Exhibit 2

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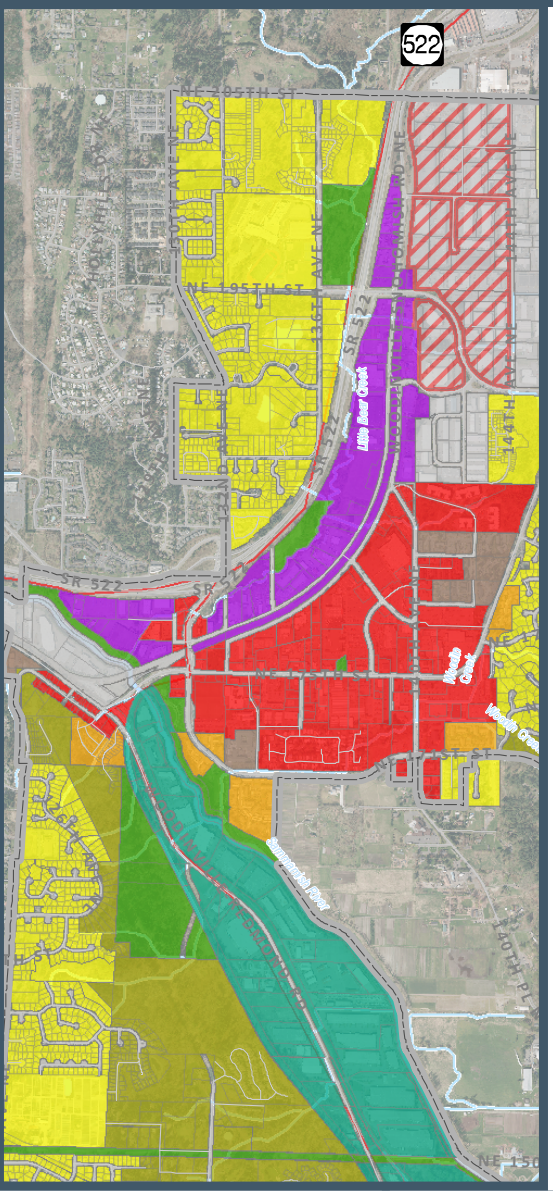


City of Woodinville

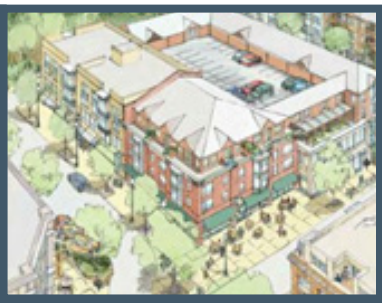
2015 Comprehensive Plan & Municipal Code Update

Draft Comprehensive Plan

November 2014

Prepared by:
BERK Consulting
MAKERS Architecture
The Watershed Company
Transportation Engineering Northwest
Golder Associates

Prepared for:
City of Woodinville



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1.0 INTRODUCTION & VISION

The Woodinville Community

Woodinville was settled in the 1870s and the townsite is named after Susan and Ira Woodin who staked a claim in 1871 at the bend in the Sammamish River where Woodinville is currently located. Through the 1950s, farming and timber-related industries were the dominant employment factors that shaped the development of Woodinville and the surrounding communities. As the automobile became a more commonplace form of transportation, more and more people began moving to Woodinville. Retail and light industrial uses followed as well. In March of 1993, as a result of a voter-approved initiative, Woodinville was incorporated as a city.

Purpose of Comprehensive Plan

The City of Woodinville prepared its first Comprehensive Plan in 1996. The plan was updated in 2002. In between updates, the Plan has been the subject of annual amendments. This Comprehensive Plan Update responds to the Growth Management Act (GMA) requirements to update the City's plan as of June 30, 2015.

A comprehensive plan guides and shapes a community's physical development over the long term, addresses the entire community and all its values, activities, or functions and provides a statement of policy guiding how the community's desires for growth and character are to be achieved.

A comprehensive plan in Washington State under GMA is a generalized coordinated land use policy statement of the city. Required elements include: land use (addressing residential, employment, civic and other uses and the environment), housing, capital facilities, utilities, rural (counties only), transportation, economic development, and parks and recreation. Optional elements include subarea plans or other element topics. The comprehensive plan addresses a 20-year planning period, and must demonstrate an ability to accommodate its fair share of future growth.

Woodinville 2035: Vision

A vison represents a community's best desired future and guides all elements of the plan. Woodinville's vision draws from community engagement efforts between 1996 and 2015:

> **In the year 2035, Woodinville is a safe, friendly, diverse, and family-oriented community that supports a successful balance of neighborhoods, parks, and recreation, tourism, and business. We have preserved our Northwest woodland character, our open space, and our clean environment. We have enhanced our strong sense of community and our ability to move about the community by all modes of travel. Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown and vibrant riverfront and tourist districts that are inviting and functional.**

Ten Guiding Principles

The following guiding principles are an extension of Woodinville's vision further describing the key concepts of its vision statement to provide definition and meaning to the vision and to serve as a foundation for the goals and policies contained in Comprehensive Plan Elements.

Live, Work, Play, and Visit: Woodinville is a complete community providing residential neighborhoods with a variety of detached and attached housing choices; retail, office and industrial centers; parks, trails, lakes, the Sammamish River, wineries, and tourist based businesses.

Sense of Community, Safe, and Friendly: Woodinville is a safe, friendly and cohesive community due to combination of several attributes: Pedestrian-friendly and human scaled community design, excellent schools, strong neighborhood leadership, organization, and involvement, frequent and popular neighborhood and civic events, low crime-rate, and a healthy volunteerism community ethic.

Diverse & Family Oriented: Woodinville features an increasingly diverse population in terms of age, household composition, and ethnicity. The City's land uses and public facilities are designed to accommodate its diverse population. Woodinville has always been family friendly, with safe neighborhoods, great schools, and abundant park and recreational opportunities.

