region Manager, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services
Anthony Boscolo, AICP, Senior Planner, Growth Management Services

RECEIVED

MAY - 6 2016

City of Woodinville



April 29, 2016

Bernie Talmas, Mayor
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

Dear Mayor Talmas,

I would like to extend my thanks to you and your staff for working with PSRC through the comprehensive plan update and certification process, as well as my congratulations on completing the periodic update. On February 25, 2016, the Puget Sound Regional Council's Executive Board acted to certify the City of Woodinville Comprehensive Plan. This recognizes that the majority of transportation-related provisions of the plan meet certification requirements – including conformity with Growth Management Act requirements for transportation planning and consistency with VISION 2040 and Transportation 2040. We have appreciated working with your staff through this process and congratulate the city on this important accomplishment.

The Growth Management Act emphasizes coordinated planning to make progress towards our shared goals and VISION 2040 has been adopted to provide an integrated and collaborative approach. This regional framework relies on local implementation for its success, and the City of Woodinville Comprehensive Plan goes a long way towards advancing many of the provisions in VISION 2040.

PSRC has prepared a **certification and consistency report** (attached) that contains a summary of PSRC's review of the City of Woodinville Comprehensive Plan. PSRC staff coordinated with city staff in the development of the report. The report describes the scope of the certification review as guided by the Plan Review Manual and Local Comprehensive Plan Checklist, highlights exemplary provisions of the plan, and identifies areas where future work is needed to more fully address VISION 2040, Transportation 2040, or Growth Management Act planning requirements.

Thank you for working with us through the plan review and certification process. Additional resources and information are available online at psrc.org/growth/planreview, and PSRC staff are available to provide assistance and review future plan updates as they are being developed. If you or your staff have questions or need additional information regarding the review of local plans or the certification process, please contact Erika Harris at eharris@psrc.org, phone (206) 464-6360.

Sincerely,

A handwritten signature in blue ink that reads "J. W. Brown".

Josh Brown, Executive Director
Puget Sound Regional Council

cc: Dave Kuhl, Development Services Director

PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

CITY OF WOODINVILLE COMPREHENSIVE PLAN

January 28, 2016



BACKGROUND

The Washington State Growth Management Act calls for coordination between local, regional, and state planning efforts. To advance this coordination, state law requires PSRC to certify that regional transit plans, countywide planning policies, and local comprehensive plans within the central Puget Sound region conform to: (1) established regional guidelines and principles, (2) the adopted long-range regional transportation plan, and (3) transportation planning requirements in the Growth Management Act. Within the central Puget Sound region, the multicounty planning policies in VISION 2040 have been established as the regional guidelines and principles under Revised Code of Washington (RCW) 47.80.026. Certification of local comprehensive plans is also a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with any project submitted into the Regional Transportation Improvement Program, regardless of funding source.

Within the central Puget Sound region, local governments and PSRC have worked together to develop an overall process ([Adopted Policy and Plan Review Process](#), Revised September 2003) for reviewing and certifying local, countywide, regional, and transit agency policies and plans.¹ This process also provides an opportunity to coordinate and share information related to local and regional planning. A set of materials, compiled in a [Plan Review Manual](#), provides details on the review and certification process, background, and framework. The manual also provides guidance and checklists for aligning plans and policies with [VISION 2040](#), [Transportation 2040](#), and [Growth Management Act](#) requirements.

DISCUSSION

This report summarizes the findings and recommendations regarding the periodic update to the comprehensive plan for the City of Woodinville, adopted by the city on December 15, 2015. PSRC last certified the City of Woodinville's comprehensive plan in February 2012. PSRC staff reviewed the updated 2015 comprehensive plan and coordinated with city staff in the development of this report.

CERTIFICATION RECOMMENDATION

Based on the review of the City of Woodinville comprehensive plan, the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

The Puget Sound Regional Council certifies that the transportation-related provisions in the City of Woodinville 2015 comprehensive plan update conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan.

