

Resolution No. 213

**A RESOLUTION OF THE CITY OF WOODINVILLE,
WASHINGTON, ADOPTING THE CITY OF WOODINVILLE
140TH/175TH MASTER STREETScape PLAN.**

WHEREAS, the City of Woodinville has a goal of maintaining environmental quality, economic vitality, and it's Northwest woodland character; and

WHEREAS, the policies supporting these goals declare the importance of the City's community urban forest; and

WHEREAS, the removal of the London Plane trees, because of the damage they are causing at the intersection of 140th Avenue and NE 175th Street, will be a significant loss of mature trees in the downtown; and

WHEREAS, the City of Woodinville Tree Board developed a tree replacement plan, known as the 140th/175th Master Streetscape Plan, that will add vibrant trees and plants more suited for the space available; and

WHEREAS, the Tree Board received endorsement for the Plan from the Planning Commission and the Parks and Recreation Commission; and

WHEREAS, the City Council and the Tree Board presented the Plan to the public where the comments were overall supportive; and

WHEREAS, the City intends to use this conceptual plan to guide the future removal and replacement of the London Plane trees and improvements to the intersection;

NOW, THEREFORE,

**THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON, DOES
RESOLVE AS FOLLOWS:**

Section 1. Adoption of the Plan. The City Council hereby adopts the City of Woodinville 140th/175th Master Streetscape Plan, as set forth in Exhibit A.

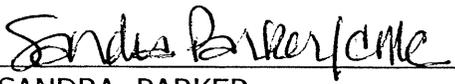
**ADOPTED BY THE CITY COUNCIL AND SIGNED IN AUTHENTICATION
OF ITS PASSAGE THIS 11th DAY OF MARCH, 2002.**

APPROVED:



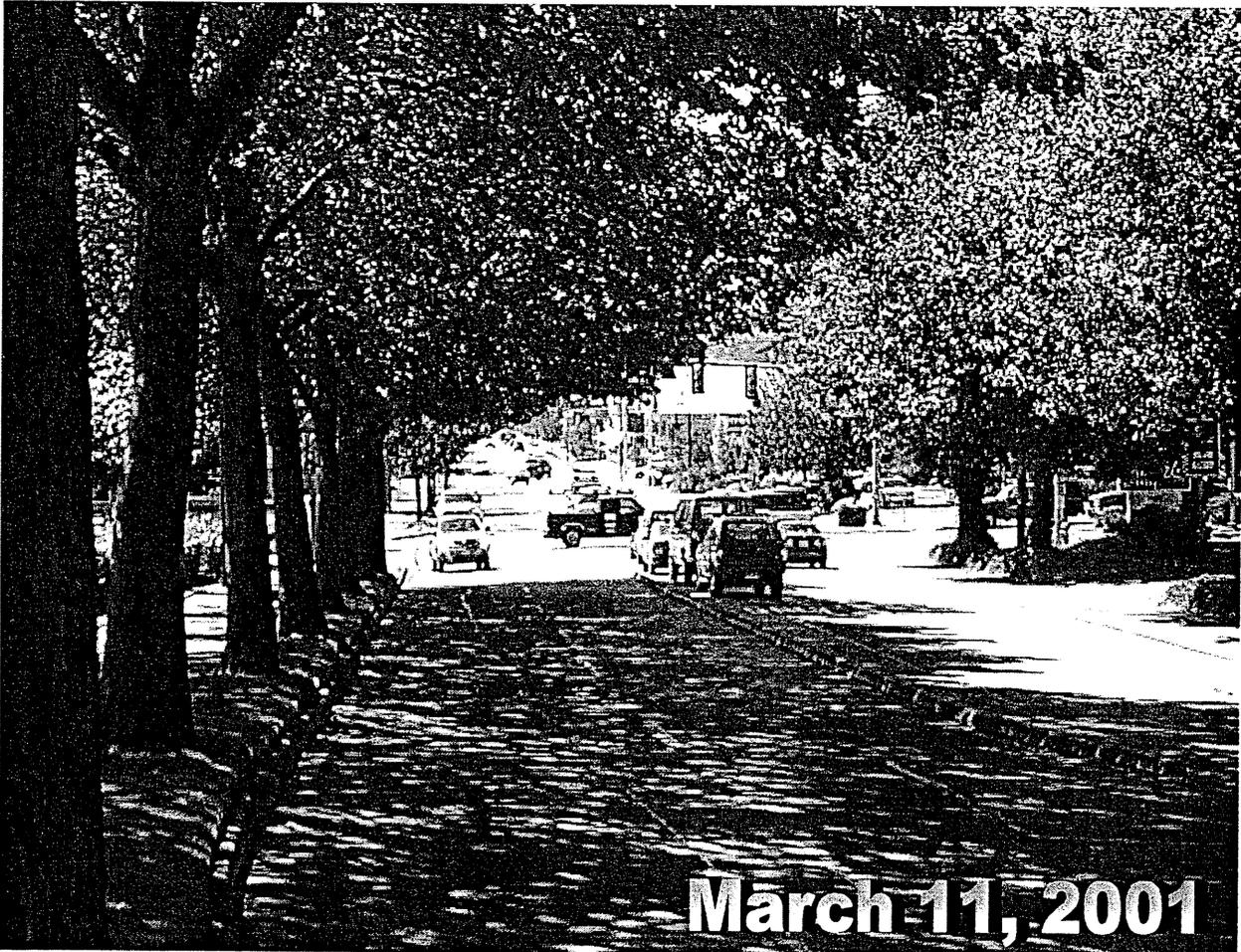
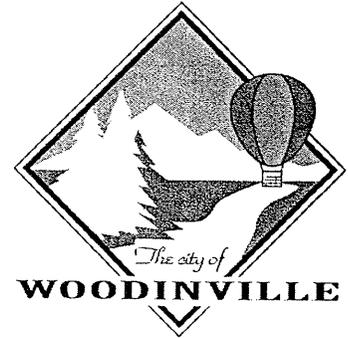
Scott Hageman, Mayor

ATTEST/AUTHENTICATED:



SANDRA PARKER
CITY CLERK/CMC

140th / 175th Master Streetscape Plan



March 11, 2001

140th/ 175th Master Streetscape Plan

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1. Acknowledgements

Protecting tree and plant assets at the intersection of 140th Avenue NE and NE 175th Street has been of great interest to the City's citizens, appointed and elected officials, and staff since incorporation. The City would like to acknowledge the many individuals who put forth effort to encourage and develop this plan.

City Council

Randy Ransom, Mayor 2000-2001
Scott Hageman, Mayor
Carol Bogue, Councilmember
Don Brocha, Councilmember
Robert Miller, Councilmember
Gareth Grube, Councilmember
Cathy Wiederhold, Councilmember
Charles Price, Councilmember

Present Tree Board

Mark Schuster, Chair
Ann Rhoades, Boardmember
Sheryl Oppen, Boardmember
Barbara Stanfield, Boardmember
Bret Wilson, Boardmember

Arborists

Ian MacCallum
Molly Beck
James Barbarinas

City Staff

Rebecca Perkins, Senior Planner, Community Development
Brian Nielsen, Former Project Manager, Public Works
Val Jarvi, Public Works Maintenance Supervisor, Public Works
Brian Meyer, Parks Maintenance Supervisor, Parks and Recreation
Woody Ward, Project Manager, Public Works



2. Intent

A. Community Urban Forestry Plan

The City Council adopted the Community Urban Forestry Plan (CUFP) on December 14, 1998. The City's tree policy is implemented through voluntary measures, incentives, and regulations. The CUFP includes specific goals, policies, and implementation strategies that guide the City Tree Policy to achieve the overall community urban forest vision. Removal of the significant London Plane trees at the intersection of 140th Avenue NE and NE 175th Street because of the damage they are causing prompted the need for a comprehensive replacement plan. The 140th / 175th Master Streetscape Plan was developed to maintain and achieve the vision and goals outlined in the Community Urban Forestry Plan.

B. Purpose

The Master Streetscape Plan is a long-term plan intended to direct replacement of the London Plane trees while protecting the tree and plant assets within the City's four corners of the 140th Avenue NE/NE 175th Street intersection. The plan gives guidance to placement, species, and design. This plan is not intended to dictate infrastructure constraints or design but to include trees and plants in design considerations. The Tree Board's objective is to identify specific goals and recommendations related to trees and the built environment in one of the City's main "gateway" street intersections.

The intersection is an identified gateway into the downtown from the north, east, and south. The Plan was created to synthesize competing elements within the streetscape into a cohesively functional and pleasant design.

3. Background

A. History:

The 140th /175th Street intersection was planted with 80 London Plane trees several years ago as part of the 175th Street widening project. The trees are of historical significance to the community because of their visible location, significant number, and grand splendor they have displayed over the years. The London Plane species was considered a good street tree given their hardiness and stature in an urban environment at the time they were planted. Since that time, the invasive roots of the London Planes have outgrown the spaces where they are located causing damage to public sidewalks and roadways by the invasive roots. The trees are also growing into the overhead utility wires.



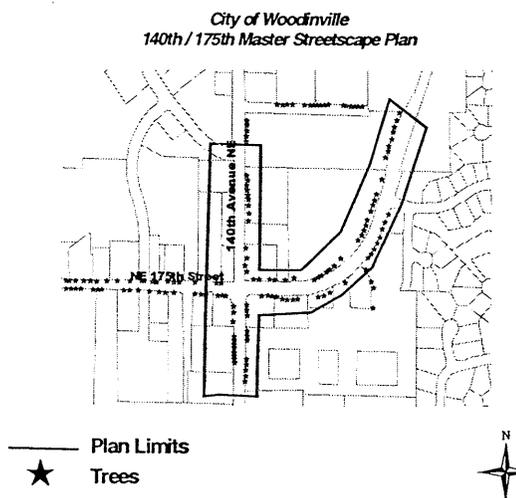
The City conducted a public tree inventory in the fall of 1996. The 80 London Plane trees comprised 8% of the surveyed streets trees and were valued at approximately \$139,935. Not all benefits, such as storm water and shade protection, were calculated. Their value has increased over the last 5 years according to recent research and current tree industry standards.

Over the past few years, the City recognized that infrastructure improvements to the intersection would jeopardize the health of the trees. Minor street work and utility improvements have been completed since 1993. The CIP states a recent improvement project as follows:

Grind and repair failing pavement sections and resurface pavement. The roadway will receive an asphalt concrete overlay on 140th Ave. NE from NE 171st Street to NE 178th Pl. and on NE 175th Street/Woodinville-Duvall Rd. from 139th Ave. NE to NE 178th Street. Prior to the overlay, failed pavement will be excavated full depth and repaired with ACP and rutted pavement will be planed to remove the ruts.

The Tree Board was consulted each time a repair was needed. Recently, the City completed a curb repair project along the street sections. The Board endorsed the tree saving efforts of the Public Works and Planning Departments and Consulting Arborist, Ian MacCallum, where the trees were root-pruning and root barriers installed to minimize pavement damage and maintain the health of the trees.

The London Planes will continue to cause more damage as they outgrow the space available.





B. Removal Decision:

Many factors were considered in the decision to remove the London Plane trees. The negative factors influencing tree removal included:

- i. Invasive root system
- ii. Tall full shape interferes with overhead utility lines (height of 40 to 80 feet tall)
- iii. Trunks of the trees will continue to grow and be crowded in their spaces (foliage spread of 30 to 40 feet wide)
- iv. Existing planting space too small for many of the trees
- v. Trees planted too close to street causing interference and potential damage
- vi. Bare foliage in the winter.

London Plane trees can reach up to 80-feet high with a canopy spread of 40-feet. Without excessive pruning and maintenance, the trees will constantly cause expensive damage to City infrastructure. Although the London Planes are a valuable asset to the City's community urban forest, the impacts will start to outweigh the benefits. The City Council, Tree Board, and staff agreed that long-term removal and replacement of the London Planes is in the best interest of the public.

4. Process

A. Plan Process

The Tree Board began the visioning process for the 140th Avenue NE/NE 175th Street Plan in January 2001. The Board identified this intersection as a significant gateway, consistent with the adopted Comprehensive Plan and the Parks, Recreation and Open Space Plan, into the downtown commercial corridor

B. Public Participation Process

The Tree Board presented the Draft Plan to the Public at an Open House on September 5, 2001. The Public was notified on August 27, 2001 by publication in the Woodinville Weekly. Adjoining property owners were notified by mail of the Open House. The Board introduced the Master Streetscape Plan to Planning Commission on September 5, 2001, and Parks & Recreation Commission on September 6, 2001.



Public comments included:

- *Love these trees, can't we save them?
- *Support beautification efforts in this area.
- *Beautification plan should include more than just trees. Street lights like target area should be considered.
- *Who will pay for improvements?

Planning Commission comments included:

- *Endorsement of the Plan
- *Public Works should be involved in the phasing aspect of a project
- *Supported different seasonal colors

Parks and Recreation Commission comments included:

- *Endorsement of the Plan
- *Ensure bike lanes are included in the configuration
- *Concern for phasing practicality
- *Support for undergrounding the utilities at this intersection

5. Plan Development

The Board considered the valuable aspects of the London Plane trees to include the following:

- A. Significant shading of pavement
- B. Creates large area of greenery in one of the greatest expanse of pavement in the City (downtown)
- C. Grand gateway appearance
- D. Hearty urban tree
- E. Tree that does not require a great deal of maintenance
- F. Trees assist with surface water management and cleaning air pollution
- G. Mature trees
- H. Established community identity

Based on these values, the Board developed the following six specific goals for 140th Avenue NE/NE 175th Street, consistent with the Community Urban Forest Plan:

- i. To develop a master streetscape plan that will accommodate pedestrians, trees, and vehicles.
- ii. To provide for a substantial tree canopy that will achieve the same or similar grand tree effect as the London Plane trees provide today.



- iii. To create an attractive gateway into the downtown area from the north, east, and south at this intersection. Conversely from the downtown to the adjacent residential areas.
- iv. To provide for future expansion of utilities by selecting the appropriate trees that will benefit the community.
- v. To incorporate innovative ideas and updated practices related to street tree planting during the implementation of the plan.
- vi. To provide a 5 to 10 year phasing program for projects at the 140th Avenue NE/NE 175th Street intersection that will minimize the impacts of construction and tree removal while balancing those impacts against the cost effectiveness and constructability of the work.

