

MEMORANDUM

DATE: March 12, 2015

TO: Dave Kuhl, Development Services Director; Members of the Woodinville Planning Commission

FROM: Lisa Grueter, Manager, BERK Consulting

RE: Responses to Comments from Puget Sound Regional Council

Attached is a letter from the Puget Sound Regional Council (PSRC) with comments on the Draft Comprehensive Plan.

PSRC has two roles:

- Develop multicounty planning policies required under the Growth Management Act for King, Pierce, and Snohomish Counties, contained in the VISION 2040 plan. (RCW 36.70A.210 (7)).
- Formally certify local comprehensive plan transportation provisions. To be certified, the transportation provisions must demonstrate that they are consistent with the regional transportation plan, with regionally established guidelines and policies, and with Growth Management Act requirements for transportation planning. (RCW 47.80.023)

We have developed draft responses to the comments in a table format corresponding to the comment. Proposed revisions are shaded and new text is shown in underline.

Dave Kuhl
 Development Services Director
 Woodinville City Hall
 17301-133rd Avenue NE
 Woodinville, WA 98072

Subject: PSRC Comments on Draft Woodinville Comprehensive Plan Update

Dear Mr. Kuhl,

Comment	Response
<p>Thank you for providing an opportunity for the Puget Sound Regional Council (PSRC) to review a draft of the City of Woodinville 2015 Comprehensive Plan update. We recognize the substantial amount of time and effort invested in this plan, and appreciate the chance to review it while in draft form. This timely collaboration helps to ensure certification requirements are adequately addressed and certification action can be taken by PSRC boards after adoption.</p>	<p>Thank you for your comment.</p>
<p>We would like to note the many outstanding aspects of the draft plan. Several particularly noteworthy aspects include:</p> <ul style="list-style-type: none"> • The plan’s focus on developing a mixed-use center that encourages walking and bicycling. • The plan’s commitment to sustainability, including policies that promote low impact development practices, healthy housing options, nonmotorized transportation, and urban forestry. • Inclusion of an action plan into each element of the plan, which clearly informs the public of the immediate steps the city will take to address needs such as housing and transportation. • The plan’s policies that encourage an active and diverse industrial area that promotes economic growth, as well as complementary provisions to protect industrial lands from encroachment by other land uses in order to ensure the economic viability of those industrial lands. • The plan’s encouragement of access to healthy foods by promoting fresh food markets and community food gardens. 	<p>Thank you for your comment.</p>
<p>The draft comprehensive plan advances regional policy in many important ways. There are some items, however, that should be addressed before the plan is finalized:</p> <ul style="list-style-type: none"> • VISION 2040 calls for local plans to include a context statement that describes how the plan addresses regional policies and provisions adopted in VISION 2040. Examples of context statements are provided in PSRC’s Plan Review Manual, page 2-1. PSRC staff is also available to provide examples adopted in local comprehensive plans. 	<p>Comment noted. The City prepared an analysis of consistency with VISION 2040 (see Planning Commission Exhibit 40). Such a statement can be included in the Chapter 1 Introduction (after the Woodinville Planning Area section) as follows:</p> <p><u>REGIONAL PLAN COORDINATION</u></p>

Comment	Response
	<p><u>Our City's comprehensive plan advances a sustainable approach to growth and future development by advancing the community's Northwest Woodland character and a Land Use plan and Natural Environment element that addresses protection of the natural environment. The plan commits to maintaining and restoring ecosystems, improve water quality, and reduce greenhouse gas emissions. The plan includes provisions that ensure that a healthy environment remains available for future generations in our city.</u></p> <p><u>The City's plan accommodates growth consistent with Countywide Planning Policies, and Multicounty Planning Policies by accommodating 20-year growth targets in a pattern suited to the City's vision for a mixed use downtown, strong industrial, retail, office, and tourist employment centers, and varied housing types compatible with the character of current or planned residential neighborhoods.</u></p> <p><u>The plan supports a multimodal transportation system and a linked parks and open space network that advance the community's mobility and healthy lifestyles.</u></p> <p><u>The Comprehensive Plan includes action plans to be implemented by the City and through regional cooperation in order to create opportunities for housing and economic growth, supported by wise capital investments and environmental stewardship.</u></p>