Balance of Neighborhoods: Woodinville features a healthy variety of neighborhoods, ranging from the vibrant downtown with mixture of pedestrian-oriented uses and housing types, heavily wooded low density residential neighborhoods, moderate density single family neighborhoods, the renowned tourist district, warehouse districts, and the riverfront mixed-use district.

Tourism & Business: Woodinville features a unique blend of tourism based business, professional office, warehouse/light industrial businesses, community-based retail commercial uses and some unique regional-based commercial uses that contribute to the economic health, character, and livability of the City.

Compact, Inviting Downtown, Tourist Business, and Riverfront Districts: Woodinville features three distinct and increasingly vibrant mixed-use districts that are compact, inviting, and pedestrian-friendly. Downtown is the focal point of the community and features the greatest mix and concentration of commercial and residential uses, while retaining a human sense of scale in newer development. The Tourist Business District is a premier destination for local, regional, and out-of-state visitors attracted to the wineries, distilleries, breweries, restaurants, and lodging in beautiful village setting. The Riverfront District is the newest of the three districts and contains a vibrant mix of housing, office, and festival retail mixed with warehouse and light industrial uses amongst a network of scenic trails that parallel and connect with the Sammamish River.

Northwest Woodland Character: Woodinville has protected and reinforced its Northwest Woodland Character by preserving its wooded hillsides, open spaces, and residential neighborhoods and emphasizing building design that reflects the Northwest Woodland Character. This includes architecture with simple three-dimensional forms, traditional Northwest woodland exterior finishes, forms that express wood framing, an emphasis on human-scaled design, and finishes that reflect the early 1900s domestic agrarian vernacular of materials.

Healthy and Connected Community: Woodinville features an attractive network of non-motorized pathways (sidewalks, bike lanes/paths, and trails), a diversity of active and passive open spaces that

effectively serves the community, and recreational programs and activities that promote active living and a strong sense of community.

Environmental Stewardship: Woodinville has maintained and strengthened its robust environmental stewardship by protecting/restoring sensitive natural areas, emphasizing sustainable design in new developments and public improvements, encouraging retrofits to existing development and infrastructure to reduce environmental impact, emphasizing a strong environmental ethic via civic actions and community activities, and making wise land use decisions about proper locations and strategies to accommodate growth.

Increased Multimodal Mobility: Woodinville continues to enhance multimodal mobility within the community, particularly in Downtown, mixed-use districts, and moderate density residential neighborhoods where it is most important. Key features include attractive and multi-modal streetscape design, strategic street & highway improvements, new roadway connections in Downtown and mixed-use districts, new multi-use pathway connections, transit facility enhancements, and compact development in transit accessible locations.

Public Engagement Activities

The City has endeavored to reach out to Woodinville community members and businesses during the original Comprehensive Plan preparation and its subsequent updates and amendments. Community meetings, questionnaires, and other activities have been designed to elicit feedback and to allow the Planning Commission and City Council to integrate public input into the Comprehensive Plan land use plan and each element's goals and policies. A summary of public engagement efforts is provided in Exhibit 1-1 below.

Exhibit 1-1. Summary of Public Engagement

Activities	1996 Plan Adoption	2002 Update	2015 Update
Citizen Panel: Citizens Advisory Panel (CAP) or Planning Commission	Planning Commission	CAP and Planning Commission	Planning Commission
Community Workshops	Neighborhood and Communitywide	Communitywide	Communitywide
Questionnaires	Vision Questions		Vision Questionnaire Services Questionnaire Postcard Questionnaire
Education and Information	Woodinville Weekly and City Newsletters	Woodinville Weekly and City Newsletters	Woodinville Weekly and City Newsletters, Postcards and Website

The Appendix contains a summary of public engagement efforts during 2013-2015. Examples of key questions and outreach materials are shown in Exhibit 1-2.