The Board factored in the following considerations:

- i. Priority for fall color (different seasonal color)
- ii. Need for extra planting space – public and private (currently very limited)
- iii. Mono-culture problem (disease can destroy one species)
- iv. Need and desire to replace the feeling of grandeur produced by the London Planes
- v. Allowance for smaller sidewalk walking space where possible.
- vi. Possible use of private property for further planting and additional pedestrian amenities.
- vii. Preference for undergrounding utilities to allow for more flexibility – overhead wires are a big constraint

The Plan addresses these factors in the design and specifications by taking advantage of the available area and including design concepts found in other sections of the downtown. The undergrounding of utilities would be a significant cost to the City. The City Council may consider the overall cost benefits and whether or not to place a utility undergrounding project at the intersection on the City's Capital Improvement Project List. Puget Sound Energy provided a conceptual cost estimate for the utilities work. Because the City would be requesting the work, 70% of the cost will be the City's responsibility. The estimate totals more than \$650,000. A copy of the estimate is shown in



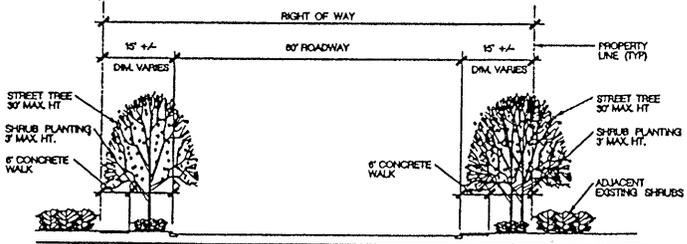
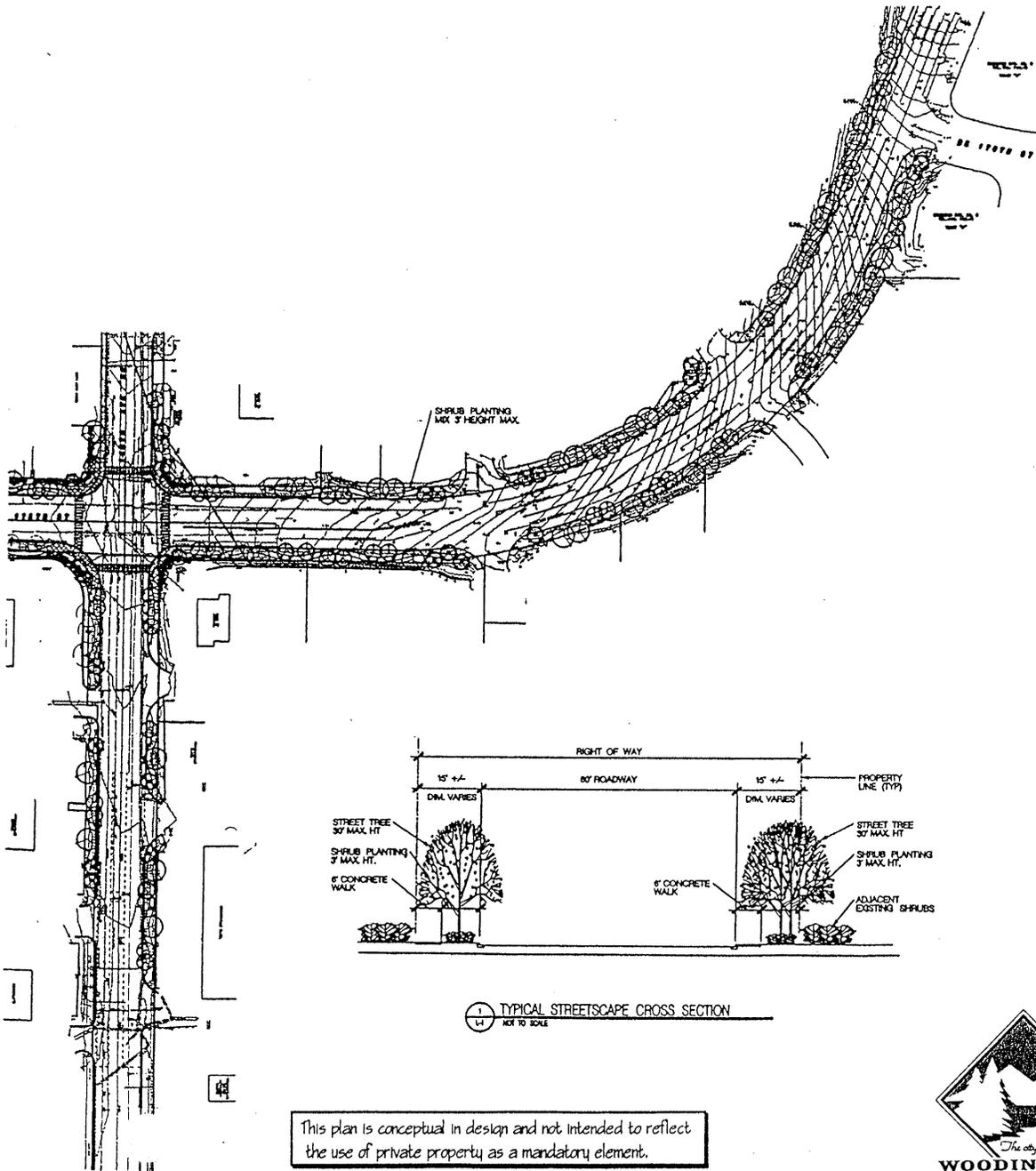
Appendix B. If overhead utility lines are removed, the selected tree species can be reconsidered to include taller, wider spread trees with less invasive root systems.

6. Design

A. Design Drawing

The Plan incorporates design concepts found in other sections of downtown. These concepts include a meandering sidewalk with concrete etched detail (see page 8) and tree clustering. A new idea introduced is a combination of species strategically placed to take advantage of the maximum growing areas while sensitive to infrastructure conflicts. The selected species are appropriate for the constraints of available planting areas. A phasing approach is proposed that will methodically remove all the London Planes. The species variety will assist in achieving a graceful transition given the different tree ages and their growth rates.

A small landscape barrier shall be placed between areas of the sidewalk that show adjoining to the street. The preferred plant material is hearty ornamental grass. The schematic design is shown in the following pages L-1 through L-5.

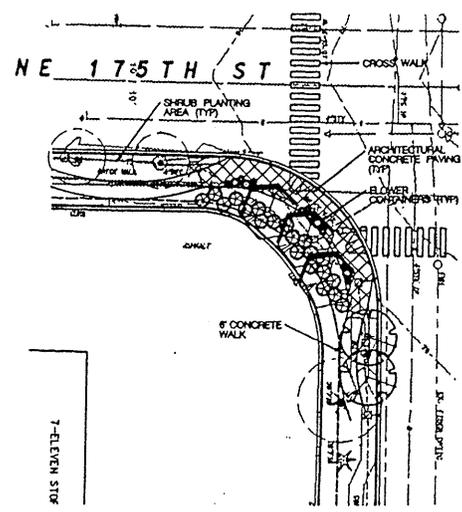


1 TYPICAL STREETSCAPE CROSS SECTION
1/4" = 1'-0"

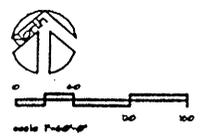
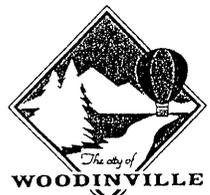
This plan is conceptual in design and not intended to reflect the use of private property as a mandatory element.

| PLANT LEGEND SYMBOL | NAME |
|---------------------|---|
| ⊗ | Acer campestre Hedge Maple Magnolia lobata Kobus Magnolia Acer truncatum 'Fracto Sunner' Pacific Sunred Maple |
| ⊗ | Acer palmatum Red Leaf Japanese Maple Cercis canadensis 'Forest Pansy' Forest Pansy Eastern Redbud |
| ⊗ | Styria japonica Japanese Snowbell Tree Ostrya virginica 'Winter King' Winter King Hawthorn Cornus 'Eddie's White Wonder' Eddie's White Wonder Flowering Dogwood |
| ⊗ | Cardinalis japonicum Katsura Tree |
| ⊗ | Prunus adamsiana 'Chandos' 'Chandos' Flowering Pear Prunus hillii 'Sally' Sally Flowering Cherry |

Ornamental Grass to be planted between the outside edges of areas that do not have tree planting space.



2 ENLARGED STREETSCAPE PLAN
1/4" = 1'-0"



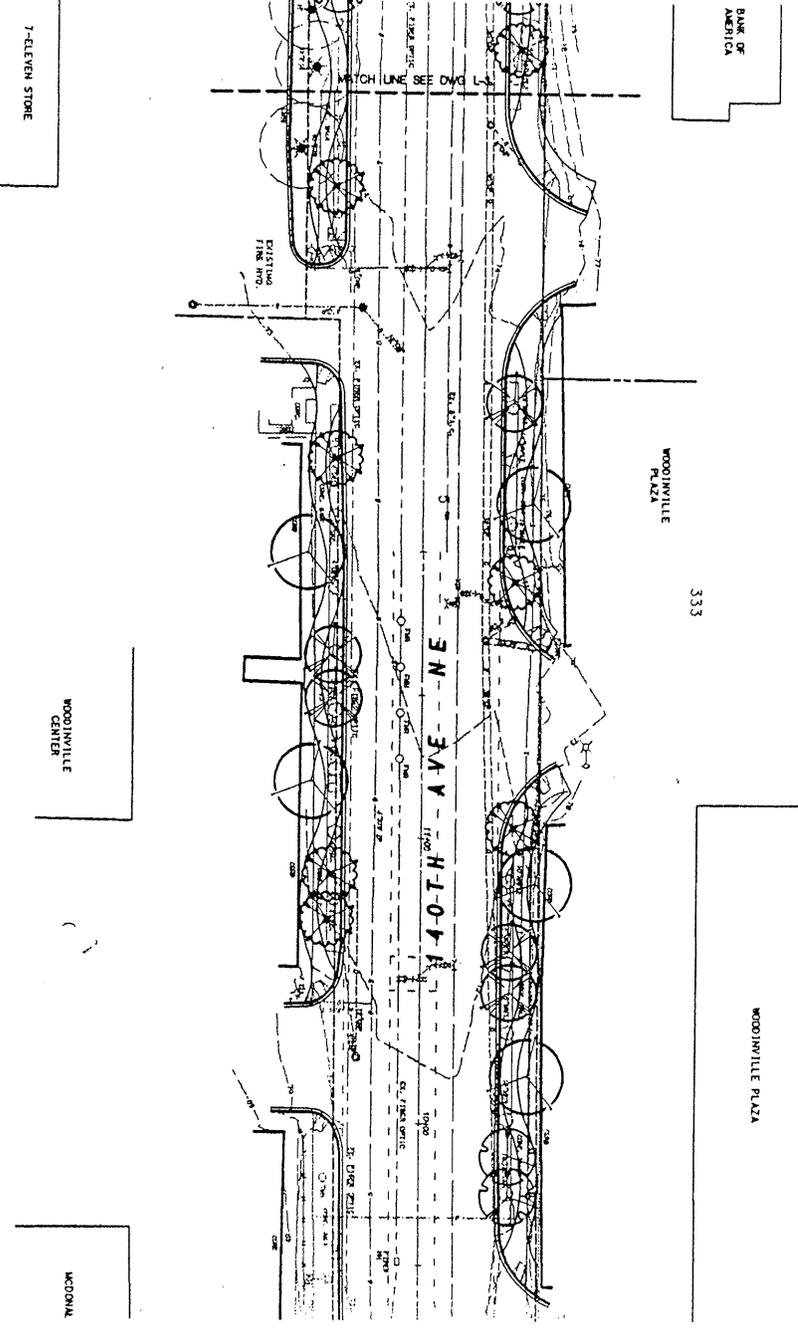
140th Avenue NE / NE 175th Street
Conceptual Master Streetscape Plan
City of Woodinville

CITY OF WOODINVILLE
Community Development
17301 153rd Avenue NE
Woodinville, WA 98072
(425) 489-2757



DRAWING TITLE
Conceptual Streetscape Plan

DATE: SEPTEMBER 4, 2001
REVISIONS:



PLANT LEGEND

| SYMBOL | NAME |
|--------|---|
| | Magnolia kobus Kobus Magnolia |
| | Acer campestre Hedge Maple |
| | Acer truncatum 'Pacific Sunset' Pacific Sunset Maple |
| | Acer palmatum Red Leaf Japanese Maple |
| | Styax japonicus Japanese Snowbell Tree |
| | Crataegus viridis 'Winter King' Winter King Hawthorn |
| | Cornus 'Eddie's White Wonder' Eddie's White Wonder Flowering Dogwood |
| | Cercidiphyllum japonicum Katsura Tree |
| | Pyrus calleryana 'Chanticleer' Chanticleer Flowering Pear |
| | Prunus 'Okame' Okame Flowering Cherry |

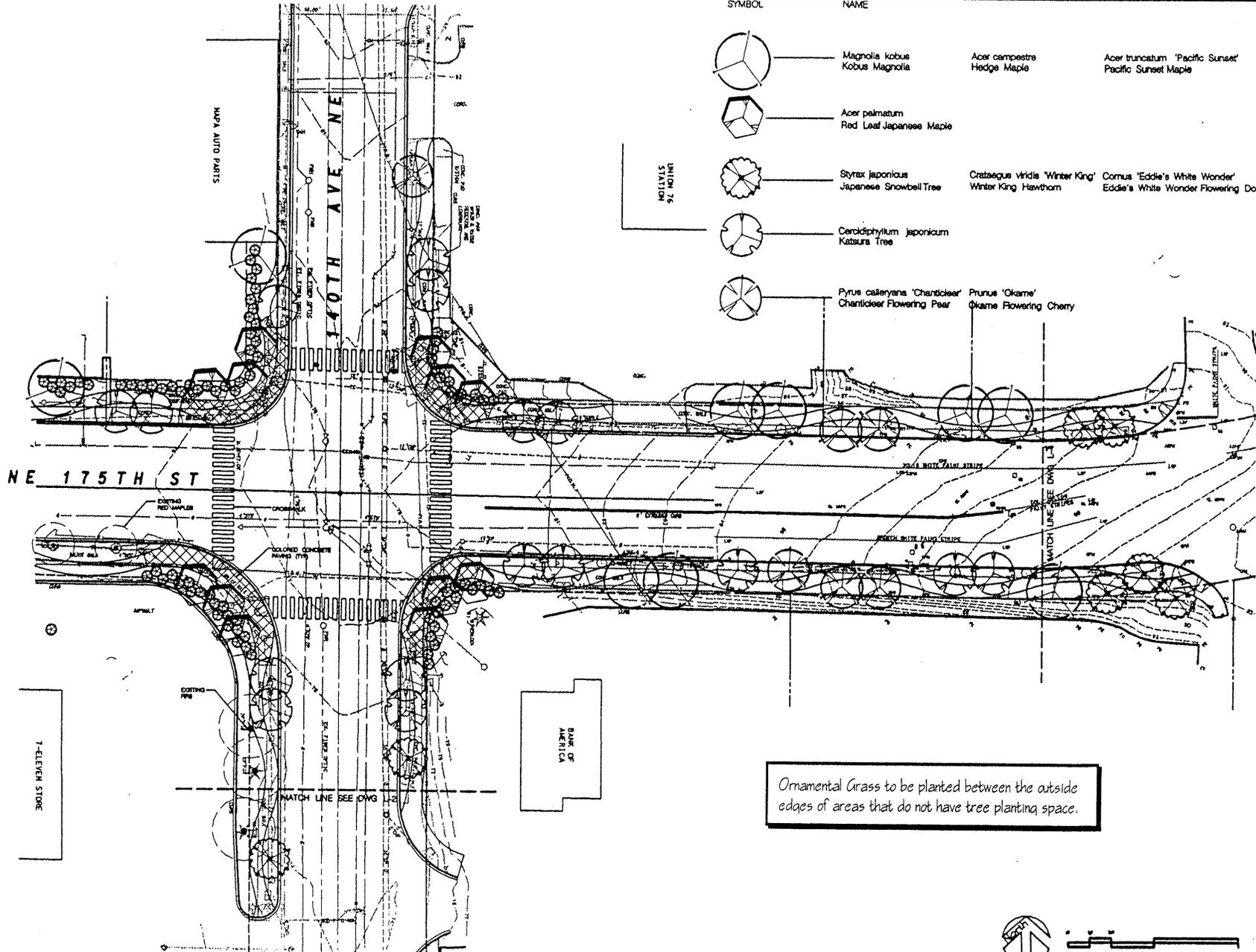
Ornamental Grass to be planted between the outside edges of areas that do not have tree planting space.