Comment	Response
<ul style="list-style-type: none"> The plan contains many policies that support development of a vibrant, mixed use downtown, which is supportive of VISION 2040’s focus on supporting a variety of central places throughout the region. However, policy P 6-11 E appears contrary to these policies. The policy states: “Give priority to community development improvements not within the downtown, which contribute to the City’s economic vitality.” Please update or clarify this policy. 	<p>The commenter’s reading of the policy is not complete. The full policy states:</p> <p>Policy T-3.3. Allocate resources in the City’s transportation capital investment program to:</p> <ul style="list-style-type: none"> A) Ensure public health and safety concerns, including emergency response, disaster planning, and exposure to vehicle emissions; B) Ensure adequate maintenance of existing facilities throughout the City; C) Relieve circulation and congestion problems; D) Provide other growth-supporting improvements serving Downtown; E) Give priority to community development improvements not within the downtown, which contribute to the City’s economic vitality. <p>In context, the allocation of resources goes to ensuring public health and safety, providing maintenance, relieving circulation and congestion, providing growth supporting improvements to Downtown, and then <i>last</i>, providing other growth supporting uses outside of downtown, therefore addressing the balance of the City. The City’s intent is clear in terms of the order of the policies that Downtown investments are prioritized before investments elsewhere. However, to be responsive, the policy could be amended in “E” to say:</p> <p>E) <u>Give priority to Support</u> community development improvements not within the downtown, which contribute to the City’s economic vitality.</p>
<ul style="list-style-type: none"> Consider documenting growth targets and land use assumptions in elements other than land use, such as the transportation, capital facilities 	<p>Comment is noted. However, the City intends to create a streamlined</p>

Comment	Response
<p>and housing elements. While these elements state that assumptions are consistent, briefly documenting the assumptions used would strengthen those statements.</p>	<p>plan. The Land Use Element sets the stage for growth for all elements. The growth has been considered in the City's PRO Plan and Parks Element and Transportation Master Plan as well as the analysis contained in the Draft EIS.</p>
<ul style="list-style-type: none"> The housing profile provides valuable insight on demographic, housing, and income characteristics within Woodinville, but does not quantify the unmet existing and estimated future needs that are to be addressed in the plan. The housing element would benefit from referring to the number of units affordable at each income threshold (included in the ARCH Housing Analysis Appendix), as well as clarification of how the policies and strategies will address the need for housing below 50% AMI. 	<p>Please see Households by Income Levels. It is recommended that the City add the ARCH Housing Analysis Appendix to the Existing Conditions Report that is cited throughout the Comprehensive Plan.</p>
<ul style="list-style-type: none"> The city should identify SR 202 as a state-owned facility that is designated as regionally significant. It should also identify SR 522 as a Highway of Statewide Significance. Information on these facilities can be accessed at: http://psrc.org/transportation/t2040/los/. In addition, the city should reflect the LOS adopted by WSDOT for these facilities in the plan, which for these highways in the UGA are "D." 	<p>Recommend amending this section on page 6-6 of Transportation Element (Exhibit 6A of Planning Commission record):</p> <p>Roadway LOS The City's adopted minimum Level of Service (LOS) for all streets, per WMC 21.28.070, is LOS E, though LOS D or better is considered desirable, except for local roads in certain residential zones. The TMP also recommends LOS C for local roads and intersections, contained within the R-1, R-4, and R-6 zones; this does not apply to designated arterial roads or intersections with an arterial road. A detailed description of the criteria for each LOS category is contained in the TMP.</p> <p><u>SR 202 is considered a highway of regional significance. SR 522 is considered a highway of statewide significance. WSDOT has identified LOS D for state highways. However, per state law, highways of statewide significance (SR 522) are exempt from concurrency. The Puget</u></p>