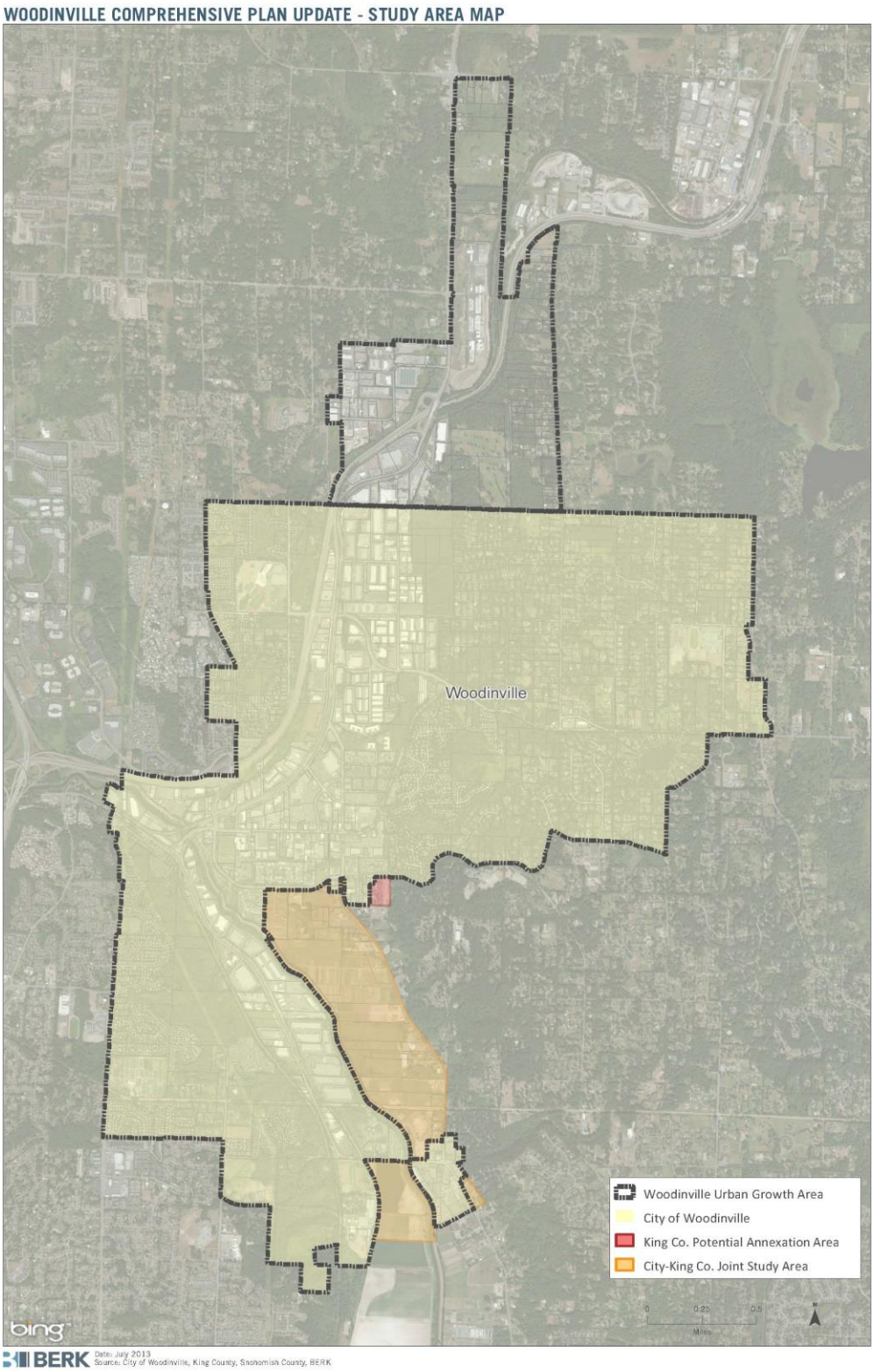
Exhibit 1-2. Key Engagement Questions 2015 Plan Update

Woodinville Planning Area

The Comprehensive Plan applies to the Woodinville city limits. However, the City wishes to consider how areas surrounding the City affect Woodinville, and also where the City may ultimately grow in the future. The study area for the Comprehensive Plan is depicted on Exhibit 1-3 and includes:

- The current incorporated City boundaries consisting of 6.13 square miles in 2014 (Washington State Office of Financial Management 2014);
- The City's assigned King County Potential Annexation Area (PAA) – a small residential subdivision (approximately 6.6 acres) located adjacent to the city's southeastern boundary;
- The City's locally-adopted Urban Growth Area (UGA) – This area consists of the City's locally adopted UGA adjacent to its northern boundary in Snohomish County addressing a portion of the Maltby area, not formally assigned to Woodinville by Snohomish County as of 2014;
- The City-King County Joint Study Area – Addressed to acknowledge the Sammamish River valley's importance to Woodinville's character and tourism economy.

Exhibit 1-3. Study Area Map



How to Navigate this Plan

This Comprehensive Plan contains the following Elements, or Chapters:

1. Introduction
2. Land Use & Community Design
3. Housing
4. Economic Development
5. Parks and Recreation
6. Transportation Element
7. Capital Facilities Element
8. Utilities Element
9. Environmental Element

Each element contains abbreviated background information and analysis such as conditions and trends, and constraints and opportunities. Detailed information is instead available in an Existing Conditions Report (Revised Draft November 2014) and an Environmental Impact Statement (Draft, November 2014).

The focus of each element is a statement of goals and policies and measurable objectives, defined as:

- Goal: A broad, general statement of the desired long-term future state or outcome towards which the Plan aims. Goals indicate what ought to exist in a community or what is desired to be achieved in the future.
- Policy: A principle, protocol, or proposal for action that implements a related goal. Decision-oriented statements which guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.
- Objective**:** More measurable aim of the Plan.

The Comprehensive Plan's land use plan, goals, policies, and objectives are intended to guide both short-term decisions (e.g. land use permits) and long-term decisions (e.g. where to place capital investments). The plan must also include a guide to implementation to ensure it is a living plan.

A Living Document

Each Element contains an Action Plan designed to indicate what key actions the City intends to pursue itself or in partnership with other agencies before the next Comprehensive Plan Update is due in order to implement Plan goals and policies and achieve Plan objectives. It is recommended the City periodically review each Element's action plan, for example, as part of its budget development process.

The Comprehensive Plan is due for regular review, and update as appropriate, every eight years according to GMA. The City may also consider updates, proposed amendments, or revisions no more frequently than once every year. However, the City may amend its plan more frequently under the following circumstances:

- The initial adoption of a subarea plan that clarify, supplement, or implement jurisdiction-wide comprehensive plan policies, and upon review of cumulative impacts under the State Environmental Policy Act (SEPA);
- The adoption or amendment of a shoreline master program under the Shoreline Management Act;
- The amendment of the capital facilities element that occurs concurrently with the adoption or amendment of the City's budget; or
- The adoption of comprehensive plan amendments necessary to enact a planned action under SEPA with appropriate public participation under GMA.

GMA intends that the annual proposals be considered by the City concurrently so the cumulative effect of the various proposals can be ascertained. There are exceptions to the annual amendment limitation and cumulative review for emergencies or to resolve appeals under GMA.

2.0 LAND USE AND COMMUNITY DESIGN

Woodinville's Land Use & Community Design Plan & Vision

Land Use and Community Design is a central focus of the Woodinville Vision Statement, to:

- Be a vibrant, friendly, diverse, and family-oriented community
- Provide a balance of neighborhoods, parks and recreation, tourism, and business
- Continue to preserve Northwest woodland character, open space, and sustainable environment
- Be a pleasant place in which to live, work, play, and visit, with compact, inviting downtown, riverfront, and tourist districts

Aerial view of Woodinville (Google Earth)

Introduction

The Land Use and Community Design Element is central to all other elements by providing for the distribution of land use meeting Woodinville's needs for residential, employment, recreation, public facilities and other land uses. This element also demonstrates how Woodinville will accommodate its share of growth allocated to it by King County through the Countywide Planning Policies.