140th Avenue NE / NE 175th Street
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City of Woodinville

CITY OF WOODINVILLE
Community Development
17301 133rd Avenue NE
Woodinville, WA 98072
(425) 489-2757



DRAWING TITLE:
SCHEMATIC
STREETSCAPE PLAN
DATE: AUGUST 28, 2007
REVISIONS:



PLANT LEGEND

| SYMBOL | NAME |
|--------|---|
| | Magnolia kobus Kobus Magnolia |
| | Acer campestre Hedge Maple |
| | Acer truncatum 'Pacific Sunset' Pacific Sunset Maple |
| | Acer palmatum Red Leaf Japanese Maple |
| | Styax japonicus Japanese Snowbell Tree |
| | Crataegus viridis 'Winter King' Winter King Hawthorn |
| | Cornus 'Eddie's White Wonder' Eddie's White Wonder Flowering Dogwood |
| | Cercidiphyllum japonicum Katsura Tree |
| | Pyrus cakiyana 'Chanticleer' Chanticleer Flowering Pear |
| | Prunus 'Okame' Okame Flowering Cherry |

140th Avenue NE / NE 175th Street
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City of Woodinville

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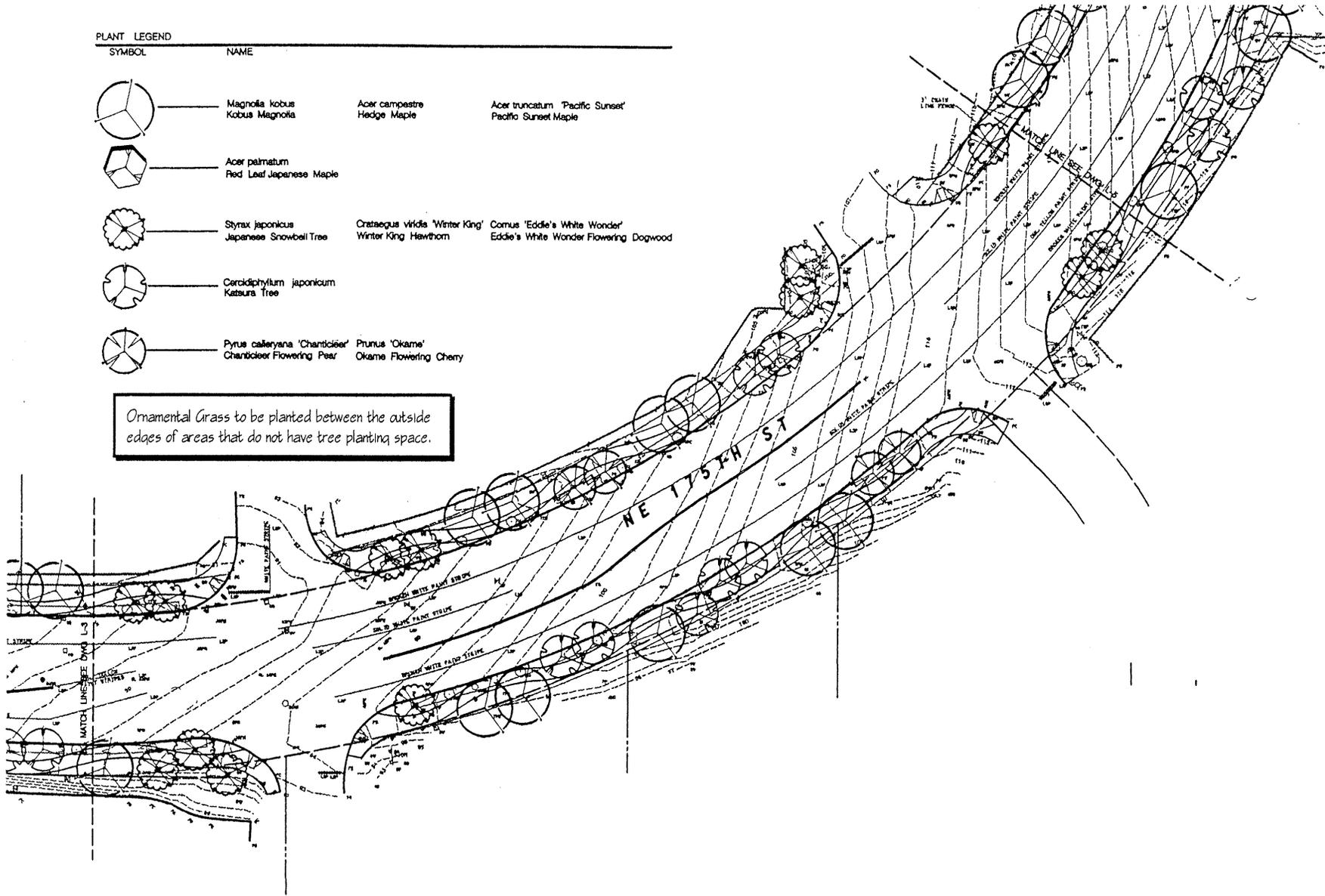
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SCHEMATIC
STREETSCAPE PLAN
DATE: AUGUST 29, 2021
REVISIONS:

Ornamental Grass to be planted between the outside edges of areas that do not have tree planting space.

PLANT LEGEND

| SYMBOL | NAME |
|---|---|
|  | Magnolia kobus Kobus Magnolia |
|  | Acer campestre Hedge Maple |
|  | Acer truncatum 'Pacific Sunset' Pacific Sunset Maple |
|  | Acer palmatum Red Leaf Japanese Maple |
|  | Styrax japonicus Japanese Snowbell Tree |
|  | Crataegus viridis 'Winter King' Winter King Hawthorn |
|  | Cornus 'Eddie's White Wonder' Eddie's White Wonder Flowering Dogwood |
|  | Cercidiphyllum japonicum Katsura Tree |
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Ornamental Grass to be planted between the outside edges of areas that do not have tree planting space.

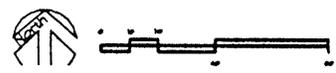


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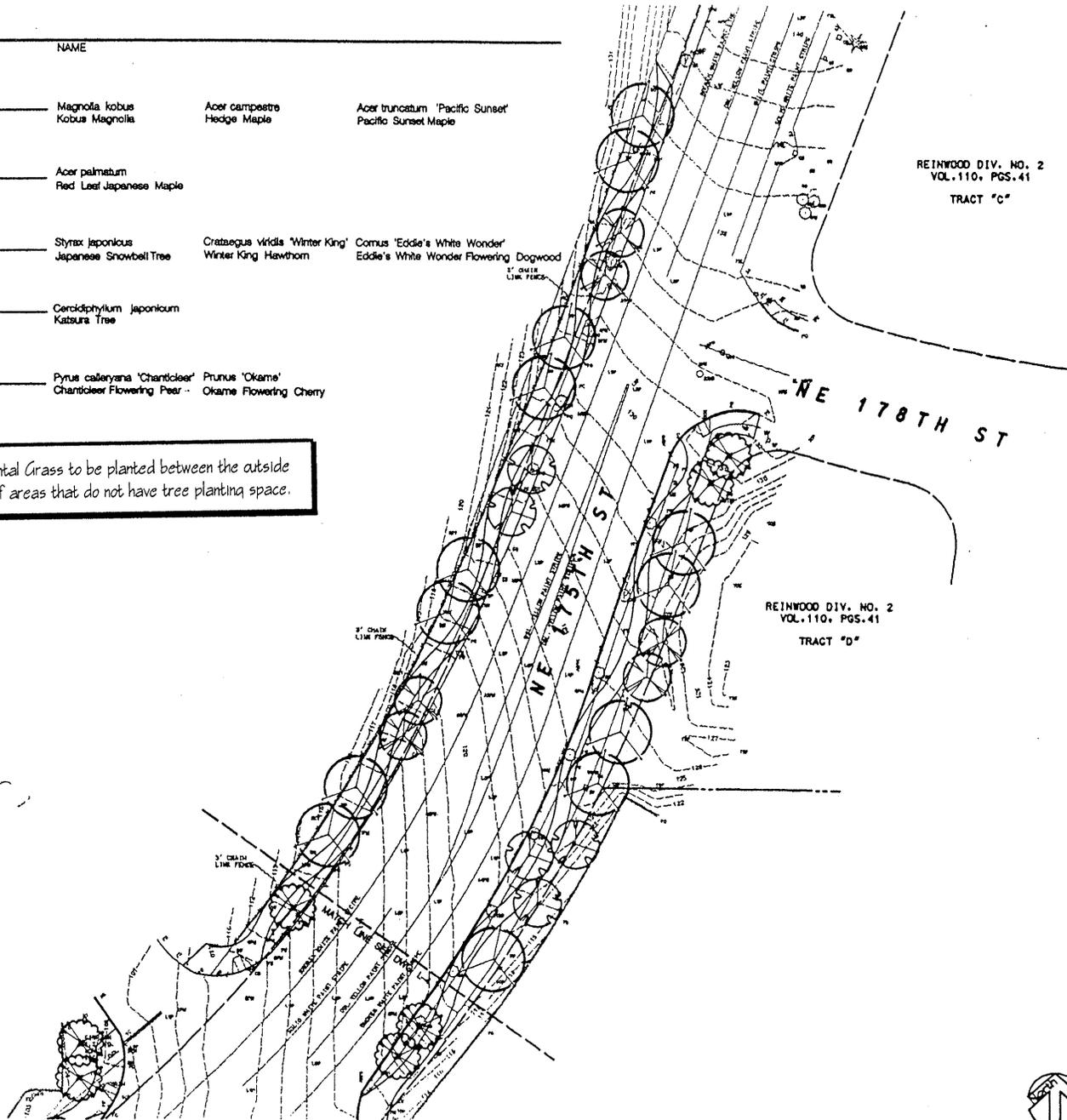
DRAWING TITLE:
SCHEMATIC
STREETSCAPE PLAN
DATE: AUGUST 28, 2009
REVISIONS:



PLANT LEGEND

| SYMBOL | NAME |
|---|---|
|  | Magnolia kobus Kobus Magnolia |
|  | Acer palmatum Red Leaf Japanese Maple |
|  | Styrax japonicus Japanese Snowbell Tree |
|  | Cercidiphyllum japonicum Katsura Tree |
|  | Pyrus calleryana 'Chanticleer' Chanticleer Flowering Pear |
|  | Acer campestre Hedge Maple |
|  | Acer truncatum 'Pacific Sunset' Pacific Sunset Maple |
|  | Crataegus viridis 'Winter King' Winter King Hawthorn |
|  | Cornus 'Eddie's White Wonder' Eddie's White Wonder Flowering Dogwood |
|  | Prunus 'Okame' Okame Flowering Cherry |

Ornamental Grass to be planted between the outside edges of areas that do not have tree planting space.

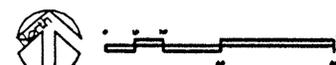


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DATE: AUGUST 28, 2001
REVISED:

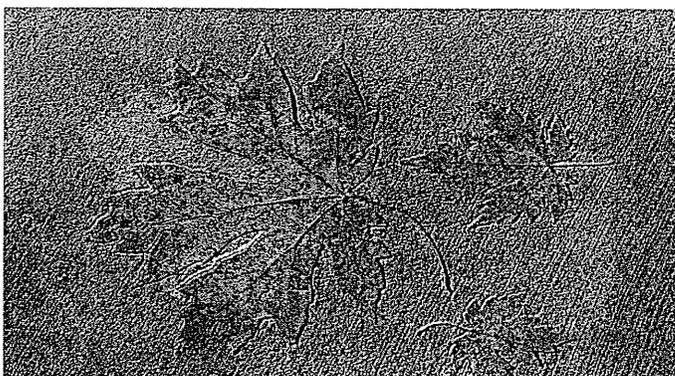




B. Plan Phasing

The preferred method of implementation is by phasing of the improvements. One of the Tree Board's main is to minimize the environmental repercussions of losing the trees that represent 8% of the street trees in the town center. The trees provide substantial shade over the paved streets at the intersection thereby reducing what is known as urban heat island affects (increased heat from paved or hard surfaces). The additional significant concern is the impact to the aesthetics and identity the trees provide to the commercial district. Studies show trees in commercial areas attract shoppers providing an economic gain (*Washington State Department of Natural Resources TreeLink, Number 14, Spring 1999*). Business and residents directly benefit from the trees.

Initially a phasing approach was recommended by the Tree Board as the most efficient and cost effective manner. After the design became more schematic, the idea of phasing may not be as practical. One phasing possibility is to begin improvements bi-annually at the corners and gradually move to the ends of the project limits. It should not, however, jeopardize implementation of the Master Streetscape Plan. It should not be done in a way that will leave significant pieces incomplete or excessively extend the timing of the overall plan. The Board recognizes there may be significant cost differences to phase a project. While it is strongly encourage, the final approval and implementation may require the project to be completed all at once.