Comment	Response
	<p><u>Sound Regional Council has indicated¹ that regionally significant state highways must be addressed in local comprehensive plans, have LOS standards set regionally, but the law is silent in terms of including or exempting them from local concurrency rules. Options for local jurisdictions include amending its existing concurrency program to reflect the newly established regional LOS standard, modifying its local concurrency program to make it more flexible with regard to regionally significant state highways, or removing the state highway from the local concurrency program. The City's LOS standards in the Municipal Code apply to State routes that are not freeway. The City's stated desired LOS of D matches the State standard for SR 202, and its adequate LOS E is lower. However, the City has indicated in its code that no improvements to State roads shall be required unless the State requests such improvements and there is an agreement between the State, City and applicant.</u></p>
<ul style="list-style-type: none"> Freight routes are an important part of the transportation system and should be inventoried and planned for in comprehensive plan transportation elements. For information on how to consider the freight system in your transportation element, see the Washington State Department of Commerce's Transportation Element Guidebook, pages 85-88 (http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf). 	<p>See page 6-4 of Exhibit 6A addressing freight. A sentence is added to reference the State's freight plan:</p> <p>Freight The efficient delivery of freight goods is important to the vitality of Woodinville's retail and manufacturing businesses. <u>Truck and rail freight are also important to the regional economy.</u> The cost of moving</p>

¹ See: <http://www.psrc.org/transportation/t2040/los/>

Comment	Response
	<p>freight is directly related to roadway congestion and the delay incurred by it. If the cost to deliver freight increases in Woodinville relative to its neighbors, business will be impacted. <u>The Washington State Freight Mobility Plan (2014), hereby incorporated by reference, identifies the several key freight classifications in Woodinville, including but not limited to:</u></p> <p><u>T-1: SR 202 (Woodinville) to King/Snohomish Co. line</u> <u>T-2: NE Woodinville-Duvall Rd</u> <u>T-3: NE 175th St to 148th Ave NE/NE 146th Pl</u></p> <p><u>The ratings are based on the amount of freight carried per year with T-1 at more than 10 million tons per year, and T-2 freight corridors at 4 to 10 million tons per year.</u></p> <p>Woodinville is traversed by railroad tracks owned by the Eastside Community Rail. The Port of Seattle acquired the Eastside Railroad Corridor from BNSF on December 21, 2009. The future development of this rail corridor through Woodinville may include freight, an excursion train, commuter rail and a non-motorized trail. The City is purchasing some of the right of way, and King County has purchased both rail corridors, to Redmond and to Bellevue/Kirkland, south of the "Y".</p>
<ul style="list-style-type: none"> The transportation and other plan elements have many policies supportive of walking, biking and transit. The Growth Management Act requires level of service standards for all locally owned arterials and transit routes, and the MPPs call for other modes, such as biking and walking. This will help with the evaluation of needs when comparing the inventories to the standards, as well as multi-modal concurrency requirements. The Washington State Department of Commerce's 	<p>See pages 6-5 and 6-6 which lists the City's proposed multimodal LOS. Exhibit 6A should be amended to better reference the multi-modal LOS policy – such as adding the multimodal LOS components into Policy T-4.1.</p>

Comment	Response
<p>Transportation Element Guidebook also has information on how to set level of service standards and identify system needs (pages 143-150 and 183-189) (http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf).</p>	
<ul style="list-style-type: none"> The plan has provisions for special needs housing, but does not cover special needs transportation. Please add discussion and a policy, as appropriate, to the transportation element to address the transportation needs of special needs populations. This relates to MPP-T-25: <i>Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations</i>. More information is available through PSRC’s Special Needs Transportation program website (http://www.psrc.org/transportation/special-needs). 	<p>See policy T-5.1 which already addresses special needs: Policy T-5.1. Cooperate with transit providers, adjacent jurisdictions, and private development to: A) Encourage commuters to use car/vanpool programs, public transit, and non-motorized transportation as alternatives to the single-occupancy vehicle. B) Encourage transit providers, paratransit operators, and private purveyors to provide mobility for elderly, disabled, low income, youth, and other mobility-disadvantaged residents in the City of Woodinville and the surrounding community.</p>
<ul style="list-style-type: none"> The capital facilities element contains a 6 year project list and funding sources. The plan should also include at least a conceptual plan for transportation and other capital facilities for the full 20-year planning period. Related to these plans are the Growth Management Act’s requirement to include a reassessment strategy to address any potential shortfalls in funding for needed transportation facilities and services. In addition to the 20-year project list, please add a reassessment strategy. 	<p>Though titled six-year capital facility plan and incorporated by reference in the Capital Facilities Element, the actual six-year plan goes beyond the six year horizon – projects and funding are projected for 2020 and beyond.</p> <p>Further the Transportation Master Plan (TMP) – incorporated by reference in the Comprehensive Plan Transportation Element – addresses the full Comprehensive Plan plan growth (addresses growth per Alternative 2 – DEIS confirms the TMP projects).</p> <p>The City’s stormwater plan considers full build under present zoning for impervious conditions and responses.</p> <p>The City’s Parks Element considers growth both for 10 and 20 years.</p> <p>The City has coordinated with other service providers through the EIS</p>