The community's quality of life is greatly affected by the successful balance of housing, employment, civic and open space uses across Woodinville, mobility on streets, transit, and non-motorized systems that serve Woodinville neighborhoods, and the environmental sustainability and stewardship of Woodinville's urban forests, shorelines, and critical areas. Therefore, this element also addresses how land use and supporting infrastructure and facilities are accomplished on the landscape, particularly the image and character of Downtown and Woodinville's neighborhoods, the quality of its buildings, streets, and public spaces, and honoring of Woodinville's history.

Conditions & Trends

This section presents Woodinville's community character and land use conditions and trends, including growth targets and land capacity. More detail is addressed in the *City of Woodinville Existing Conditions Report*.

Woodinville's Community Character and Land Use Pattern

Community Character

Woodinville is a small city at the northern end of the Sammamish River Valley. The City has a design theme emphasizing its Northwest Woodland Character, based on its wooded hillsides that frame downtown and the architectural character of its buildings. Key community design attributes include:

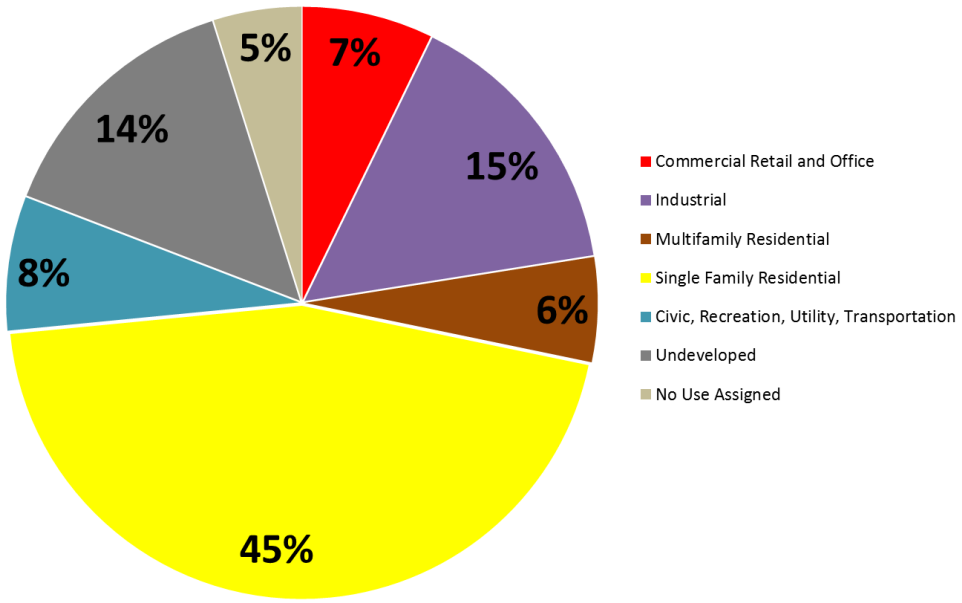
- **Rural agricultural frame.** The agrarian rural character of the Sammamish River Valley south of downtown and the wooded hillsides that frame the valley create a stunning visual setting and distinct identity for Woodinville.
- **Neighborhood forest canopy and open space.** The residential neighborhoods occupying the eastern portion of the city feature a heavy tree canopy, large lots, and semi-rural character unique to "close-in" Seattle suburbs.
- **Compact downtown.** Woodinville's downtown is relatively compact in terms of size, distance between uses, and distinct edges (Sammamish River, SR-522, agricultural lands, and wooded hillsides). Streetscape improvements and the pedestrian-oriented character of newer development have helped to reinforce this attribute.

- **Winery districts.** The wineries have always been a key part of Woodinville's character and identity. However, the tremendous growth in winery development, both in the Hollywood and Warehouse Districts, have helped to spur complementary dining, breweries, distilleries and other tourist friendly destinations that have made Woodinville much more than a regional destination.
- **Sammamish River.** The Sammamish River plus its trail and agrarian setting have played an increasing role in the town's character due to a combination of environmental enhancements, park improvements, and enhanced development setting surrounding the river.
- **Architectural character.** Woodinville's architectural design theme emphasizes its Northwest Woodland Character. Its newer civic, commercial, and multifamily buildings exemplify this theme by employing simple three-dimensional forms expressing wood framing, have traditional Northwest woodland exterior finishes and colors, and incorporating human-scaled elements into all visible building facades.

Land Use Pattern

City Limits: Land uses within Woodinville are predominantly residential; approximately half of the city's land area is occupied by either single-family or multifamily residential uses. Industrial uses and undeveloped land make up the two next largest use categories. Commercial uses occupy a relatively small amount of land; however, it is anticipated that most of the City's future residential growth will occur in commercial areas in the form of multi-story mixed use development. Exhibit 2-1 and Exhibit 2-3 list planned land uses and zoning, largely mirroring the current land use pattern on the ground where residential uses and industrial uses predominate illustrated in Exhibit 2-2.

Exhibit 2-2. 2013 Citywide Land Use Pattern



Source: King County Assessor 2013, BERK Consulting 2014

King County Potential Annexation Area: The King County Potential Annexation Area is very small in comparison to the city as a whole, covering only 6.6 acres. Land uses in the PAA consist entirely of single-family residences. This area is not likely to change in the future (see Exhibit 2-13).