Sidewalk Etching Detail

C. Species List

The following tree species are recommended as replacement trees in the intersection. The trees species complement each other and the paved areas. Although the species are outlined in the Master Streetscape Plan, other species that meet the overall intent of the design may be considered based on availability as approved by City Tree Official. The species were selected based on the limiting factors of the planting area and the urban environment.



Shrubs and ground cover are advised over turf primarily for the maintenance advantages. Grass must be mowed regularly while shrubbery and groundcover are less maintenance intensive. Coniferous plants are the preferred alternative.



| Scientific Name | Common Name | Height | Color |
|---|--|---------------|--|
| <i>Acer campestre</i> | Hedge Maple | 15'-30' | Green, yellow in fall |
| <i>Magnolia kobus</i> | Kobus Magnolia | 30'-45' | White flowers |
| <i>Acer truncatum x A. platanoides</i> | Pacific Sunset Maple | 15'-30' | Green, dark purplish red in fall |
| <i>Acer palmatum</i> | Red Leaf Japanese Maple | 15'-30' | Bronzy green |
| <i>Cercis Canadensis</i> | Forest Pansy Eastern Redbud | 15'-30' | Purple foliage |
| <i>Styrax japonicus</i> | Japanese Snowdrop | 15'-30' | Dark green, red and yellow in fall |
| <i>Crataegus viridis</i> 'Winter King' | Winter King Hawthorn | 15'-30' | Green with red fruits |
| <i>Cornus 'Eddie's White Wonder'</i> | Eddie's White Wonder Flowering Dogwood | 15'-30' | |
| <i>Cercidiphyllum japonicum</i> | Katsura Tree | 30'-45' | Dark blue green, brilliant red or yellow in fall |
| <i>Pyrus calleryana</i> 'Chanticleer' | Chanticleer Flowering Pear | 30'-45' | Dark green, purplish red in fall |
| <i>Pyrus hillieri</i> 'Spire' | Spire Flowering Cherry | 12'-20' | |

D. Special Instructions

i. Location Issues

There are two sidewalk segments that are currently located within private property. The segments are the Northwest corner of the intersection and the Northeast side of NE 175th Street east of 140th Avenue NE (this roadway section is also known as Woodinville-Duvall Road). The City should negotiate with property owners on participating in the improvements at the intersection prior to implementing a major portion of the Plan.

ii. Additional Streetscape Elements

There are many opportunities within the design scheme for additional streetscape elements that are identified in the Parks, Recreation and Open Space Plan. These elements include benches and sitting areas, interpretive signage and kiosks, drinking fountains, artworks, sculptures, and other pedestrian oriented furnishings. The Parks and Recreation Department can identify these additional features.



The Tree Board recommends that the trellis theme found at Molbak's, DeYoung Park, and in the TRF site be incorporated at the corners of the intersection preferably on private property. The trellises can have a plaque to identify the owner and would belong to the property owners

iii. Planting Specifications to be inserted.

1. Tree Wells cut in a walkway area must have a minimum of 16 square feet cutout. Any variation to a 4' x 4' tree well must have prior approval from the City Tree Official.
2. No planting holes shall be dug or prepared until the City approves the location.
3. When backfilling the hole, the soil should be tamped firmly around the roots. All holes and cavities between the roots and the surrounding soil should be filled. Once filled, the tree should be watered in thoroughly.
4. All new tree planting in areas with curbs and/or walks must include an approved root barrier device.
5. The soil surface surrounding the root system of a newly planted tree should be mulched with a minimum of organic mulch to provide proper nutrients to thrive. Use of recycled composted and screened yard debris as mulch is encouraged.
6. Staking or anchoring may be necessary through the first year after installation.
7. New trees need to be adequately watered at least once a week during the first two growing seasons to become properly established.



7. Appendix

A. Community Urban Forestry Plan, Comprehensive Plan, and Parks, Recreation and Open Space Plan Compliance Matrix

The **Community Urban Forestry Plan** (CUFP) outlines several Goals and Policies that guide the City's approach to projects involving trees. The following Goals and Policies relate to the 140th/175th Capital Project. This master streetscape plan complies as indicated.

| Goal/Policy | <i>Compliance</i> |
|--|--|
| <p>Goal CUF-2 To work towards no net loss of the overall community urban forest cover; in the long term, measurable gain.</p> <p>Policy CUF-2.1 Maintain the existing canopy cover and work towards an attainable canopy cover increase.</p> | <p><i>The London Plane trees represent 8% of the City's trees. Their maturity creates a significant shade corridor along this stretch of road. Since the City is not able to retain the trees, the design shows a long-term gain in the urban forest. Additionally, the plan includes a phased replacement schedule to lessen the impact of the canopy loss.</i></p> |
| <p>Policy CUF-5.5 Provide for effective coordination and compliance of land clearing and development with other applicable City development standards including, but not limited to, building, zoning, subdivision, sensitive areas, grading, landscaping, tree preservation, stormwater, erosion control, and street design.</p> | <p><i>This tree replacement plan is done in coordination with the improvement project needs, standards, and infrastructure requirements.</i></p> |
| <p>Goal CUF-7 To achieve a sustainable community urban forest through diversity of species and ages to safeguard the forest's overall health and to enhance scenic beauty.</p> <p>Policy CUF-7.2 Require tree and plant minimum replacement standards that over time will provide an equal or greater value to the community urban forest.</p> | <p><i>The Plan design includes species diversity to promote the urban forests overall health as well as enhancing the scenic beauty. The plan's phasing element will promote age diversity.</i></p> |
| <p>Goal CUF-10 To encourage neighborhood identity and character that includes the community urban forest.</p> <p>Policy CUF-10.1 Promote neighborhood street tree plans.</p> | <p><i>The Plan was developed to preserve and enhance the gateway area at this intersection as identified.</i></p> |
| <p>Goal CUF-11 To create inviting commercial and public areas that include safety measures in design and maintenance that also attract citizens, shoppers, and visitors.</p> | <p><i>The London Plane trees soften the paved areas of this intersection that has an intense retail use. The replacement plan achieves safety, maintenance, and aesthetic goals.</i></p> |



| | |
|--|---|
| <p>Goal CUF-14 To select appropriate trees and plants for retention and planting at the time of development including native species.</p> | <p><i>The species selected as replacements are appropriate for the existing and future conditions at the intersection.</i></p> |
| <p>Goal CUF-15 To ensure parks and city streets provide shade corridors that include trees and plants.</p> <p>Policy CUF-15.1 Coordinate with City departments on regulations and city project designs to include trees and plants for significant shade along paved streets and city parks.</p> <p>Policy CUF-15.2 Require street trees in all residential, commercial, industrial, and public development and redevelopment subject to a master street tree plan for City streets, where appropriate.</p> | <p><i>Although the existing shade corridor provided by the London Plane trees will be lost, the phasing element of the Plan ensures the impact is minimized as much as possible.</i></p> |
| <p>Policy CUF-20.3 Use all forms of media to keep the community informed of all activities involving the community urban forest.</p> | <p><i>The City has used the following media methods to promote citizen education and involvement:</i></p> <ul style="list-style-type: none"> ➤ <i>Mailed notices</i> ➤ <i>Local newspaper published notices</i> ➤ <i>City newsletter</i> ➤ <i>City Website</i> <p><i>Copies of notices are included in Appendix C</i></p> |

Compliance with the **Comprehensive Plan** relates mainly to economic development, community design, and transportation goals

| | |
|--|---|
| <p>Policy LU-4.1: Create a vibrant downtown Woodinville that is an inviting place to work, shop, live, and socialize.</p> | <p><i>The Plan's design contributes to the creation of an inviting downtown. Studies indicate trees attract shoppers. The meandering sidewalk is unique and attractive.</i></p> |
| <p>Goal ED-2: To maintain a quality environment, recognizing that this is one of Woodinville's most important assets in attracting economic activity.</p> <p>Policy ED-2.5: Improve the aesthetics and site designs of existing non-residential developments through landscaping and urban design.</p> <p>Policy ED-2.6: Cooperate with the private sector to improve the aesthetics of existing non-residential sites.</p> | <p><i>Studies show that aesthetics add quality to commercial areas thereby improving business opportunities. The Master Streetscape Plan considers the aesthetics as one of the most important concepts to its success.</i></p> |
| <p>Policy CD-1.1: Develop identifiable gateways at significant portals to the city.</p> | <p><i>This intersection is identified as a gateway and includes gateway features such as the concrete etching treatment which creates a plaza effect at the intersection corners.</i></p> |



| | |
|---|---|
| <p>Policy CD-2.4: Require street trees in all residential, commercial, and industrial development and redevelopment subject to a street tree plan and program developed by the City of Woodinville.</p> <p>Policy CD-2.6: City street standards are to conform to Woodinville Tree Board and National Arbor Society recommendations for an officially designated Tree City.</p> | <p><i>This plan was developed by the Tree Board and meets all necessary standards.</i></p> |
| <p>Policy CD-3.2: Include landscaping and accent planting in the design of streets.</p> <p>Policy CD-3.4: Develop a street tree plan and a program for each residential, commercial, and industrial neighborhood in the city.</p> | <p><i>The Master Streetscape Plan includes landscaping and is considered a street tree plan.</i></p> |
| <p>Policy CD-4.1: Promote the development of pedestrian amenities in and through Woodinville.</p> <p>Policy CD-4.3: Require appropriate design techniques in the development of pedestrian areas to provide for pedestrian safety.</p> <p>Policy CD-4.6: Encourage landscaping along the perimeter of residential, commercial, and, where appropriate, industrial land uses rather than fences, walls, or other structures that impede pedestrian travel. If fences or walls are planned, breaks for pedestrian should be included.</p> | <p><i>The design of the sidewalks and landscaping placement encourage pedestrian activity and safety. Landscaping will separate pedestrians from the vehicle travel lanes.</i></p> |
| <p>Policy T-2.9: Consider landscaping in the construction of all new streets and street frontage improvements.</p> <p>Policy T-2.14: Incorporate special gateway/entrance treatments into transportation projects to the Town Center Neighborhood that support the identity of Woodinville and encourage patronage of Woodinville's downtown area.</p> <p>Policy T-2.21: Promote a "boulevard" concept on downtown streets using access control and pedestrian friendly design to promote pedestrian activity. A "Boulevard" concept would incorporate street trees on both sides of the roadway with a center landscaped median.</p> | <p><i>Although the plan does not promote a boulevard affect because of right-of-way constraints, trees and shrubs are located where ever there is appropriate space.</i></p> |
| <p>Policy T-3.14: Use high quality materials and uniform standard components to improve efficiency and reduce maintenance and operations costs associated with landscaping and lighting.</p> | <p><i>The Plan contains generally low-maintenance trees species. Additionally, shrubs and other plant material are indicated instead of turf to facilitate low maintenance.</i></p> |

Compliance with the **Parks, Recreation and Open Space** Plan is reflected in streetscape and gateway appearance goals.



The Parks, Recreation, Open Space Plan Chapter 8.10 specifies streetscape and gateway treatment of this intersection. A main goal is to provide visual link between neighborhoods. Treatment features that help achieve this goal include:

- **Transit stops and shelters**
- **Handicap access**
- **Bike lanes and racks**
- **Sidewalks**
- **Street trees and landscaping**
- **Benches and sitting areas**
- **Interpretive signage and kiosks**
- **Drinking fountains**
- **Artworks and/or sculptures**
- **Other pedestrian oriented furnishings**

The Master Streetscape Plan contains street trees, landscaping, and sidewalks with opportunities for placement of the other listed features at the time of project design. Because of the restricted right-of-way width, there is no room for a standard bike lane. However, a reconfiguration of the travel lanes has allowed for a widened shoulder for safer travel by bicycles.

This intersection exists as a signature gateway into and out of the downtown commercial district. The Plan employs the same importance by introducing special features that will make this intersection unique but consistent with the design goals of the City. The unique features that accomplish importance include a meandering sidewalk, combination of tree species, and special corner treatments meeting the intent and guidance of the Parks, Recreation, and Open Space Plan.



B. Historical Reports



Northwest Arborvitae

Forest & Ornamental Consulting Services

15303 NE 182 ND PL • WOODINVILLE, WASHINGTON 98072 • 206 / 483-2953

Woodinville - Duvall Road / 140th Avenue NE Street Tree Replacement Planning

As the Consulting Arborist on the Woodinville Tree Board I would like to clarify my position in regard to the proposed tree replacement schedule as it relates to the London Planes planted along the above arterials.

It is true that some of the trees are causing damage to sidewalks and curbs and this represents a liability to the City due to the potential for personal injury. The City must do what is necessary to reduce the risk of damage to persons and property.

I am also in agreement that London plane is an inappropriate species to plant in four foot planting strips beneath utility wires. Smaller growing trees should have been selected so as to reduce damage to the hardscapes and eliminate the on-going maintenance required to keep the overhead utility corridor clear of branch growth.

As a result of the problems caused by the London planes, the City is considering removing all of them except for the 9 trees located at the northern part of 140th (due west of the Park & Ride) and an occasional plane that is set back from the arterials. In some cases a "Clear Cut Solution to an Urban Tree Problem" can be justified and is the reasonable option. As an Arborist and resident of Woodinville for twenty years, I don't feel convinced that this is the right option in our case. My reasons for this include the following:

1) According to the 1996 tree inventory conducted by the University of Washington, the __ London planes were appraised at a value of \$__. In regard to the number of trees the planes represent __% of all trees inventoried and in dollar value they represent __% of the appraised value of all trees. Thus, it is apparent that these trees represent a sizable portion of our street tree resource. The results of this inventory and appraisal indicate that the London planes represent a significant dollar value as well as providing aesthetic attributes. They are also are loved and appreciated by the community.

2) Considering the fact that the trees have value and provide considerable aesthetic attributes, but at the same time some are creating serious problems, **it is my feeling that an integrated approach should be taken.** I have not been able to do an in-depth study myself and at this point there has not been one produced by any other Consulting Arborist. I have, however, briefly inspected the areas in question and have formed some preliminary opinions. It is my feeling that a combination of tree removal and replacement in some areas, tree retention for the time being in others, and the implementation of state of the art urban tree planting designs could be carried out.

More in depth investigational procedures need to be carried out and a number of creative options researched so that the City and the Tree Board have sufficient information upon which to base a tree replacement strategy.

3) Many other cities share our same problem in regard to their London planes. That does not mean that these cities are removing all the trees. They are removing occasional trees, mandating where new

plane trees can and cannot be planted, carrying out side-pruning procedures for overhead utilities in some cases, replacing trees with low growing species in others, repairing and restructuring sidewalks, and changing design and configuration of planting pits. In other words, other cities have rejected the "Clearcut Solution" and embraced an integrated approach.