Comment	Response
	<p>and Plan process. The EIS considers effects on non-City systems for the 2035 horizon. The City has incorporated by reference the service providers' most recent capital plans and anticipates future updates.</p>
	<p>Regarding reassessment, the following policy addresses coordination, and is proposed for amendment as follows:</p> <p>Policy CFP-3.1. In conjunction with the biennial budget, confirm that long-term financial capacity exists to provide adequate capital facilities and to ensure consistency between the Capital Facilities Plan, Land Use Element, and other elements of the Comprehensive Plan. <u>Include contingencies for amending level of service standards or land use plans as necessary if sufficient funding is not available to planned levels of growth.</u></p>
<ul style="list-style-type: none"> Policy CFP-6.2, concerning serving new growth with sewers states: "Limit the use of on-site wastewater disposal systems to areas where the zoned density is one unit per acre and only if soil conditions are suitable and groundwater would not be negatively impacted." If the plan anticipates growth within the Urban Growth Area not be served by sewer, the city should ensure that treatment standards are met or exceeded and that a maintenance plan is in place, consistent with MPP-PS-9: <i>Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.</i> 	<p>The City may consider the following policy amendment to respond to the comment:</p> <p>Policy CFP-6.2. Limit the use of on-site wastewater disposal systems to areas where the zoned density is one unit per acre and only if soil conditions are suitable and groundwater would not be negatively impacted. <u>Through King County Health Department and City permit review, require on-site wastewater disposal treatment systems that meet environmental and water quality standards equivalent to sewer system standards, and where a long-term maintenance plan is in place.</u></p>
<ul style="list-style-type: none"> The plan includes notable policies on energy conservation and alternative energy. VISION 2040 also addresses other conservation areas, including water and waste. Please address water and waste conservation in the plan. 	<p>Comment noted:</p> <p>Consider including in Environment Element a policy under Goal E-6:</p>

Comment	Response
	<p><u>Encourage and support conservation strategies aimed at reducing average annual and peak day water use.</u></p> <p>Consider adding the following Goal and policy to the Utilities Element.</p>
	<p><u>Goal: To reduce the waste stream.</u></p> <p><u>Policy: Encourage participation in recycling, and support creative solutions in the reduction of waste and conservation of resources.</u></p>

Thank you again for working with us through the plan review process. There is a lot of excellent work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information, please contact me at 206-464-6360 or eharris@psrc.org.

Sincerely,



Erika Harris
Associate Planner
Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

Table 2: Summary of 2015-2020 CIP Projects

EXHIBIT 57
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Project Year	Project Type	CIP No.	Project Name	Description of Work	Total Project Cost (x \$1,000)	2015-2016	2017-2020	Beyond
Street Projects								
13	S	4	Sammamish Bridge Replacement	Construct a new 2 lane bridge to accommodate eastbound traffic over the Sammamish River at 175th Street	\$7,097	\$7,097		
13	S	8	Trestle Replacement on SR 202 Corridor	Widen existing roadway, including bridge sections, remove and replace trestle and other improvements	\$8,500	\$400	\$8,100	
13	S	10	Mid-Block Crosswalk on Garden Way	Install flashing pedestrian crossing lights at existing crosswalk on on Garden Way between Mill Place and 175th St	\$60		\$60	
13	S	11	Mid-Block Crosswalk on Mill Place	Install flashing pedestrian crossing lights at existing crosswalk on on Mill Place between Garden Way and Woodinville-Snohomish Rd	\$60		\$60	
13	S	12	Grid Road-135th Avenue NE	Construct new 2-3 lane grid road to connect NE 171 St to NE 175th St	\$3,000	\$1,500	\$1,500	
13	S	13	Grid Road - 138th Ave NE (Garden Way)	Construct the NE 138th grid road, 2 to 3 lanes wide from NE 171st to NE 175th, including curb, gutter, sidewalk, illumination, landscaping, traffic signals, bridge over Woodin Creek	\$3,620		\$3,620	
13	S	14	Grid Road - 173rd Ave NE	Construct new 2-3 lane grid road with pedestrian and bike improvements if grid road system is warranted	\$2,280		\$2,280	
13	S	15/16	NE 171st Street Urban Parkway Improvements	Reduce the existing 5 lane road to a 2-lane road with roundabouts, center median, and bicycle/pedestrian-dedicated path, constructed in conjunction with development of adjacent properties and raising the roadway above Woodin Creek	\$6,000	\$2,000	\$4,000	
13	S	17	NE 175th St/133rd Ave NE Intersection	Upgrade existing pedestrian signal to a full signalized intersection.	\$1,160		\$1,160	