Exhibit 2-1 Distribution of Adopted Land Use Designations (Alternative 1)

Future Land	Acres	% Of Total
CB	184.48	5.81%
GC	98.01	3.09%
HDR	27.10	0.85%
HDR/O	24.15	0.76%
I	549.13	17.29%
LDR	1,451.19	45.68%
MeDR	40.46	1.27%
MoDR	499.50	15.72%
NB	7.76	0.24%
O	14.27	0.45%
OS	36.68	1.15%
P	102.66	3.23%
P/I	108.64	3.42%
TB	32.59	1.03%
Total	**3,176.63**	**100.00%**

Future Land Use Category	Acres	% Of Total
Retail/ Commercial	337.11	10.61%
Industrial	549.13	17.29%
Multi-Family Residential	91.71	2.89%
Single-Family Residential	1,950.69	61.41%
Public/ Institutional	108.64	3.42%
Parks/ Open Space	139.35	4.39%
Total	**3,176.63**	**100.00%**

City-King County Joint Study Area: Nearly 52% of the land in the City-King County Joint Study Area is in agricultural cultivation, followed by recreation (27.4%), which represents the presence of the Gold Creek Tennis Club, and single-family residential at 14.62% of the joint study area. The rural character in this area "frames" the Woodinville community and is important for its tourist industry (see Exhibit 2-7).

Woodinville Urban Growth Area (UGA) – Snohomish County: The Woodinville Urban Growth Area, also known as Maltby, contains a diverse array of uses, including commercial, industrial, recreational, residential, and open space. Single-family residential is the largest land use category, but commercial and industrial uses account for almost as much of the land area in the UGA. Also noteworthy is the presence of the Brightwater Wastewater Treatment Plant. Commercial and industrial uses are generally grouped along SR 522, while residential and recreational uses are most prevalent in the eastern portion of the UGA. Though located in another county, the Maltby area, is related to Woodinville in its proximity and character of retail, industrial, and single family residential uses (see Exhibit 2-7).

Exhibit 2-3. Distribution of Adopted Zoning (Alternative 1)

Zoning	Acres	% Of Total
CBD	183.57	5.85%
GB	90.63	2.89%
I	537.85	17.14%
NB	7.42	0.24%
O	14.24	0.45%
P	103.82	3.31%
P/I	109.78	3.50%
R-1	1,083.36	34.51%
R-4	376.80	12.00%
R-6	474.76	15.13%
R-8	32.94	1.05%
R-12	7.77	0.25%
R-18	32.60	1.04%
R-24	22.45	0.72%
R-48	4.81	0.15%
R-48/O	23.44	0.75%
TB	32.61	1.04%
Total	**3,138.86**	**100.00%**

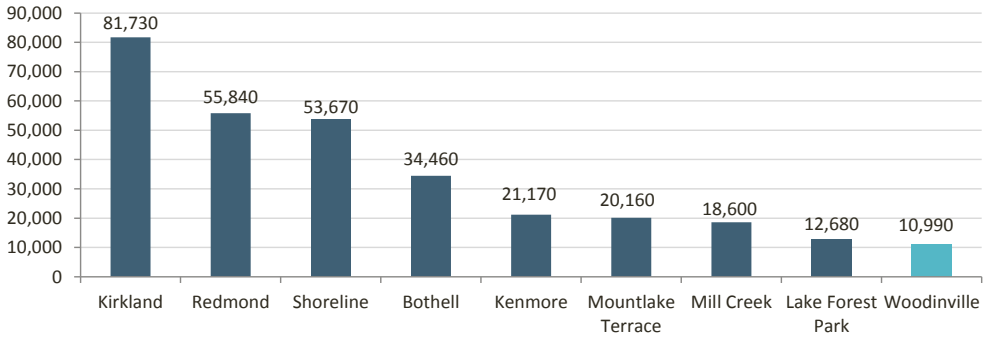
Zoning Category	Acres	% Of Total
Retail/ Commercial	328.48	10.46%
Industrial	537.85	17.14%
Multi-Family Residential	91.07	2.90%
Single-Family Res.	1,967.87	62.69%
Public/ Institutional	109.78	3.50%
Parks/Open Space	103.82	3.31%
Total	**3,138.86**	**100.00%**

Woodinville's Growth Trends

Population Trends

As of 2013, the City of Woodinville has a population of 10,990 according to estimates from the Washington Office of Financial Management (OFM). The City of Woodinville's population grew by 1,181 people from 2000 to 2013. During this period its population increased at an average annual rate of 0.9%. Woodinville is the smallest of neighboring cities in northern King and southern Snohomish Counties based on 2013 population. See Exhibit 2-4.

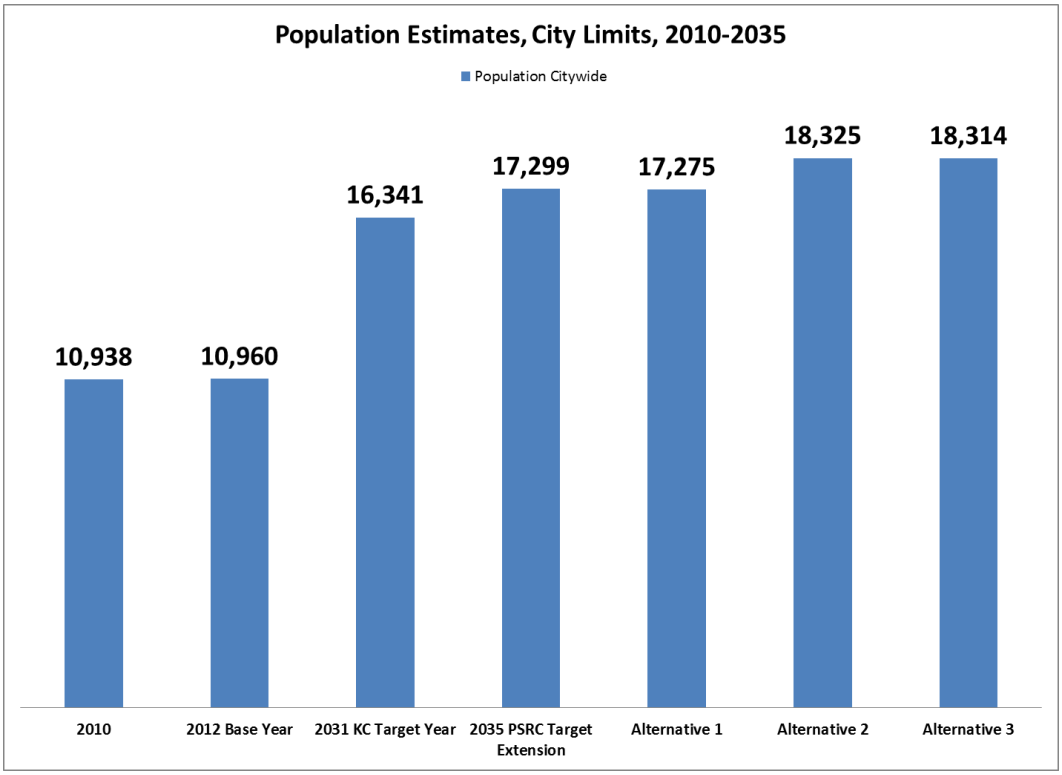
Exhibit 2-4. Population for Neighboring Cities, 2013