The remainder of this report contains a summary of the PSRC review of the City of Woodinville comprehensive plan update. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and

¹ The certification requirement in the Growth Management Act is described in RCW 47.80. The specific requirements for transportation elements in local comprehensive plans are spelled out in RCW 36.70A.070. PSRC's Interlocal Agreement, Section VII, also provides direction for the review of local comprehensive plans and countywide policies (Resolution A-91-01, amended March 1998). The Council's Executive Board last updated its process for Policy and Plan Review in September 2003. The process is also described in VISION 2040, Part IV: Implementation.

Local Comprehensive Plan Checklist, is listed in high level bullets. Discussion in each topic area highlights exemplary provisions of the plan, as well as issues identified through the certification review where future work is needed to more fully address VISION 2040, Transportation 2040, and Growth Management Act planning requirements.

Part I: Conformity with Growth Management Act Transportation Planning Requirements

SCOPE OF REVIEW

The Growth Management Act (RCW 36.70A.070(6)) includes several requirements related to transportation elements in local comprehensive plans. These requirements are summarized as follows:

Land use assumptions and forecasts of travel demand that are internally consistent and consistent with growth targets.

Service and facility needs, including inventories of existing facilities, and level-of-service standards and concurrency provisions that address multiple modes of travel, planned land uses and densities, and state highways.

Financing and investments, including a multiyear financing plan and reassessment strategy to address potential funding shortfalls.

Intergovernmental coordination with neighboring cities, counties, and regional and state agencies.

Demand management, including programs to implement the Commute Trip Reduction Act.

Pedestrian and bicycle planning, including project funding and capital investments, education, and safety.

Land uses adjacent to airports, identifying relevant facilities, existing and planned uses, and policies that discourage incompatible uses.

Air quality is largely an interjurisdictional issue in which each jurisdiction's travel behaviors, measured through vehicle emissions, affect the regional airshed. The Washington Administrative Code (WAC) requires local transportation elements and plans to include "policies and provisions that promote the reduction of criteria pollutants" for mobile sources (WAC 173-420-080). When PSRC reviews plans, it also certifies that the comprehensive plans include air quality policies and provisions, including a commitment to meeting the requirements of applicable federal and state air quality legislation.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The City of Woodinville's comprehensive plan effectively addresses many of the transportation planning requirements of the Growth Management Act and includes adequate air quality policies and provisions. Highlights include:

- ☑ The plan directs the city to provide for a complete system of sidewalks in the downtown area that connects the retail areas to transit, the regional trail system, parking, parks and public facilities (Policy T-2.5).
- ☑ Policies T-4.1.B, C and D provide the basis for multimodal level-of-service standards, including pedestrian, bicycle and transit standards.
- ☑ Policy T-7.1 promotes using Transportation Demand Management techniques to help increase the person-carrying capacity of the transportation system, reduce peak period traffic congestion, encourage the use of high-occupancy vehicles, and increase use of public transportation.

DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comment at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- RCW 36.70A.070(6)(a)(iv) requires local plans to include a multiyear transportation financing plan for the mobility needs identified for the 20-year planning period. The plan provides important information such as lists of transportation projects with estimated costs. Financing needs through 2035 could be more clearly identified if the estimated costs and revenues were assembled and summed in a table. Based on the comparison of estimated costs and revenues, it may be necessary to revise and expand on the current reassessment strategy to document steps the city could take to close the gap, if any, between costs and revenues. Commerce’s [Transportation Element Guidebook](#) discusses finance on pages 202 through 212.

Part II: Consistency with Regional Plans and Policies

OVERVIEW

This section discusses consistency with the adopted multicounty planning policies (established regional guidelines and principles under RCW 47.80.026) adopted in VISION 2040, and Transportation 2040, the region’s long-range transportation plan. In addition to the multicounty planning policies, VISION 2040 contains a regional growth strategy with a preferred distribution of the region’s residential and employment growth, as well as a number of implementation actions for local governments to carry out. Each policy area addressed in VISION 2040 is discussed in turn below.