Table 2: Summary of 2015-2020 CIP Projects

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Project Year	Project Type	CIP No.	Project Name	Description of Work	Total Project Cost (x \$1,000)	2015-2016	2017-2020	Beyond
13	S	18	NE 173rd Ped Bike Project Southern Border	Construct bike/ped facilities, enclose drainage	\$2,500			\$2,500
13	S	19	Grid Road - NE 178th St	Construct the 178th Ave NE grid road from 140th Ave NE/Ne Mill Pl.	\$6,600			\$6,600
13	S	20	NE 195th Street from 130th Ave NE to SR 522	Constuct turn improvements, pedestrian and bike improvements	\$1,700		\$1,700	
13	S	21	124th Ave NE Signal Projects	New traffic signals, pedestrian crossings	\$750		\$750	
13	S	22	Sidewalks/Walkways East side of 156th	Install sidewalks/walkways on 156th Ave NE from Woodinville-Duvall Road to the northern city limits	\$1,500		\$1,500	
13	S	24	140th Ave/181st Street Crosswalk	Install flashing pedestrian crossing lights or rapid flashing beacon at existing crosswalk on 140th Ave, north of 181st Street	\$52		\$52	
13	S	25	Sidewalk from West Ridge to downtown	Construct sidewalks to connect neighborhood west of Sammamish River to downtown	\$1,200			\$1,200
13	S	27	Frontage road improvements on NE Woodinville Dr	Citizen-recommended project to provide curb, sidewalk and angled parking on the east side of Woodinville Drive, from NE 175th to City limits	\$2,660			\$2,660
13	S	30	SR 522/NE 195th St/Wood-Sno Intersection	Improve traffic circulation at the intersection through installation of a roundabout, lane channelization; landscaping/gateway improvements.	\$4,050	\$200	\$3,850	
15	S	1	Arterial Street Overlay Program	Locations to be selected on an annual basis	\$3,485	\$655	\$1,000	\$1,830
15	S	2	Residential Neighborhood Street Overlay Program	Locations to be selected on an annual basis	\$3,265	\$675	\$1,119	\$1,471
15	S	3	Industrial/Commercial Overlay Program	Locations to be selected on an annual basis	\$780	\$0	\$390	\$390
15	S	4	City Gateway and Corridor Landscaping Program	Landscape improvements and gateway structure/signage installation at major City entryways; additional locations to be chosen on an annual basis	\$1,100	\$530	\$250	\$320
15	S	5	Mill Place/Little Bear Creek Parkway Roundabout	Construct roundabout at intersection to replace existing traffic signals	\$3,500	\$0	\$1,500	\$2,000

Table 2: Summary of 2015-2020 CIP Projects

EXHIBIT 57
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Project Year	Project Type	CIP No.	Project Name	Description of Work	Total Project Cost (x \$1,000)	2015-2016	2017-2020	Beyond
15	S	6	Woodinville-Snohomish Road Widening 140th Ave - Northern City Limits	Widen existing roadway; add curb, gutter, sidewalk.	\$18,100	\$0	\$200	\$17,900
15	S	7	140th Ave Widening from 181st Pl to Wood-Sno	Widen existing roadway	\$2,635	\$0	\$0	\$2,635
15	S	8	Frontage improvements on Woodinville-Duvall Rd	Construct sidewalks on remaining gaps where no sidewalks exist on north side of W-D Road, between 156th Ave NE and NE N. Woodinville Way	\$800	\$0	\$800	\$0
15	S	9	SR 202/NE 145th Roundabouts	Construct roundabouts at intersection of SR 202 and NE 145th (Winery Hill) at existing "Y" intersection	\$4,580	\$0	\$200	\$4,380
15	S	10	Hollywood District Transmission Line Underground	Convert existing overhead power lines to underground	\$7,000	\$0	\$3,500	\$3,500
15	S	11	SR 202 Corridor Widening - NE 175th St to NE 180th St	Widen overpass over SR 522 north of trestle at NE 175th St to NE 180th St.	\$15,400	\$0	\$100	\$15,300
SUBTOTAL STREET PROJECTS					\$113,434	\$13,057	\$37,691	\$62,686