Source: Washington State Office of Financial Management (OFM), 2013; BERK 2013.

If the City were to add population similar to the 20-year planning estimates (described below), the City's population would grow by nearly 6,361 persons from 2010 to 2035 (or 6,309 from 2013 to 2035) to a total population of 17,299 based on 2035 planning estimates growing housing targets, or over 18,000 depending on the growth alternative studied. Alternative 2, which is highlighted in this draft Element, would result in a population of 18,325. See Exhibit 2-5.

Exhibit 2-5. Population Growth, City Limits, 2010-2035



Sources: OFM 2014, PSRC 2013, BERK Consulting, 2014

If the Potential Annexation Area were added, nearly 58 additional persons would be added. There are another 238 persons in the Woodinville UGA north of the Snohomish County border.

Employment Trends

Woodinville had a covered employment total of 12,322 in 2013. The City has 1,608 fewer jobs in 2013 than it did in 2001due to the 2008 Recession. With the economic recovery, and strategic actions, the City could again attract commercial and industrial employment, as described further in the Economic Development Element.

Meeting Regional Growth Targets and Capacity

The City of Woodinville has been allocated housing and employment growth targets in the King County Countywide Planning Policies. Currently, the growth targets extend to the year 2031. See Exhibit 2-6.

Exhibit 2-6. Current Growth Targets 2006-2031

Time Period	Housing Target	Jobs Target
	Net New Dwelling Units	Net New Jobs
Growth Target 2006-2031	3,000	5,000

Source: King County Countywide Planning Policies 2012

While the growth targets extend to the year 2031, the new 20-year planning horizon for the Comprehensive Plan Update is 2035, consistent with the Growth Management Act. In order to derive a 20 year growth number a straight line projection has been developed as a planning estimate for the

Comprehensive Plan. Further land capacity has been estimated for the current adopted Comprehensive Plan (2014). See Exhibit 2-7.

Exhibit 2-7. Growth Targets 2031, Planning Estimates 2035, and Comprehensive Plan Land Capacity (2012 Base Year)

	Housing		Employment	
	2031	**2035**	**2031**	**2035**
2006-2031 Target	3,000	3,000	5,000	5,000
2031-2035 Growth Est.	-	480	-	800
2006-2035 Planning Est.	-	3,480	-	5,800
Permits Issued 2006-2012	(573)	(573)	(359)	(359)
Pending Development	(225)	(225)	(413)	(413)
Growth Target Remaining	2,202	2,682	4,229	5,028
Buildable Land Capacity	2,615	2,615	4,476	5,266
Net Surplus/Deficit	**413**	**(67)**	**247**	**237**

Source: BERK Consulting 2013

As shown in the analysis there is sufficient residential capacity for residential dwellings to the year 2031, and a slight deficit by 2035 based on the current adopted Comprehensive Plan (2014). There is a small surplus of job capacity in 2031 that by the year 2035 can be met through extensive redevelopment consistent with the City's Downtown plans and using a floor area ratio based approach; if using a standard land capacity approach there would be a deficit of 552 jobs. Opportunities to address housing and job capacity to the year 2035 are identified in a Comprehensive Plan EIS and are summarized below:

- Allowing for mixed use residential in additional locations in the Little Bear Creek Corridor and along the southern Sammamish Riverfront, and,
- Additional potential for commercial office, retail, and higher density light manufacturing in the Northwest Gateway, Downtown, and northern and southern Industrial areas,

With these changes it is estimated that Woodinville will have sufficient growth capacity to meet its 2035 housing and employment planning estimates as well as 2031 growth targets. See Exhibit 2-8.

Exhibit 2-8. 2031 Growth Targets and 2035 Planning Estimates and Proposed Comprehensive Plan Update Land Capacity

	Housing		Employment	
	2035 Min.	**2035 Max.**	**2035 Min.**	**2035 Max.**
Growth Target Remaining	2,682	2,682	4,229	5,028
Buildable Land Capacity	2,682	3,097	5,028	5,433
Net Surplus/Deficit	**0**	**415**	**0**	**405**

Source: BERK Consulting 2013

Land Use & Community Design Plan

Land Use Plan (Alternative 2)

The Comprehensive Land Use Plan Map on the following pages display the preferred land use pattern for the City of Woodinville. The different areas of the map are referred to as designations. Each designation includes a purpose statement and a general list of allowed uses, which provide guidance for use and development provisions within the Woodinville Municipal Code. The acres for two different sub-options illustrating different extents of land use in south Woodinville are presented in Exhibits 2-9 and 2-10. Alternative 2, Options 1 and 2 are shown in map form in Exhibit 2-11 and Exhibit 2-12.