AN INTEGRATED APPROACH

After a brief inspection of the trees and area under consideration, I formulated an example of what could be considered an Integrated Approach. This was done without consulting with the project engineers or other experts (an essential collaboration that must be carried out sooner than later) and the result serves only to demonstrate the kind of options that should be researched and discussed. Applying the integrated approach to this site specific situation could result in the following type of analysis:

The Woodinville - Duvall Road East To West:

A. Stock Market side of road. Top of hill to entry drive. There are 10 planes planted 30' OC (w/ 2 empty spaces of removed trees) in 4' wide planting strip w/ overhead utilities directly above. Tree terminals are already growing up into the wires. No damage to curbs or sidewalk presently due to young age of trees.

Options:

Recommended Option: Remove all 10 trees and replace w/ low growing species. Install break-away zones under sidewalk so that roots of new plantings can proliferate on the hillside above the Stock Market parking lot - or - create larger planting pits, filling with appropriate structural soils, and incorporate interlocking pavers as part of sidewalk.

Details To Be Provided: Species selection, planting specifications, details on break-away zones & structural soils materials for street tree planting, etc.

B. South Side of Street, NE 178th to Mail Boxes Drive Entry. Eight planes, 3-4 struck by cars previously. No overhead utilities, but trees close to street in 4' planting strip.

Options:

Recommended Option: Remove 4 trees on eastern end and plant on large berm on southeast side of sidewalk created by water retention pond (if possible). Medium to large specimen tree species could be used and the roots would help stabilize the berm. We need to find places to plant larger trees in the city so that we have a diversity of species and sizes.

Another option might be to plant 4 - 5 larger trees on the berm and wait until they become established to remove the 4 London planes in the existing planting strip in two or three years. Smaller growing trees could then be planted along the planting strip once the planes are removed (or flower boxes installed). A species should be selected that is compatible with the long term street tree planting plan and does not conflict with the larger tree specimens planted on the berm on the opposite side of the sidewalk. This same species should be considered for the location under the utility wires on the opposite side of the street.

C. Continuing Southeast to Mail Boxes Entry. South side of street. Planes located close to curb in 4' planting strip. There are no overhead utilities.

Options:

140th North of Intersect w/ 175th: There are four planes beneath utility wires in a 4' planting strip. Their removal would not be as much of an aesthetic loss as would the loss of planes along some parts of 175th.

Options:

Recommended Option: Remove all 4 trees as part of Phase I operation. Replant with low growing species incorporating enlarged planting pits & interlocking pavers.

140th South of 175th: There are 3 planes with overhead utilities west of Seattle First. Damage to sidewalk is a problem here.

Options:

Recommended Option: Remove the 3 planes and replant with smaller trees. Negotiate with Seattle First to plant 3-4 medium sized deciduous trees on their grassy berm. Columnar Norway maple would be nice in here. It would provide nice fall color and the trees would rise up over the lower growing street trees without reducing the bank's visibility.

Continuing South Toward Albertsons: There are 8 planes with overhead utilities. The trees are located just inches from the curb in most cases. Sidewalk lifting is detectable in several locations.

Options:

Recommended Option: Due to the overhead utilities I would remove and replace all these trees with low growing species.

CONCLUSION

There are a number options or combination thereof that have not been discussed, i.e. root pruning, root barriers, etc. Various options can range from removing just a few trees in some areas to removing all trees and coming up with an entirely new street tree planting plan that is integrated into a long range plan for the entire city.

If significant numbers of trees have to be removed, I would like to think that some good could come from this whole unfortunate affair. Perhaps the kernel of positivism could result from using new state of the art street tree planting procedures instead getting the job done quick and repeating old mistakes. These new procedures would include incorporating break-away zones, enlarged planting pits, and updated specifications on structural soils for street tree planting.

A Consulting Arborist would have to be part of the professional team and be involved in all stages from planning to active involvement in installation and post planting monitoring.

The right species will have to be selected and consideration given as to how these trees fit into what should be a more comprehensive design, a street tree plan for the entire city.

In some cases the city might just have to bite the bullet and retain a small core of London planes where they provide considerable aesthetic attributes and where their removal would be considered unacceptable to Woodinville residents. Sidewalk and curb repairs would have to be made periodically as they are made in other cities. It is my feeling that removal of all trees would be too drastic and have a very negative impact on the community, both visually and psychologically.



Urban Forestry Services Inc.

Title: Woodinville, Washington
London Plane Tree Evaluation
Attn: Mr. Gary Wiggins

Provided For: City of Woodinville, Washington
13203 NE 175th Street
Woodinville, WA 98072

Provided By: Urban Forestry Services, Inc. 
James M. Barborinas, A.S.C.A.

Date: January 20, 1997

Summary and Preliminary Recommendations

Item: Evaluation of 59 *Platanus v. acerifolia*, London Plane trees

Average Size: 12.7 diameter at 4 1/2 ft. above ground

Number Under
or Very Near
Power Lines: 42 out of 59

Number Lifting
Sidewalk: 35

Number Lifting
Street or Curb: 29

Number of
Trees Already
Topped: 14

Range of
Planting
Bed Lift: 0-8"

grates may be considered to expand hard walking surface. The details can be specified after these alternatives are discussed.

Summary

1. Remove and replace the 45 trees under or near power lines with a better variety of tree.
2. Design new tree planting areas with:
 - More available rooting space.
 - Tree further from the curb, but still between curb and pedestrian flow.
 - Full or partial tree grates considered.
 - Root barriers considered.
 - Drip irrigation.
3. Consider replacing the other 14 trees that are not under power lines to match trees planted across the street.
4. Varieties to consider: I decided not to suggest any varieties until we have a chance to discuss desirable characteristics and limitations of the overhead wires. The wires are relatively high so we might consider some intermediate varieties instead of the more typically small varieties suggested by Puget Power.

| Tree # | Species | DBH (In.) | Horz. dist. from leader to powerline (ft.) | Sidewalk to lift (In.) | Street/curb lift (In.) | Planting bed lift (In.) | Special tree condition | Comments | Preliminary recommendations |
|--------|---------------------|-----------|--|------------------------|------------------------|-------------------------|--|--|-----------------------------|
| 18 | Platanus acerifolia | x18 | under | | 0.5 | | Co-dominant leaders under the powerlines and girdled roots. | | Remove/Replace |
| 19 | Platanus acerifolia | x18 | under | 1 | | 4 | Co-dominant leaders under the powerlines. | | Remove/Replace |
| 20 | Platanus acerifolia | x18 | under | 1 | 2 | 4 | Topped with co-dominant leaders under the powerlines. | | Remove/Replace |
| 21 | Platanus acerifolia | x16 | under | | 3 | 4 | Topped with co-dominant leaders under the powerlines. | | Remove/Replace |
| 22 | Platanus acerifolia | x18 | under | 1 | 1 | | Topped with co-dominant leaders under the powerlines. | | Remove/Replace |
| 23 | Platanus acerifolia | x16 | under | 0.5 | 0.5 | | Topped with co-dominant leaders under the powerlines. | | Remove/Replace |
| 24 | Platanus acerifolia | x14 | no wires | | | | Topped with co-dominant leaders. | Moderate failure potential. This is a Landscape tree set back from rd. | O.K. to leave. |
| 25 | Platanus acerifolia | x14 | under | 1 | 1.5 | | | | Remove/Replace |
| 26 | Platanus acerifolia | x8 | under | | | | Small tree | | Remove/Replace |
| 27 | Platanus acerifolia | x9 | under | 0.25 | 1 | | | | Remove/Replace |
| 28 | Platanus acerifolia | x8 | under | | | | Crooked form. Poor specimen. Sprout from damaged tree. | Resprout from early tree damage. | Remove/Replace |
| 29 | Platanus acerifolia | x12 | under | 2.5 | 0.5 | | Topped, leaning, near street light and hanger in crown. | Hit early in life. Trunk defect 12" x 6". | Remove/Replace |
| 30 | Platanus acerifolia | x14 | under | | 0.5 | | Tree is near a street light and 60% of the trunk is defective. | | Remove/Replace |
| 31 | Platanus acerifolia | x14 | under | | 1 | 5 | | | Remove/Replace |
| 32 | Platanus acerifolia | x18 | under | 2.5 | 1 | | Tree is near a street light. | | Remove/Replace |
| 33 | Platanus acerifolia | x12 | under | 1 | | | One co-dominant leader failure under the powerline. | | Remove/Replace |
| 34 | Platanus acerifolia | x12 | under | 1 | | | Tree has been topped and is under the powerline. | | Remove/Replace |
| 35 | Platanus acerifolia | x12 | under | 1 | | | Tree has been topped and is under the powerline. | | Remove/Replace |

* Evaluation and recommendations by Urban Forestry Services, Inc. Mount Vernon, WA 360-428-5810 / Fax 360-428-1822

| Tree # | Species | DBH (in.) | Horz. dist. from leader to powerline (ft.) | Sidewalk to lift (in.) | Street/curb lift (in.) | Planting bed lift (in.) | Special tree condition | Comments | Preliminary recommendations |
|--|---------------------|-----------|--|------------------------|------------------------|-------------------------|-----------------------------|--|-----------------------------|
| 54 | Platanus acerifolia | x 18 | no wires | 2 | 2 | 8 | | Concrete ramp present. Root pruning required if saved. | Tree could remain. |
| 55 | Platanus acerifolia | x 14 | no wires | 2 | 2 | 8 | | Root pruning required if saved. | Tree could remain. |
| 56 | Platanus acerifolia | x 12 | under | 1 | 2 | 8 | Leader is under powerlines. | | Remove/Replace |
| 57 | Platanus acerifolia | x 12 | under | 2.5 | 1.5 | | Leader is under powerlines. | Concrete ramp present and sidewalk is cracked. | Remove/Replace |
| 58 | Platanus acerifolia | x 12 | under | 2 | 2 | | Leader is under powerlines. | Concrete ramp present and sidewalk is cracked. | Remove/Replace |
| 59 | Platanus acerifolia | x 12 | no wires | 1 | 0.5 | | | Root pruning required if saved. | Tree could remain. |
| Average diameter | | 12.7" | | | | | | | |
| Number under/near powerline | | | 42 trees | | | | | | |
| Number lifting sidewalk | | | 38 trees | | | | | | |
| Number lifting street or curb | | | | | 29 trees | | | | |
| Range of planting bed lift | | | | | 0" - 8" | | | | |
| Summary of recommendations | | | | | | | | At least 43 of the 59 trees should be removed and replaced with a more appropriate tree variety. | |
| * Evaluation and recommendations by Urban Forestry Services, Inc. Mount Vernon, WA 360-428-5810 / Fax 360-428-1822 | | | | | | | | | |

R011 - URBAN FORESTRY SVCS INC
 PHONE NO. : 3604281822
 Jan. 21 1996 04:03PM PG

2) **John Peterson, Acting Arborist, City of Seattle:** "We prune the heck out of those trees (root prune)." (When informed that a representative from the City of Bellevue offered a similar response only his comment was that they pruned the hell out of them, John volunteered that they didn't talk like that over there in Seattle.)

3) **Ron Hess, City of Seattle, from the paving section:** "We did extensive pruning because of political reasons. If you can get rid of them, do it. If you prune on the east and west sides (of the tree) you have to worry about blowdown. No London planes have blown down yet, however. With sidewalk lifting you can just go up and over with pavers. On curb problems, once the damage is done, trim the roots and reset the curbs. In 1981 or so a tree that had lifted a curb 2.5' was root pruned and barriers were installed. The curb is not back up yet. You need to treat each tree individually."

4) **Hoppie, City of Kirkland:** "Normally we prune and replace the panels (root barrier). Kirkland has a limited budget for that type of work. It is more cost effective not to replace the tree. Now we are not allowed to plant London planes within 40' of streets and boulevards."

5) **Gordon Mann, Redwood City, Calif. Public Services:** (See attached reprint titled ROOT PRUNING AND CHEMICAL AND PHYSICAL ROOT BARRIERS.)

(In response to the question how close to the tree can you root prune?) "You could probably get away with some minor root pruning up to 12" from the stem. In my experience there has not been that much root pruning necessary on the curb side of the tree. Many roots get deflected and go down."

"The problem is that concrete is not flexible. If lifted in one spot, it jacks up the whole area. You could use an asphalt berm. There is a machine that does that. An asphalt berm doesn't have to be as deep."

"If its the basal flare that is doing the lifting, consider narrowing the street. You can take lanes 12' wide down to 10'-11'."

"Excavate one or two trees, taking up the curb, gutter, and sidewalk, and see what's down there. If its just one root, you can prune it and install a barrier. See what is typical, how deep the soils are, how deep the roots go. Determine if the problem is related to root flare or surface roots. You can do a temporary asphalt repair."

"Cities don't like to deviate from their standards, don't like to set precedents. But they can say that this case is an exception - an attempt to repair the damage of the infrastructure. In the future, see that sufficient space is allotted for the species planted."

"Please let me know how this turns out, what the results are."

After my conversations with the above experts and city employees, I feel even more convinced now than I did when I submitted an undated letter of concern to the Tree Board several months ago stating my reservations and concerns with the removal plan. My basic premise then was, and remains, the fact that "there are a number of options or combination thereof that have not been discussed thoroughly, i.e. root pruning, root barriers, etc. ... and that removal of all the London plane trees would be too drastic and have a very negative impact on the community, both visually and psychologically."

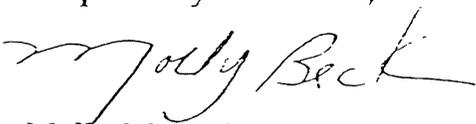
I would like to see us take Gordon Mann's recommendation and excavate in the rootzone of one or two of the offending trees and "see what's down there." Then we

elements and they have a rather thinned out and unaesthetic appearance when grown without irrigation. You just have to take a look down our main street and compare the attributes and condition of the red maples with those of the London planes to see what I am talking about.

Therefore, I propose that we seriously consider doing whatever is necessary to maintain the planes at least until we have another area well established with street trees that have matured to the point that they are equal in stature that the existing London planes are today. Right now I think we have an excellent place to start. The Woodinville south bypass has no overhead utilities and there are many existing stretches with sufficient planting space. Unfortunately smallish ornamental pears have been planted along much of this street. A number of them are not doing well, however, due to incorrect planting, transplanting, and post planting maintenance problems I assume.

What I would recommend is that Woodinville seize the opportunity to consider removing the pears and designing and installing a grand street tree boulevard, a boulevard with trees that would have character and presence. There may be other areas and arterials that would also lend themselves to this type of planning and implementation. I would like to see moderate to larger sized trees incorporated into the cityscape along with the smaller low growing varieties, but we have to plan for this. We have the opportunity. If we respond imaginatively, the character and nature of our city will be shaped and enhanced for years to come. We need to design space for larger trees now before it is too late. Look at your favorite streets in Seattle, the ones that really stand out in your mind, the neighborhoods with character. Its the big old trees that make a difference. I don't want us to be a town of smallish, *token* trees and drought resistant shrubs. I have a higher vision for Woodinville.