Park Improvement Projects

13	P	1	Eastside Rail Corridor Improvements Study & Improvements	Preliminary concept study for trail and rail use of the Eastside Rail Corridor (Renton to Snohomish), including the spur between Woodinville and Redmond; construction of improvements	\$1,020	\$300	\$0	\$720
13	P	3	Woodin Creek Park Trailhead	Construct trailhead for Sammamish River Trail to include 30-50 parking spaces and other amenities	\$670	\$50	\$620	
13	P	4	DeYoung Park Rehabilitation	Redesign park for better visibility and accessibility.	\$530		\$530	
13	P	5	Woodin Creek Trail	Construct a soft trail through the Woodin Creek corridor in conjunction with development of adjacent properties along the creek; construct trailhead at 140th Ave NE	\$500	\$500		
13	P	7	Woodinville Sports Field Tot Lot	Construct children's playground adjacent to Woodinville Fields	\$70		\$70	
13	P	8	Parkland Development	Acquire and construct new 1-3 acre park for community use; citizen-suggested project to construct park use on Woodinville Water District property at 156th Ave NE/NE 203rd St	\$2,000		\$1,000	\$1,000
13	P	9	Boat Launch	Study/construct non-motorized boat launch to Sammamish River.	\$100			\$100
13	P	10	Sports Field Turf Replacement	Replace turf field	\$1,000		\$1,000	
13	S	24	Pedestrian Trail from Tanglin Ridge (Wood-Duvall Rd) to 148th Ave NE	Provide pedestrian connection between Tanglin Ridge and Woodinville Heights neighborhoods	\$10		\$10	
13	S	29	Wellington/Leota School Trail	Enhance non-motorized connection to schools through construction of non-motorized path	\$1,000			\$1,000

Table 2: Summary of 2015-2020 CIP Projects

Project Year	Project Type	CIP No.	Project Name	Description of Work	Total Project Cost (x \$1,000)	2015-2016	2017-2020	Beyond
15	P	1	NE 145th Southside Pedestrian Path	Construct a pedestrian path along the south side of NE 145th Street to facilitate safe pedestrian access in the Tourist District	\$1,810	\$100	\$1,710	
15	P	2	West Sammamish Valley View Park Trail System	Construct trail system in existing City-owned open space	\$951			\$951
15	P	3	Woodinville Water Tank Property - 156th Ave/NE 203rd	Partner with Woodinville Water District to construct public trail system/open space.	\$235			\$235
15	P	4	Little Bear Creek Linear Trail	Construct trail/park system along Little Bear Creek, per the Little Bear Creek Linear Park Master Plan	\$1,095			\$1,095
15	P	5	Miscellaneous Park Improvements	Improvements at parks throughout the City as the need arises - ie playground replacement, restroom improvements, etc.	\$500	\$100	\$200	\$200
15	P	6	Pedestrian Crossing - Wilmot Gateway Park and Sports Fields	Construct a protected or grade-separated crossing between Wilmot Gateway Park and Sports Fields	\$2,000			\$2,000
15	P	7	Woodin Creek Trailhead at 140th Ave NE	Construct trailhead to newly-developed Woodin Creek Trail at 140th Ave NE	\$100		\$100	
15	P	8	Nonmotorized trail on west side of Sammamish River	Partner with King County to construct a soft-surface non-motorized trail along the west side of the Sammamish River in existing buffer area	\$1,200		\$200	\$1,000
SUBTOTAL PARKS PROJECTS					\$14,791	\$1,050	\$5,440	\$8,301