Woodland Residential

Purpose: This designation provides for the established low density residential neighborhoods in the northeastern portion of the city that are inappropriate for more intensive urban development due to significant environmentally critical areas, high cost and difficulty in extending public facilities, and presence of natural features that Woodinville seeks to retain.

Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types will be allowed under certain circumstances, such as accessory (i.e., mother-in-law) dwellings and cottage housing. The permitted density is up to 1 dwelling unit per acre. The implementing zone is R-1.

Low Density Residential

Purpose: This designation provides for established low density residential neighborhoods that are inappropriate for more intensive urban development due to significant environmentally critical areas, high cost and difficulty in extending public facilities, and/or presence of natural features that Woodinville seeks to retain.

Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types will be allowed under certain circumstances, such as accessory (i.e., mother-in-law) dwellings, cottage housing, duplexes, or townhomes. The permitted density is 4 dwelling units per acre. The implementing zone is R-4.

Moderate Density Residential

Purpose: This designation provides for moderate density residential neighborhoods on lands that are suitable for urban development.

Allowed uses & density: Single-family detached dwellings are the predominant dwelling type. Other dwelling types will be allowed under certain circumstances, such as accessory (i.e., mother-in-law) dwellings, cottage housing, duplexes, townhomes, apartments, and senior citizen assisted housing. The permitted density is 5-8 dwelling units per acre. The implementing zones are R-6 and R-8.

Medium Density Residential

Purpose: This designation provides for urbanized areas with low density multi-family dwelling units that are within walking distance of public transit. This designation can be used as a transition between existing commercial areas and adjoining, lower density residential areas.

Allowed uses & density: A mixture of dwelling types, including duplexes, townhomes, apartments, compact single-family detached dwellings, accessory (i.e., mother-in-law) dwellings, cottage housing, and senior citizen assisted housing. The permitted density is between 9-18 dwelling units per acre. The implementing zones are R-12, R-18, or other similar zones.

Exhibit 2-9. Alternative 2 (Option 1) Distribution of Future Land Use Designations

Future Land Use Des.	Acres	% Of Total
AMU	188.29	5.9%
CB	232.96	7.3%
GC	125.99	4.0%
HDR	27.11	0.9%
I	342.71	10.8%
LDR	380.64	12.0%
MeDR	41.27	1.3%
MoDR	572.27	18.0%
NB	7.76	0.2%
P	101.33	3.2%
TB	33.94	1.1%
WR	1,128.68	35.5%
Total	**3,182.95**	**100%**
Overlays		
RR	109.77	3.4%
TD	113.87	3.6%
Total	**223.64**	**7.0%**

Future Land Use Category	Acres	% Of Total
Retail/ Com.	588.94	18.5%
Indust.	342.71	10.8%
MF Res.	68.38	2.1%
SF Res.	2081.59	65.4%
Parks/O.S	101.33	3.2%

Exhibit 2-10. Alternative 2 (Option 2) Distribution of Future Land Use Designations

Future Land Use Des.	Acres	% Of Total
AMU	302.16	9.5%
CB	232.96	7.3%
GC	125.99	4.0%
HDR	27.11	0.9%
I	228.84	7.2%
LDR	380.64	12.0%
MeDR	41.27	1.3%
MoDR	572.27	18.0%
NB	7.76	0.2%
P	101.33	3.2%
TB	33.94	1.1%
WR	1,128.68	35.5%
Total	**3,182.95**	**100%**
Overlays		
RR	109.77	3.4%
TD	-	0.0%
Total	**109.77**	**3.4%**

Future Land Use Category	Acres	% Of Total
Retail/ Com.	702.81	22.1%
Indust.	228.84	7.2%
MF Res.	68.38	2.1%
SF Res.	2081.59	65.4%
Parks/O.S	101.33	3.2%
Total	3182.95	100.0%

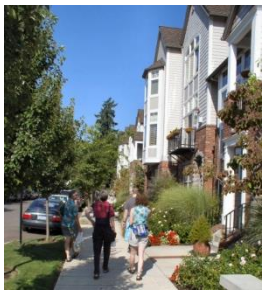
High Density Residential

Purpose: This designation provides for urbanized areas with a mixture of multi-family dwelling units and office uses that are within walking distance of public transit. The intent is to locate this designation within walking distance of public transit facilities, near commercial and employment areas, and near community facilities such as parks, and community centers. This designation creates a transition from high intensity uses, such as commercial or industrial development, to lower intensity residential areas.

Allowed uses & density: Multi-family dwelling units, including duplexes, townhomes, apartments, and senior citizen assisted housing, and office uses. The permitted density is 19 dwelling units per acre or greater. The implementing zones are R-24, R-48, or other similar zones.

Goal LU-8: Integrate Housing Diversity

Woodinville seeks to integrate a greater mix of housing types to serve its increasingly diverse population. Each of the residential-based land use designations and their implementing zones allow for a mixture of housing types that can be integrated while maintaining compatibility with the existing or intended character of the area. Example housing types include (1) accessory dwelling units, (2) cottage housing, (3) townhouses, and (4) multifamily buildings. Density and dimensional standards and design guidelines help to ensure that they are designed consistent with the city's character and compatibility goals.



Neighborhood Business

Purpose: This designation provides for convenient daily retail and personal services (including offices) for a limited service area while minimizing impacts of commercial activities on nearby residential properties.

Allowed uses & density: Neighborhood-scaled retail/service uses are the primary use. Small-scale multifamily uses may be permitted as a secondary use provided designs minimize impacts on surrounding uses. The implementing zone is Neighborhood Business (NB).

Tourist Business

Purpose: This designation provides for wineries, restaurants, lodging, and other complementary uses that encourage tourism.