VISION 2040 Context Statement

VISION 2040 calls for local plans to include a context statement that describes how the comprehensive plan addresses regional policies and provisions adopted in VISION 2040. The Regional Plan Coordination section in Chapter 1 describes how the comprehensive plan addresses regional policies and provisions adopted in VISION 2040.

Environment

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following environmental policy topics:

Stewardship, including addressing the natural environment throughout the plan, decisions based on best-available science, and regional environmental initiatives.

Earth and habitat, including open space protection, restoration and protection of native vegetation, and coordination with adjacent jurisdictions.

Water quality, including actions that maintain hydrologic functions and reduce water pollution in ecosystems, watersheds, shorelines, and estuaries.

Air quality and climate change, addressing federal and state laws, reduction of pollutants, Puget Sound Clean Air Agency policies, and reduction of greenhouse gas emissions and adaptation to climate change.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Woodinville comprehensive plan addresses the environmental policy topics in VISION 2040 with strong goals and actionable policies. Highlights include:

- ☑ Goal E-1 and Policies E-1.1-12 encourage the preservation and enhancement of aquatic and wildlife habitat through strategies such as protecting critical areas, providing restoration incentives, and encouraging preservation of the urban forest.
- ☑ Goal E-3 and Policies E-3.1-5 protect and improve water quality and management of water quantity through promoting low impact development techniques and reduction of impervious surfaces.
- ☑ The plan includes provisions to protect air quality and proactively address climate change adaptation and mitigation (Goal E-5 and Policies E-5.1-3).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional environmental guidelines and principles.

Development Patterns – Including Regional Growth Strategy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following development patterns policy topics:

Urban areas, including targets for housing and employment growth, compact communities that support transit and walking, and provisions for redevelopment of underused land.

Centers, including planning for one or more central places as locations for compact, mixed-use development, with policies that prioritize funding to centers to advance development.

Unincorporated urban areas, including policies that advance annexation and orderly transition of governance.

Resource lands, including identification of steps to limit development.

Regional design, addressing local provisions that apply the Transportation 2040 Physical Design Guidelines, energy efficient building, historic preservation, and enhanced sense of community.

Health and active living, addressing healthy environment, physical activity and well-being, and safety.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses many of the development patterns policies in VISION 2040. Highlights include:

- ☑ Policy LU-2.1 directs the city to focus growth in compact and inviting mixed-use centers that have the capacity to absorb development (i.e., areas with vacant or underdeveloped land and available utility, street, park, and school capacity, or where such facilities can be effectively provided) and where environmental impacts can be minimized. Policy T-3.3 D supports this center strategy by encouraging the allocation of resources for downtown improvements.
- ☑ The plan promotes land use and community design that encourage healthy living through encouraging active transportation, providing recreational facilities, and increasing access to healthy foods (Goal LU-3 and Policies LU-3.1-5).
- ☑ Goal LU-6 and Policies LU-6.1-4 encourage the development and integration of inviting and distinctive public spaces throughout the city with greatest emphasis in downtown, mixed-use areas, and within multifamily districts.
- ☑ The plan supports the efficient use of urban land by promoting infill development (Policy H-2).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional land use guidelines and principles.

Housing

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following housing policy topics:

Increased housing production opportunities, including diverse types and styles for all income levels and demographic groups.

Affordable housing needs, including an assessment of existing and future housing needs based on regional and local factors, including household income, demographics, special needs populations, and adequacy of existing housing stocks.

Regional housing objectives in VISION 2040, including promotion of housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses the housing provisions contained in VISION 2040. Highlights include:

- ☑ The plan supports a variety of housing types through encouraging mixed use development, small and large lot single family development, accessory dwelling units, townhomes, duplexes, multiplexes, apartments, and manufactured housing (Policy H-1).
- ☑ Policy H-3 directs the city to accommodate Woodinville's regionally determined housing growth target and support regional objectives for housing diversity, affordability, innovative and flexible techniques, and jobs-housing balance.
- ☑ The plan promotes affordable housing by calling for height and density bonuses for affordable housing, a first-time homebuyers program for low- or moderate-income buyers, and permit and impact fee waivers for affordable units (Policy H-9).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional housing guidelines and principles.