Respectfully submitted,



Molly M. Beck
Consulting Arborist

OBSERVATIONS

On The City of Woodinville's list of Recommended Tree Species, the Tree Board has generously included London Plane, with the stipulation that the planting strip be wider than 9 feet. The Plane trees that are along 140th Ave. NE, grow in planting strips 50 inches wide with 6 foot wide sidewalks, and the Plane trees along NE 175th St. grow in planting strips 45 inches wide with 10 foot wide sidewalks! Of the 59 trees Jim Barborinas counted 35 that are lifting up sidewalks, with another 29 that are lifting up curbs. As I will address in this report, significant changes need to be made in planting strip/sidewalk dimensions before any London Plane or *newly planted* tree can be preserved for the long term. Aside from the obvious cracking and uplifting that has occurred, a problem has developed with the 140th/175th intersection traffic lights , quite possibly a result of invasive roots. As has already been discussed in the two previous reports, the overhead power lines present a significant obstacle for the London Plane's ultimate size and stature. This has already sealed the fate for tree's #33-42. It is helpful that the power lines over trees #9-11, #12-19, and #20-23 are off-set, leaving the least damaging, directional pruning as an option.

GETTING TO THE ROOT OF THE MATTER

The Tree Board has requested that I make the necessary recommendations for limited root pruning and root barrier installation for specific trees to be retained. There are some issues that need to be considered before making any final decisions.

1) If street and curbs are to be repaired successfully, *roots will need to be pruned.*

At this time I can only make some general recommendations for the root pruning/barrier installation, I really need to observe first hand where the roots are growing before I can say that this task can or can not be performed successfully. For instance, if more than 33% of the trees root system needs to be cut, and in most cases it will be within 10 inches of the trunk, the tree has a good chance of declining. If 25% of the tree's anchoring roots are removed on the windward side (south/south-west), this could create a structurally unstable tree, vulnerable to wind throw. However, while soliciting opinions on the subject I have discovered that London Planes have a high rate of survivability after root pruning (often severe). This is due to the fact that they can have another significant layer of roots under the offending surface roots, which minimizes the stresses that severe root pruning would otherwise have on the tree. Unfortunately there is no way of knowing if these trees have developed this type of root pattern until the area has been exposed.

2) In order to prepare a new street surface it's necessary to excavate down 14 inches, 3 feet to replace broken curbs and footings. For replacing curbs around trees to be root pruned, it would be prudent to consider using a rolled curb and gutter set away and curved around trunk. This of course would have to be worked out with an engineer, since this would project out into the street. Designing a curb in such a way would provide more needed space for the trunk to expand.

TREE PRUNING

All pruning shall be done in accordance with the ANSI A300 standard either by or under the supervision of an Arborist.

- ⇒ Maintenance Prune: is the pruning to be done for maintenance purposes.
 - ⇒ Crown thinning: The selective removal of branches to increase light penetration, air movement, and to reduce weight.
 - ⇒ Crown restoration: Pruning to improve the structure, form, and appearance of a tree that has been severely headed, vandalized, or storm damaged.
 - ⇒ Crown raising: The removal of lower branches to provide clearance.
- Even with proper pruning, many of the trees to remain adjacent to power lines will appear a bit misshapen.

TREE SELECTION

Given the space limitations caused by combination of proximity to street and adjacent power lines, the choices for suitable replacements is limited.

With all due respect to Jim Barborinas, I have my doubts about using 'Keithsform' and 'Warrenred' Maple cultivars under power lines. They are a proven street tree however their ultimate size and shape may require a good deal of pruning. The City of Seattle has had significant structural problems with Raywood Ash along the NE 35th corridor. A beautiful tree that would require maintenance over time.

I am suggesting trees that are tough but more ornamental in nature, to be planted directly under power lines:

1. Crataegus x lavallie- Lavalie Hawthorn. A superb ornamental.
2. Parotia persica- Persian Ironwood. A beautiful, underused tree.
3. Malus baccata 'Sugartyme'- Flowering Crabapple. Planted with great success in City of Everett.

Trees to be planted with power lines off-set to side:

1. Pyrus calleryana 'Chanticleer'- Chanticleer Pear. Columnar form of Flowering Pear.
2. Acer rubrum 'Bowhall'- Bowhall Maple. Narrow form of the common Red Maple.

At this time I wish to express concern over availability for all tree stock, **it is low!** I recently spoke with Northwest Shade Tree in Oregon and was informed that due to the current demand for quality trees it would be best to order trees a year in advance!

Due to high demand it was recommended that 2"-2½" be used instead of the much larger 3" stock.

SPECIFIC RECOMMENDATIONS

The following recommendations are in response to Tree Board memo dated 1/12/99

7. Trees 1-8: Remove and replace with Chanticleer Flowering Pear or Bowhall Red Maple 25' on center(OC).



Trees For Life, Inc.

P.O. Box 1586
Bothell, WA 98041-1586
(425) 485-4758
(425) 487-2079 Fax

August 11, 2000

Becky Perkins
City of Woodinville
Planning Dept.
13203 NE 175th St.
Woodinville, WA 98072

Dear Becky,

As requested I am sending you my observations and comments regarding the recent 'exploratory excavation' of NE 175th, the purpose of which was to see the extent of the adjacent London Plane tree's root system.

The black top was removed and soil was sucked away roughly 2' away from the trunk of the tree. A trench 8" wide and 3' deep was vacuumed out so that we could determine the number of large roots that would need to be cut when the new street and curb are installed this fall.

I was truly shocked when there were no roots exposed that were larger than my pinky and those roots were just under the curb! There are two reasons why this is; the first is that the soil in which these trees grow is almost pure sand, which promotes roots to grow deep, as opposed to the shallow and wide roots that grow in clay soils. The second reason is that approximately one foot below the existing road is another road! This I'm sure has helped deflect roots even further down.

This means that when the old surface and curb are removed and replaced we should not encounter many large anchoring roots that will have to be cut. Undoubtedly there will be some, but certainly not as many substantial roots as I had originally anticipated. In addition if the trees are retained and root barriers are installed the barriers will only have to reach the depth of the old road, which is one foot, not the three foot depth we planned on.

As I mentioned, in order to make a final determination as to the fate of these trees I believe it would be prudent to talk to someone from PSE and Asplundh as to how these trees could be pruned differently to clear the overhead power lines, so that they still have a nice crown when they are done.

Becky, please call if you have any additional questions.

Sincerely,

Arboricultural Services Since 1979 - A Member of ISA, NAA, Plant Amnesty



PUGET
SOUND
ENERGY



RECEIVED



November 28, 2001

RECEIVED
DEC - 5 2001
City of Woodinville

Woody Ward, Project Manager
City of Woodinville
17301 133 Avenue NE
Woodinville, WA 98072

Re: Conceptual Cost Estimate
Underground a Section of Downtown Woodinville
140th Avenue NE / NE 175 St Intersection Pavement Improvements

Dear Mr. Ward,

The City of Woodinville has requested that Puget Sound Energy (PSE) prepare a conceptual cost estimate to convert the overhead electric distribution system to underground in a section of downtown Woodinville for planning purposes. The city provided high-level plan view drawings, specifically pages 12 through 15 for reference in preparing the conceptual estimate. We have determined, based upon your request that this project will qualify as a conversion under the terms of PSE's Schedule 71. Prior to PSE beginning construction of the conversion project, the city and PSE must enter into a Schedule 71 Conversion Agreement.

The project is located on 140th Avenue NE beginning north of the intersection of NE 171st Street north and including the intersection of NE 178th Street, also on NE 175th Street beginning at 140 Avenue NE including the intersection, east to just south of NE 178th Street.

This conceptual cost estimate is based on the drawings provided by the city with no discussion between the city and PSE regarding the scope of the project. Conversion of the overhead system and removal of the overhead system (less salvage value) within the project limits identified on the drawings will require facilities just beyond the project limits to be converted as well. This project would require pad mount switch cabinets, pad mount transformers and junction boxes be set in areas that may require easements.

Easements, conversion of services, trenching, restoration, additional conduits for lighting and lighting are not included in this conceptual estimate.

The conceptual estimated cost to convert the existing overhead electrical facilities ranges from \$433,100.00 to \$649,650.00. The drawings indicate that no additional lane will be added which would required the City of Woodinville pay 70% of the project cost, or, \$303,170.00 to \$454,755.00. The city will also be responsible for 100% of the cost for trenching and restoration.

The project scope, along with drawings of existing facilities within the street right-of-way and the planned improvements, need to be provided to PSE in the form of 2 hard copies along with a copy of the electronic file. Either AutoCAD or Micro-Station format is acceptable for the drawings. We will begin developing the preliminary engineering design and engineering cost estimate upon receipt of this information.



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Please note that this conceptual estimate will be based on the use of pad-mounted vaults, transformers, switches and hand-holes required for the new underground system, all of which are generally located on private property. The cost for obtaining any easements needed to place this equipment on private property will be the city's responsibility.

We look forward to working with you on this project. Please feel free to contact me at (425) 462-3917 should you have any questions regarding the PSE portion of this project, or identify potential issues associated with PSE's facilities. For options on lighting services provided by PSE's Intolight, please contact Del Haydon, PSE's Street Lighting Manager, at (425) 456-2413.

Sincerely,

Charlene Kraut
Project Manager

Cc: Barry Lombard, Municipal Land Planner, PSE

Attachment: Facility Relocation/Modification Estimate of Costs



**PUGET
SOUND
ENERGY**

FACILITY RELOCATION/MODIFICATION ESTIMATE OF COSTS

To: City of Woodinville
17301 133 Avnue NE
Woodinville, WA 98072

Date: 11/30/01

Attn:

Project Description: **Conceptual Cost Estimate to Underground a Section of Downtown Woodinville**
 Location: **140 Av NE from NE 171 St to NE 178 St & NE 175 St from 140 to NE 178 St**
 PSE Project Manager: **Charlene Kraut**

| | | | | | | |
|--------------------------|------------------|-----------|------------------|--|------------------|---------------------|
| Activity: | Conversion | | | | | |
| PSE Order #: | | | | | | |
| Estimate Type: | Conceptual | | | | | |
| % Reimbursable: | 70% | | | | | |
| Materials | \$202,200 | | | | | |
| Construction | \$175,000 | | | | | |
| Engineering & Management | \$0 | | | | | |
| Right of Way | \$0 | | | | | |
| Overhead | \$55,900 | | | | | |
| Estimate Range: | \$433,100 | to | \$649,650 | | | |
| | | | | GRAND TOTAL: | \$433,100 | to \$649,650 |
| | | | | City of Woodinville Obligation: | \$303,170 | to \$454,755 |

This is an estimate only. Reimbursement to PSE is based upon actual project costs.

C. Media / Public Outreach



Permit
Process
Forum
Page 2

City holds
Meet and
Greet
Page 3

Around
the
Block
Page 7

Computer
recovery
program
Page 20

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August 7, 2000

Flying the old-fashioned way



Valley View Editor Lisa Allen goes for a flight with George Moore, a pilot with the Fred Baron Stearman Squadron, while the aerobic team was in Seattle for Seafair. The wood and fabric open cockpit biplanes were built in the late 1930s and early 1940s. The team's appearance during the hydroplane races benefited Miracle Flights for Kids, a nonprofit organization providing no cost air transportation for children and families to hospitals and specialized care facilities around the country.

Gareth Grube new City Councilmember

by Bronwyn Wilson

Gareth Grube, a Woodinville resident for 22 years, was unanimously chosen by the City Council on Monday, July 31st, to complete the term vacated by Deputy Mayor Marsha Eagle. Grube not only brings his wit and congeniality to the position, but also his willingness to be accessible to people in the community. "I want to be easily accessible," he said. "I'll be available by telephone, or in person if you happen to catch me in a grocery store, or by email." In addition, Grube stated that his favorite thing about Woodinville is the people, so it shouldn't be difficult for anyone to approach him.

As a councilmember, Grube wants people to have an opportunity to be heard and to understand why decisions were made. "The most important issue is that the Council remain credible and remain communicating with the people they represent," he said.

Grube also has a vision for Woodinville. "My vision is to find low-impact ways to deal with traffic and to control change in a way that it is accepted by the citizens," he said and then added, "We don't want the community to lose the flavor of a modern small town."

And with the exception of military

service overseas, Grube has lived much of his life in areas with a small town flavor. Spending his early childhood in Oregon, Grube moved to



Councilmember Gareth Grube

Alaska with his family when he was 12. As a young man he spent a year in Vietnam in the Navy Civil Engineer Corp. Afterward, he moved to Washington State where he has made his home since. Today he's a senior civil engineer with Symonds, a consulting engineering firm. His wife, Barbara, has been in sales with the Woodinville Weekly for 18 years, and is preparing, along with him, for a big family event this October. Their

daughter, Jennifer, is getting married. The couple also has a son, Joseph, who is an attorney. For Grube, being a father is one of his many important roles. Add husband, engineer, and now councilmember to the list and Grube has a well-rounded and full schedule. Even so, he still has time to enjoy gardening, stamp collecting and woodworking.

Besides his life experiences, Grube's insight into the workings of the City is a plus for the Council and for the community. His involvement with the Planning Commission since 1993 includes participation in several citizen advisory committees. Grube stated that his service on the Planning Commission gave him an awareness and sensitivity to the issues facing the City as a whole and to its aggregate parts. "I know and respect the Councilmembers and am committed to working collaboratively with them to solve problems and execute the will of the Woodinville citizenry," he said.

Commenting on Grube's appointment to the Council, Mayor Randy Ransom said, "It was a difficult decision and we feel we've selected someone who will fit in well with the Council." Grube will serve in Position No. 6 until the November 2001 general election.

Attack of the killer roots

by Bronwyn Wilson

No one should be fooled by their peaceful appearance. This row of stately London Plane trees looks innocent enough, lined up along NE Woodinville-Duvall Rd at the 140th Ave. NE intersection. The trees, adjacent to Bank of America, were planted in the 70s when Gerald Ford was president and have flourished over time. Today they stand forty or fifty feet tall spreading out their massive branches to shade the sidewalk and street below. But looks, in this case, are deceiving. The fact is, these innocent-looking trees are bent on destruction. Lurking beneath the surface, the trees' root system wreaks havoc with whatever stands in the way. The roots are interfering with the underground infrastructure that controls the sensors to the traffic lights. They're causing the sidewalk to buckle and they're pushing up the asphalt in the road. This concerns the City of Woodinville. "It's not easy for pedestrians to pass on the sidewalks, especially those in wheelchairs," said Becky Perkins, Woodinville's city planner. "At the same time, losing the trees will impact the community," she added.