Stormwater Improvements Projects

13	SW	1	171st Storm Drain	Install 3,000 linear feet of piped drainage system in conjunction with NE 171st Urban Parkway Project; See Project 13-S16/S17				
13	SW	16	LBC/134th Culvert Removal	Replace existing concrete culverts with the construction of a single lane bridge	\$885		\$885	
13	SW	18	144th Ave NE Catch Basins	Replace catchbasins and add curb inlets	\$130		\$130	
13	SW	23	136th Ave/205th St Storm Drain	Add catchbasin and pipe	\$350		\$350	
13	SW	25	LBC/195th Culvert Enhancement	Increase the capacity of the existing culvert by constructing a parallel culvert or single span bridge	\$1,250		\$1,250	
13	SW	28	126th Place NE/Railroad	Add storm pipe as needed to reroute drainage off of railroad ROW	\$1,430			\$1,430
13	SW	29	139th Ave NE/NE 181st Pl	Upsize existing pipe and complete associated stream improvement	\$950			\$950
13	SW	30	14200 NE North Woodinville Way French Drains	Install french drench to address water coming out of hillside	\$145			\$145
13	SW	31	12403 NE 146th Place	Add stormwater pipe and collection system to prevent street flooding	\$73			\$73
13	SW	79	NE 205th St/134th Ave NE Retention Pond	Cover or convert existing retention pond to underground retention	\$1,500			\$1,500

Table 2: Summary of 2015-2020 CIP Projects

Project Year	Project Type	CIP No.	Project Name	Description of Work	Total Project Cost (x \$1,000)	2015-2016	2017-2020	Beyond
13	SW	90	Downtown Regional Detention System	Conduct study and construct regional detention system for Downtown-Little Bear Creek Corridor area to facilitate stormwater management for development	\$7,000	\$70	\$3,000	\$3,930
15	SW	1	NPDES Phase 1 Basin Planning Participation	Joint planning study with King and Snohomish Counties	\$200	\$200		
15	SW	2	Culvert Replacement - 160th Place NE	Replace undercapacity culvert near Lake Leota	\$215	\$215		
SUBTOTAL STORMWATER PROJECTS					\$14,128	\$485	\$5,615	\$8,028
Facility Improvement Project								
13	F	3	Old Woodinville Schoolhouse Reuse	Rehabilitation of the Old Woodinville Schoolhouse through private funding, voter-approved bonds, or a combination thereof	\$5,000	\$5,000		
13	F	4	Revised Civic Center Master Plan	Revise Civic Center Master Plan to integrate existing and future uses of the Civic Center complex, including City Hall, Carol Edwards Center, and Woodinville Fields	\$50		\$50	
13	F	5	Civic Center Improvements	Construct additional parking for Civic Center	\$4,000	\$4,000		
15	F	1	City Hall HVAC Controls	Replace aging City HVAC controls	\$100	\$100		
15	F	2	PW Shop Repainting	Paint deteriorating PW Shop exterior	\$95	\$95		
15	F	3	City Hall Facility Repairs	Miscellaneous repairs/remodeling to City Hall	\$100	\$100		
SUBTOTAL FACILITIES PROJECTS					\$9,345	\$9,295	\$50	\$0
Property Acquisition								
13	PA	1	Property Acquisition (Land Banking)	Parks, critical areas, buffer zones	\$1,050			\$1,050
13	PA	2	Creekside Wetlands	Acquire wetlands for mitigation purposes	\$50			\$50
13	PA	4	Wood Trails Property	Acquire 20-acre parcel for future open space/recreational use	\$661		\$661	
13	PA	5	17700 134th Ave NE/Little Bear Creek	Acquire property adjacent to Little Bear Creek for surface water management/open space/recreational use.	\$400		\$400	
13	PA	6	NE 171st St/140th Ave NE R/W	Acquire property for possible right-of-way for future road improvements	\$225		\$225	
13	PA	7	Draughn Property	Acquire property for future recreational/open space use.	\$833		\$833	
13	PA	8	Little Bear Creek Buffer	Acquire 150 feet of buffer along Little Bear Creek from approximately 134th Ave NE to NE 195th St.	\$2,000		\$2,000	
13	PA	9	Wedge Neighborhood Park Property Augmentation	Acquire parcel adjacent to two existing City-owned open space properties for future recreational/open space use	\$10		\$10	
13	PA	10	Halsey Property	Acquire 11 acre parcel for future open space/recreational use	\$400			\$400
SUBTOTAL PROPERTY ACQUISITION					\$5,629	\$0	\$4,129	\$1,500
TOTAL ALL PROJECTS					\$157,327	\$23,887	\$52,925	\$80,515