Economy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following economic development policy topics:

Include an **economic development element** that addresses: business, people, and places.

Retention and recruitment efforts that support family wage jobs, industry clusters that export goods and services, and small businesses that are locally owned.

Equitable benefits and impacts, including provisions and programs that promote economic vitality in distressed areas or areas with disadvantaged populations.

Adequate housing growth in centers through collaboration with the private sector and provision of infrastructure.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses many of the economic provisions of VISION 2040. Highlights include:

- ☑ The plan encourages the growth and diversification of the city's businesses by focusing business attraction and retention efforts on targeted sectors and locally owned firms (Goal ED-1 and Policy ED-1.1).
- ☑ Policy ED-1.6 supports small businesses, professional businesses, and businesses that serve minority populations through preserving lower cost incubator space through zoning and incentives, partnering with the Chamber and local educational institutions to provide business support programs, and conducting regular business outreach to understand how the city can ease the challenges of local small businesses including, codes, fees, and access to city services.
- ☑ The plan supports the quality and quantity of Woodinville's job base and businesses by directing the city to increase housing options for residents and workers for a mix of income levels (Policy ED-3.1).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on economic development.

Transportation

SCOPE OF REVIEW

VISION 2040 and Transportation 2040 call for local comprehensive plans to address the following transportation policy topics:

Maintenance, management, and safety, including clean transportation with reductions in pollution and greenhouse gas emissions, environmental factors, health and safety, stable and predictable funding sources, system and demand management strategies, and security and emergency response.

Support for the regional growth strategy, including system improvements that align with planned growth, prioritized investments that support compact development in centers, joint- and mixed-use development, complete streets and improvements to promote biking and walking, and context-sensitive design.

Improved transportation options and mobility, including alternatives to driving alone, facilities and services for special needs transportation, avoidance of new or expanded facilities in rural areas, and financing methods.

Linking land use and transportation, including integrating Transportation 2040 physical design guidelines in planning for centers and transit station areas, and land development tools that promote transportation alternatives.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Woodinville comprehensive plan addresses the major transportation emphases in VISION 2040 and Transportation 2040, including maintenance, management, and safety; support for the Regional Growth Strategy; and providing greater options and mobility. Highlights include:

- ☑ Policy T-3.1 E directs the city to design transportation infrastructure in a manner that is compatible with the natural environment by incorporating features based on science and low-impact development approaches.
- ☑ The plan supports emergency preparedness through committing to continue membership in the Emergency Services Coordinating Agency, or other coordinating agency, and to ensure that future transportation planning efforts are consistent with regional hazard mitigation plans (Policy T-3.7).
- ☑ Goal T-6 and Policies T-6.1-6 promote nonmotorized travel through a commitment to ensuring safety, convenience, and comfort. This includes development of a community-wide trail system with connections to regional trails.

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional transportation guidelines and principles. See Part I for the comment on Conformity with Growth Management Act Transportation Planning Requirements.

Public Services

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following public services policy topics:

Promote more efficient use of existing services, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies.

Promote renewable energy and alternative energy sources.

Plan for long-term water needs, including conservation, reclamation and reuse.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Woodinville comprehensive plan update contains policies that address the public services provisions of VISION 2040. Highlights include:

- ☑ The plan encourages reduced energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions (Goal U-2 and Policy U-2.1).
- ☑ Policy U-3.1 promotes recycling, creative solutions to reduce waste, and conservation of resources.
- ☑ The plan encourages and supports conservation strategies aimed at reducing average annual and peak day water use (Policy E-6.5).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional public services guidelines and principles.

Conclusion

PSRC staff thanks the city for working through the plan review and certification process. PSRC is available to provide assistance for future plan updates. Additional planning resources can also be found at <http://www.psrc.org/growth/planreview/resources/>. If the city has questions or needs additional information, please contact Erika Harris at 206-464-6360 or eharris@psrc.org.