The ravaging roots have been on a destroy mission for some time now. "The City has been looking at this sidewalk/intersection restoration project since '96," Perkins said. "We've had three arborists look at the whole area and we've assessed each tree." The question before the City is what to do now. The trees are valuable enough for the City to make efforts to save the them — at least some of them. One effort includes hiring certified arborist, Ian MacCallum. On August 9th, MacCallum will cut out a small area of the street to look at the roots and determine if pruning is a viable solution. If his test proves that it is, the next step is to dig up large sections of sidewalk and road to get at the extensive root system. After pruning, underground plastic barriers would be placed around the roots to keep them from causing future punishment to Woodinville's roads and sidewalks.

"London Plane is a really great tree for harsh conditions and they can thrive anywhere," MacCallum said, explaining why King County planted this particular type of tree next to a busy street. He added that the American Elm was once the tree of choice for municipalities to plant along city streets. Like the London Plane, the elm is hardy and will tolerate poor conditions. However, Dutch Elm disease wiped out many elms in the early 70s. It was at that

time cities looked for a replacement tree and picked the London Plane as their next choice. The City of Seattle began planting London Plane trees and soon other cities in King County followed suit. Back then, the trees' destructive ways weren't considered. "They start to rear their ugly head later on," MacCallum said. And not only have they reared their ugly heads, but their ugly roots. "They break up sidewalks, they break up curbs, they crack asphalt," MacCallum said.

Although it would appear to be less expensive up front to remove the trees, Woodinville doesn't take its trees lightly. Woodinville, named "Tree City, USA" through the National Arbor Day Foundation, appointed a Tree Board to focus on tree matters. One of those matters concerns a Street Tree Plan, a 3-10 year plan phasing trees out over time and replacing them with trees that won't grow into the power lines or have roots that interfere with traffic lights or add mini-hills to level sidewalks. Another matter for the Tree Board is to honor trees that bring beauty and stature and grace to Woodinville with the Heritage Tree Award. Two trees honored include: the Little Leaf Linden, which stands in all its glory at Molbakis and is over a hundred years old; and the majestic Spanish Chestnut at NAPA Auto Parts, also over a hundred years old.

Though the London Plane trees aren't even close to a hundred years old, the trees have added charm to the city with their leafy green canopy. Their fate, however, is now in the hands of the City and will be determined within the next couple of weeks. According to Perkins, some of the trees will have to go no matter what the test results show. And the City has its sights on the replacements. "We're looking at a couple of different species," Perkins said. One possible replacement is the Lavalle Hawthorn. This beautiful tree intensifies from bright glossy green in Summer to a bronze-green in fall. Another tree being considered is the Bowhall Maple which makes a splashy show of color in fall.

MacCallum concluded, "The ideal is to put in trees that won't have aggressive root systems, won't grow up into the power lines and won't have to be whacked." Whatever the outcome, the City will continue to seek ways to beautify Woodinville's landscape with trees.

For anyone wanting to nominate a great-looking tree deserving of a Heritage Tree Award, contact Becky Perkins at 425-489-2700.

Washout
has little
effect
Page 2

Cyclist
wins
triathlon
Page 4

Board
approves
tower
Page 6

Northshore
schools
to open
Page 10

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August 28, 2000

\$1.64 million raised at Auction of Northwest Wines

by Carol Edwards

A record \$1.64 million was raised at the Auction of Northwest Wines held last Saturday night at Chateau Ste. Michelle to benefit the uncompensated care program at Children's Hospital and Regional Medical Center.

This was the 13th annual gala auction, which sold out with 700 reservations at \$400 each.

Starting at 4 p.m., attendees gathered on the manicured grounds of the winery for sips of champagne and the music of pianist Michael Strickland. The grounds were decorated with interwoven swags of copper wire and grapevines along the light poles. Seattle artist Greg Kalamar captured the moment by creating a 48" x 36" oil painting, which sold as the evening's last auction item. An arch of copper and vines framed the entrance to the winery, with arrangements of flowers in wicker stands at both sides.

Bidders moved through the barrel room for the silent auction and then into a long hallway in the production facility. There they could sample new vintages directly from different wineries' barrels with the winemakers on hand to answer questions.

Moving up golden confetti-strewn stairs into a 24,000 square foot tent, bidders stood at one end for the premier live auction items before sitting down to a gourmet dinner and the grand live auction. There was a stage at each end of the tent, with formally set round tables in-between. Panels with large replicas of wine labels

decorated one end of the tent; the other had a large stage and runway with two enormous movie screens on each side. Susan Hutchinson from KIRO was the master of ceremonies.

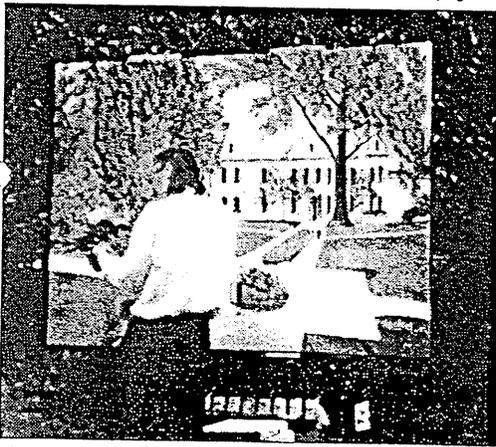
Allen Shoup, who recently stepped down as president of Chateau Ste. Michelle, was honored for his leading role in establishing the auction 13-years ago.

A wide array of wine, wine-related items and trips were offered. Bidding was fast and high throughout the evening. Dick and Sharon Friel, well-known for raising millions in auctions in the United States and Australia, were the auctioneers. Keith Robbins was the auctioneer for the earlier premier live auction. Exciting performances by Kenny G and 19-year-old Seattle singing sensation Melanie Dailey captivated the crowd.

Australian winemaker Brian Croser was the Honorary Chairman and Woodward Canyon owner and winemaker Rick Small was the Vintner Chairman. Croser is the winemaker and executive chairman of Petaluma Vineyards. In 1981, Croser found Oregon's Dundee Wine Company, makers of Argyle wines.

A dinnerware set for nine, painted by patients at Children's Hospital, including Eloise Evans, granddaughter of former Washington State Governor Dan Evans, Sr., sold for \$20,000. Eloise's father, Dan Evans, Jr. spoke and read a story that he had written about his daughter's treatment at Children's.

See Wine on page 14



The last auction item sold was a painting of the event by Seattle artist Greg Kalamar.

A chick on her shoulder



Lacey, a silver-laced Winedot Bantam hen, enjoys some quality time with her handler, Julie Ubigau, 18, of Bothell, at the Evergreen State Fair last week. Julie is a member of Cook 'n Critters 4-H Club.

Buckling sidewalks, busy roads

by Bronwyn Wilson
Senior Staff Reporter

A reprieve has been given to the stately London Plane trees that line Woodinville's downtown streets and sidewalks. The fate of the trees had been in the hands of the City since it was discovered that their menacing roots were aggressively pushing up the asphalt and cement in the road and sidewalk near the intersection of 140th Ave. NE and NE 175th.

To survey the extent of damage, the City hired an arborist to conduct exploratory work. Through this work, it was found that there were two levels of pavement on the road. The road had been elevated eighteen inches when it was built and filled in on top of an old road. The feeder roots of the London Planes are breaking up the top level of pavement only. This is good news for the trees, and for the City.

"It appears we're not going to be taking out a lot of trees," said Mick Monken, Director of Public Works. "We're going to look at saving as many as possible."

The City plans to prune the roots back and install fiberglass root barriers in October after the trees have shed their leaves. Some trees may

have to be removed at a later time, but for now, Monken is hopeful all trees will stay.

The pushy roots have also been held at bay from continuing to interfere with the underground infrastructure that controlled the traffic lights. A new video detection system has been installed which works into an analog system in a computer.

Monken said of the new video system, "It has some level of intelligence." He explained that this new system knows the difference between a shadow from a moving object as opposed to a shadow from a stationary object. It can determine, he said, if a shadow is from a moving vehicle or if it's a shadow from a building or tree and is moving due to the changing position of the sun.

"It doesn't get a false reading," Monken said. The previous system that controlled traffic signals depended on magnetic sensors. This system was reliable except for the heavy loading of trucks which would sometimes break the wire in the road.

The video detection system will also be placed at the new traffic signal going in at 200th and Woodinville-Snohomish Rd. Monken said that some street scaping

with deciduous trees will dress up the intersection as well.

Other plans to Woodinville's city streets include asphalt resurfacing to a number of existing roads and to some major arterials.

Northshore Paving was awarded the contract for the 2000 Asphalt Overlay project and one road on the list for resurfacing is 140th Ave. NE, the street lined with many of the reprieved London Plane trees.

In addition to paving, the first phase of road construction will begin at 133rd the week of August 28th.

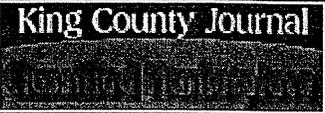
The road, which will connect to the new City Hall, is being widened. 133rd will be shut down for several weeks and may not re-open until late October.

The first phase of construction will go to the north end of the new City Hall. The 2nd phase will begin a year after the City takes possession of the Sorenson property.

Drive carefully,
schools open
Sept. 5



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Beautiful trees spread their invasive roots along streets of Woodinville - New curbs, gutters, asphalt, root barriers installed to prevent more street damage

2000-12-14
by Herbert Atienza
Journal Reporter

WOODINVILLE -- They're gorgeous, but they have wreaked havoc.

Some 50 London Plane trees, planted more than two decades ago, have created a remarkable canopy of leaves at the city's main intersection -- Northeast 175th Street and Northeast 140th Street.

But all that beauty came at a price.

The trees, with their aggressive, ever-spreading roots, have warped nearby curbs and gutters. Some roots have even penetrated across the street and affected the electrical circuits that power the busy intersection's traffic lights.

After two weeks of work and about \$104,000 spent recently, city officials are now ready to show the restored intersection.

New curbs and gutters have been installed and-- more importantly-- root barriers were put in place to prevent further damage from the trees.

"These trees are fabulous, but unfortunately, are not ideal for our streets," said City Planner Rebecca Perkins. "London Plane trees have very invasive roots and, over the years, they have caused the pavement and gutters to buckle up."

The now-mature trees were planted in the corridor in the 1970s. London Planes were quite popular among city planners then because the trees are distinctive and provide a canopy of leaves.

The trees have since fallen into disfavor because their aggressive roots often damage nearby curbs and roads.

"The trees were impacting how pedestrians made use of the curbs," said Brian Nielsen, project manager at the city public works department. "The damaged curbs also presented a potential hazard to bikers."

Nielsen said the recently completed work included replacing the damaged curbs and gutters, adjusting manholes and putting down a new asphalt overlay to align the cracked curbs.

Also, trenches were dug and concrete root barriers were placed to prevent the trees roots



from damaging the newly repaired curbs.

But all the efforts are temporary, at best.

Nielsen said the city has a plan to phase out the London Plane trees within the next 10 years and replace them with trees with less-invasive roots.

The replacement trees will be planted farther from the curbs and will be surrounded by root barriers.

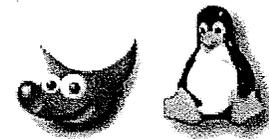
“What we’ve done is to prolong the life of these trees,” he said. “We recognize how cutting down all the trees could affect the community ... they’re mature trees that provide a lot of character to the city.”

Herbert Atienza can be reached at herbert.atienza@eastsidejournal.com or 425-453-4248.

LANDSCAPE PROTECTION PUBLIC WORKS

Eastside Journal
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Bellevue, WA 98005-2251
Phone: 425-455-2222
Fax: 425-635-0602

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Any questions? See our [contact page](#).



Police Beat

upon his own 1984 Pontiac parked on the side of the road. The man got out to find the driver's side lock punched, the dash cracked and the steering column broken. He attempted to drive the car back home, but the car wouldn't go into gear. The victim called the police who were able to lift further investigation.

Aug. 19: Officers conducted a routine traffic stop in the 14000 block of NE 181st Place. The stop resulted in the arrest of the suspect for driving under the influence. During the stop, the officer noticed blood splattered on the exterior of the car. When questioned about the blood, the suspect said that he had a bloody nose the day before at

work. This seemed inconsistent with the officer's observations. When the suspect exited the vehicle, the officer noted more blood splattered on the suspect's pants and shirt. A search of the car incident to arrest revealed two blood soaked paper towels stuffed under the driver's seat which appeared fresh. Officers also found a number of women's rings. The case is under further investigation.

Aug. 18: During regular patrol, officers found a burnt and destroyed shopping cart in the 17900 block of Garden Way. The shopping cart had been set on fire and burned completely to the metal frame.

Police Beat is compiled by John Price from Woodinville Police reports.

Sept. 5th open house debuts plan for downtown corridor

WOODINVILLE — The sidewalks at the intersection of 140th Avenue Northeast and Northeast 175th Street have been plagued by the ambitious root system of the London plane trees, and the road pavement has been damaged from high traffic volumes.

This intersection has been the recipient of recent upgrades, including a biological assessment pursuant to the Endangered Species Act, several evaluations of the trees and root systems conducted by certified arborists, installation of curb along 140th Avenue and the placement of a water main line by the Woodinville Water District.

The city's Tree Board has developed a draft Master Streetscape Plan that envisions an attractive gateway accommodating pedestrians, ve-

hicles and trees. Public comment on the plan is welcomed at an Open House set for Wednesday, Sept. 5, from 5 to 7 p.m. at Woodinville City Hall, 17301 - 133rd Ave. NE.

Copies of the draft plan will be available upon request after Aug. 31.

The plan will be presented

at the Sept. 5. Planning Commission meeting (7 p.m.) and at the Sept. 6 Parks and Recreation Commission meeting (7 p.m.).

For more information, contact Becky Perkins, Planning and Community Development Department at (425) 489-2757 Ext. 2283.



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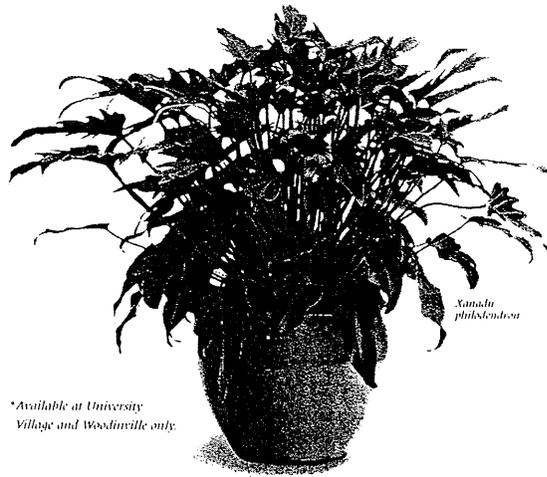
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We Sell Woodinville! Windermere

New contract to bring emission check improvements

A new 10-year contract has been awarded to Agbar Technologies Inc. of Chicago to operate testing stations for the Department of Ecology's motor vehicle emission check program.

The new contract (effective July 2002) will bring several

changes to the emission check process:

- Test stations will accept checks and credit cards, ending a 20-year cash-only policy.
- Hours will expand. The tentative new schedule will be 9 a.m. to 5 p.m. weekdays and 9 a.m. to 1 p.m. Satur-

days. Current hours are 9 a.m. to 5 p.m. Tuesday through Saturday.

- Lines must not exceed four vehicles or 20 minutes.
- Five- to 25-year-old vehicles registered in the test areas will continue to need inspections every two years.

The inspection process itself will change - most noticeably in Puget Sound - as Department of Ecology imple-

ments test procedures statewide that are now used in Vancouver and Spokane:

- Dynamometers will return to the Puget Sound area. The test station attendant "drives" the vehicle on rollers set in the floor to simulate on-road acceleration. Heavy-duty and four-wheel drive vehicles won't use this test.
- Gas cap leak checks will expand to the Puget Sound area. Worn seals on gas caps allow fuel to leak into the air even when the vehicle isn't running. Leaky gas caps also defeat other parts of the evaporative emission control system.

Two other changes will be new to all areas:

- 1996 and newer gasoline cars and light trucks will receive an "on-board diagnostics" (OBD) test instead of a tailpipe check. The attendants will connect a data cable to the vehicle's computer to download information on emission-related engine conditions. OBD will prevent high emissions before they occur.
- Diesel cars and light trucks will receive dynamometer inspections. Heavy-duty diesel trucks will continue to receive the current "snap-idle" test, a series of brief engine revvings.

For information, call Ecology air-quality program at (360) 407-6880 or visit http://www.ecy.wa.gov/programs/air/Automotive_Pages.htm.

Back-to-school immunization clinic

To ensure that children are in compliance with immunization standards before they head back to school, Evergreen Hospital Medical Center will offer an immunization clinic for children 4-17 years of age from 10 a.m. to 2 p.m. on Saturday, Sept. 8.

The clinic is free to those living in the Lake Washington and Northshore School districts and offered at a nominal fee for all others. A parent or guardian must accompany children. Immunizations available include Inactivated Polio (IPV); Diphtheria Tetanus and Acellular Pertussis (DtaP); Hepatitis B (HepB); Measles Mumps and Rubella (MMR); and Tetanus (Td). Pre-registration is required. Call (425) 899-3000.

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PUBLICATION FOR KING COUNTY, WASHINGTON
IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR THE COUNTY OF PIERCE
JUVENILE DEPARTMENT

THE STATE OF WASHINGTON TO:

1. MAURICE WOODS, alleged father of LATIANA CHAMBLISS;
DOB: 06/03/98; Cause No. 01-7-01539-1; Amended Dependency
Petition filed 07/09/01.

AND TO WHOM IT MAY CONCERN:

The above court was petitioned to adjudge your child dependent and to enter an order determining the care, custody and physical placement of your child. There may be further hearings which may permanently terminate all your parental rights to your child.

You have important legal rights and you must take steps to protect your interests. In order to defend your parental rights, you have a right to a fact finding hearing before a judge. Therefore, you are summoned to appear at a court hearing at 9:30 a.m. on the 26th day of September, 2001, at the Juvenile Court, 5501 - 6th Avenue, Tacoma, WA 98406. If you do not appear at the hearing, the court may enter an order without further notice to you.

You have the right to speak on your own behalf, to introduce evidence, examine witnesses, and receive a decision based solely on the evidence presented. You have a right to have a lawyer represent you at the hearing and help you by looking at the files, talking to involved parties, helping you to understand your rights and the law. If you cannot afford a lawyer, the court will appoint one to represent you. To get a court appointed lawyer, contact Department of Assigned Counsel, 949 Market Street, Suite 334, Tacoma, Washington 98402 at (253) 798-6062. You may contact the Department of Children and Family Services, 1949 South State Street, Tacoma, Washington 98405 - at 1-800-423-6246 for more information about your child.

DATED the 21st day of August, 2001.

By: /s/
KRISTY ROLAND
Deputy County Clerk

Published Aug. 27th, Sept. 3rd and 10th, 2001.

Woodinville City Council Preliminary Agenda

"Citizens, business and local government; a community commitment to our future."

Agendas are subject to change up to and including the day of the Council Meeting and agenda items may be added or dropped. You can call City Clerk Sandra Steffler at City Hall prior to the meeting to confirm agenda items at (425) 489-2700 ext. 223.

September 4th Council Meeting

- Claims/Payroll
- Second Quarter City Departmental Report
- Contract Addendum: Windsor Solutions for Intranet Services
- King Conservation District/Wetlands Delineation Study
- Sister City Program with Seto, Japan
- Purchase of Jackhammer and Plate Compactor
- Supplemental Agreement with ECG, Inc. for Road Design Services
- Purchase of Anti-Icing Equipment
- Multi-Family Design Guidelines

Council Meetings are held on the 1st, 2nd and 3rd Mondays in Council Chambers, starting at 6:30 p.m. unless otherwise noticed. Council Meetings that fall on holidays are rescheduled to the next working day.

Americans with Disability Act (ADA) accommodations provided upon request. Accommodations for the Hearing/Visually Impaired can be made available with 48 hours notice by calling (425) 489-2700.

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Woodinville City Hall

Training required.
Questions? 425-489-2700 ext. 2221
www.ci.woodinville.wa.us

OPEN HOUSE

140th/175th Master Streetscape Plan

The City of Woodinville's Tree Board is seeking your feedback on the draft Streetscape Master Plan for the 140th Ave. NE and NE 175th St. intersection.

The draft Plan proposes a phasing plan for tree replacement to create an attractive gateway to downtown Woodinville.

Questions? 425-489-2700 ext. 2283
www.ci.woodinville.wa.us

Wednesday
Sept. 5
5 to 7 p.m.
Woodinville City Hall

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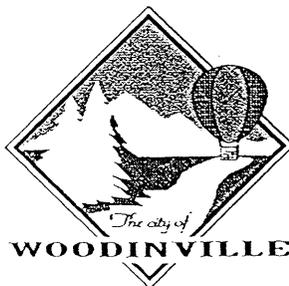
Road Improvements

Beginning
November 13th

140th Avenue and Woodinville-Duvall Road

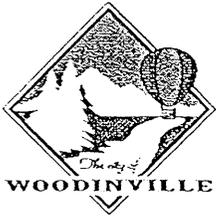
New root barrier and curb and gutter replacement will be installed along the east side of 140th Avenue NE from the south end of Woodinville Plaza to the north end of the BP gas station. The project further extends to both sides of Woodinville-Duvall Road from 140th Ave NE to 178th Street. Root barrier construction consists of a concrete barrier placed at the back of the curb to minimize root growth into the roadway; thus reducing damage to the curb and pavement.

The City has awarded contracts to Dennis G. Craig Construction and Gibson Mechanical. Work is to begin November 13; lasting 3 to 8 weeks, depending on the weather. There will be lane closures within the project limits. Work will begin on 140th Avenue; proceeding to Woodinville-Duvall Road. Construction hours: Monday through Saturday; 7 a.m. to 7 p.m.



City Contact:

Brian Nielsen
Project Engineer
Public Works Department
425-489-2700 ext 294
briann@woodinville-city.com



NEWS RELEASE

CITY OF WOODINVILLE
WWW.CI.WOODINVILLE.WA.US

Marie Stake, Communications Coordinator
17301 – 133rd Avenue NE, Woodinville, WA 98072
425.877.2267 maries@ci.woodinville.wa.us

August 23, 2001

DRAFT MASTER STREETScape PLAN FOR DOWNTOWN CORRIDOR DEBUTS AT SEPT. 5TH OPEN HOUSE

Woodinville, WA – Travelers to Woodinville can't help but notice the canopy of trees that blanket the city throughout its 5.65 square miles. Most notable are the London Plane trees that distinguish the intersection of 140th Avenue NE and NE 175th Street from the other city gateways. Situated at the west end of the downtown core, the intersection's sidewalks have been plagued by the ambitious root system of the London Planes and road pavement damaged from high traffic volumes. The City's Tree Board has developed a **draft Master Streetscape Plan** that envisions an attractive gateway accommodating pedestrians, vehicles and trees. Public comment on the plan is welcomed at an **Open House** set for Wednesday, **September 5, 5 to 7 pm, Woodinville City Hall, 17301 – 133rd Avenue NE.**

This intersection has been the recipient of recent upgrades including a biological assessment pursuant to the Endangered Species Act, several evaluations of the trees and root systems conducted by certified arborists, installation of curb along 140th Avenue and most recently the placement of a water main line by the Woodinville Water District. The Streetscape Plan proposes a phased approach to replacing the existing trees. "Because the trees are a landmark for the City, we want the community to be knowledgeable and comfortable about how this intersection evolves," notes City Manager Pete Rose.

The Tree Board has been dedicated to developing a plan that is in keeping with the City's Tree USA status from the Arbor Day Foundation and is a vital component to the City's Community Urban Forestry Plan.

Copies of the draft Plan will be available upon request after August 31. The Plan will be presented at the Sept 5 Planning Commission meeting (7 pm) and at the Sept. 6 Parks and Recreation Commission meeting (7 pm). For more information, contact Becky Perkins, Planning and Community Development Department at 425-489-2757 ext. 2283.

###

In the Works: Projects Update

Hollywood Hill Intersection Roundabout

The City has signed consulting firm Reid Middleton to an eight-month contract to design a roundabout for the intersection of NE 145th Street/State Route 202 and 148th Avenue NE/Woodinville-Redmond Road. Woodinville has applied for a Washington Transportation Improvement Board grant that would cover 75 percent of the estimated \$2.3 million construction cost. The City hopes to get a favorable response to its application in the first half of 2002.

NE 177th Place/SR 202 (131st Avenue NE) Intersection Improvements

Weather permitting, construction of a new right-turn lane on NE 177th Place for traffic heading west onto SR 202 (131st Avenue NE) could be completed by December. A second lane for southbound SR 202 traffic turning left onto NE 177th Place is scheduled for construction next spring/summer. Together the projects constitute Phase I of a multi-phase plan to improve NE 177th Place and guide development of the environmentally sensitive Little Bear Creek corridor between the railroad track and SR 522. The Little Bear Creek Corridor Master Plan will be the focus of a Dec. 12 joint meeting of the Planning and Parks and Recreation Commissions. "Right now we're scheduled to go forward (in conjunction) with the (2002) comprehensive plan update, and will hold open houses on the corridor plan in early spring," said Senior Planner Becky Perkins.

124th Avenue NE Improvements

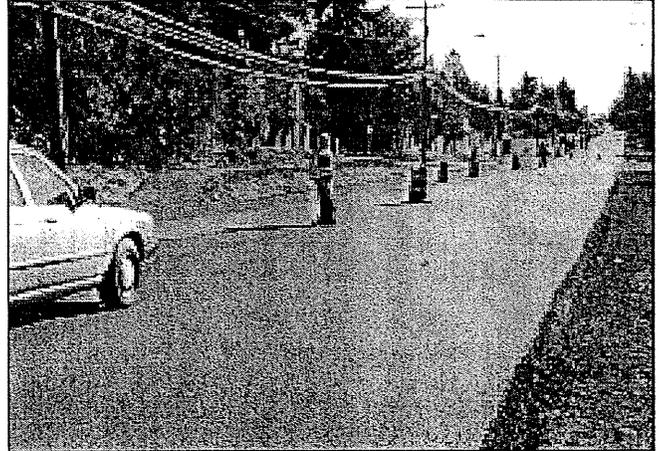
This project called for 124th Avenue NE to be widened and left-turn pockets installed at intersections between NW 160th Street and NE 146th Street. In addition, pedestrian walkways along the east side of 124th Avenue NW were enhanced and a bioswale to improve water quality was installed along the west side of the roadway. Tydico, Inc. began work in late August and finished in November.

Woodinville-Snohomish Road/NE 200th Street Traffic Signal

The new traffic signal at this intersection was powered up Oct. 9. Although improvements to the intersection were completed earlier in the year, the traffic light could not be activated until BNSF approved its integration with the railroad crossing signal on NE 200th Street.

140th Avenue NE/NE 175th Intersection

Asphalt overlay was applied on several hundred feet of all four legs of the intersection. Paving was conducted at night to minimize impact on downtown traffic. Work began the second week of October and took several weeks to complete due to weather conditions. It was the final phase of a pavement preservation project that began last year. The City is working on a long-range plan to manage replacement of London Plane trees whose overgrown roots have caused buckling of sidewalks, curbs, gutters and pavement along the intersection. (see story at right). ♦



Above: 124th Avenue NE improvement project in progress.

140th Avenue NE/NE 175th Master Streetscape Plan

A variety of colorful trees and shrubs line the roadways where 140th Avenue NE meets NE 175th Street, one of Woodinville's busiest intersections. Special attention is paid to the corners of the intersection, providing a visual treat especially for pedestrians.

Such is the vision of the Woodinville Tree Board, which has drawn up a master plan to guide eventual replacement of overgrown London Plane trees with species whose roots won't buckle pavement and whose height won't interfere with overhead utilities.

The Tree Board may forward the 140th Avenue NE/NE 175th Street Master Streetscape Plan to the City Council as early as December, according to Senior Planner Becky Perkins, who provides staff support to the board. The draft plan was presented to the public at a September open house and endorsed by the Planning Commission, Park Board and Tree Board.

The board has selected several deciduous species from which to choose. They

vary in color of foliage and/or flowers and also shape and size. Instead of a strip of grass, low evergreen shrubs would separate the sidewalk from the street. One option calls for a meandering, rather than straight-line, sidewalk.

"The plan is very conceptual at this point. The intent is to give guidelines for removing and replacing the present street trees," Perkins explained. "The exact configuration can't be determined until the replanting actually becomes a project and landscape architects and designers are called in."

The board also is proposing special treatment at the corners of the intersection, perhaps echoing the concrete stampings on pavement near the Target store.

"There have been some improvements in the intersection area, but no major redesign. When the City Council decides to go forward with the project, this plan will be a strong, guiding document," she added.

To learn more, contact Becky Perkins at 425-489-2257, ext. 2283. ♦