Allowed uses & density: Wineries, restaurants, lodging, and other complementary uses that encourage tourism plus a mixture of convenient daily retail and personal service uses for a limited service area. Residential uses are permitted only as a secondary use when integrated into a pedestrian-oriented mixed-use development concept. This designation excludes most regional facility uses. The implementing zone is Tourist Business (TB).

Central Business District

Purpose: This designation has been applied to the existing downtown commercial district in downtown Woodinville.

Allowed uses & density: A broad mix of comparison retail, moderate to high density residential, professional, services, and recreation/cultural uses that serve the regional market. The new uses feature transit supportive densities. The implementing zone is Central Business District (CBD).

General Commercial

Purpose: This designation provides for a wide variety of general service commercial uses, regional-oriented retail uses, and special opportunities for mixed-use development in key areas.

Allowed uses & density: A wide variety of general commercial service and retail uses. New outdoor storage uses are limited to vehicular sales and small scale storage incidental to permitted uses occurring in enclosed buildings. Some areas within walking distance of parks and/or transit access may be appropriate for mixed-use development integrating multifamily uses. New residential uses feature transit supportive densities. The implementing zone is General Business (GB).

Amenity Mixed-Use

Purpose: This designation applies to the corridor along Woodinville Redmond Road and the Sammamish River where existing industrial uses may transition over time to a pedestrian-oriented mix of uses that orients to a network of trails and the Sammamish River. The intent is to take advantage of the area's unique river and agrarian setting to provide for a unique "work, live, and play" environment".

Allowed uses & density: Existing industrial and business park activities may be retained and expanded, whereas new permitted uses include a mixture of small scale service commercial, multi-family residential, office, restaurants, wineries, and complementary uses. The new uses feature transit supportive densities. The implementing zone is Amenity Mixed-Use (AMU).

AMU Conditions today

The AMU's long term vision includes an interconnected network of trails (yellow) and internal roadways (blue). Below are image examples that include the types of uses/features envisioned for the area.

Amenity Mixed-Use (AMU) Area:
Voluntary and Market Based Transformation

As Woodinville is looking towards 2035 and beyond and examining conditions, constraints, goals, and the best way to accommodate projected housing and job growth, the Redmond – Woodinville Road/Sammamish River corridor between Downtown and the Hollywood District represents a tremendous opportunity.

While the area is now largely built out with warehouses and light industrial uses and featuring an important source of employment for the city, the corridor's unique setting in the valley along the Sammamish River nestled between wooded hillsides and protected farmland makes it a good candidate to transition to a more intensive mixture of uses over the long term. As the city's wine and spirits industry continues to expand, such uses are increasing their presence here and changing the dynamic of the area. These uses and the popularity of the Sammamish River trail are exposing an increasing number of people to this area.

While Downtown's poised for growth, development there will occur slowly based on the developed conditions and parcelization of the core area. The City's residential zones are largely built out and/or inappropriate for more intensive redevelopment. The properties along this corridor are relatively large and the relatively low site improvement to land value ratios for many of these sites lend may themselves to redevelopment opportunities over the 20-year horizon.

Vision. The long term vision for the corridor includes a mixture of residential, office, small scale retail, and wine/distillery/food tourism development linked by a new west side river trail and a fine grain network of internal roadways, trails, and open spaces. These uses would help to accommodate a sizable share of the city's future residential and job growth (along with Downtown). The linear nature of the district along with the defunct rail line lend itself to future transit connections to Downtown to the north and Redmond to the south.

But the transformation is not without challenges. What happens to the existing uses? How can the envisioned new development be compatible with existing warehouses? The plan concept allows existing uses to continue or even expand as needed as long as desired. However, vacant sites or other properties seeking to redevelop, could transition to the new list of permitted uses (residential, office, small scale retail, and wine/distillery/food tourism) to suit market demand.

Design Standards & Guidelines will be a critical element in guiding the transition that achieves the vision while respecting existing uses and providing compatibility. Key components:

- Place a great emphasis on the form and character of development.
- Create a coordinated network of internal roadways and trails that serves the envisioned mix of uses and creates a distinct setting and identity for the district.
- Maximize access and site orientation to the river as a major amenity and character feature for the district.
- Provide the opportunity to go between 3-5 stories via incentives related to affordable housing and public amenities.
- Encourage building layout, orientation, modulation, and articulation to reduce the perceived scale of large buildings, add visual interest, and establish a distinct design character for the district. Emphasize human scaled design components and details that add interest to facades and entries.
- Adopt development regulations and guidelines that emphasize coordinated design that provides compatibility along internal property lines in the near term but allows integration and connections in the long term as surrounding properties are redeveloped as envisioned.

Industrial

Purpose: This designation provides for industrial and business park activities.

Allowed uses & density: Industrial and business park activities plus winery/brewery/distillery and other complementary uses that require large footprint warehouse type space and do not impact the integrity of continued industrial and business park activity. The implementing zone is Industrial (I).

Public Parks

Purpose: This designation is applied to all existing and planned publicly owned parks.

Allowed uses & density: Public parks.

Tourist District Overlay

Purpose: This overlay designation provides for wineries and other similar tourist related activities near the southern City limits of Woodinville.

Allowed uses & density: Wineries, hotels, and other complementary tourist related activities (in addition to uses permitted under base zoning).

Option B*: Eliminate this "overlay" designation and simply re-designate lands as "Tourist Business", same as the planned Woodinville Village and surrounding area on the east side of the Sammamish River. Under this option, the list of permitted retail (under current Tourist Business zoning) is much broader, plus many general/business service uses are permitted and there are options for residential uses to be permitted in the district.*

Option C*: Eliminate this "overlay" designation and simply re-designate lands as "Amenity Mixed-Use". This designation would allow the integration of office uses, multifamily uses, and a greater mix of small scale retail and service uses.*

Regional Retail Overlay

Purpose: This overlay designation provides for large scale retail uses that serve regional consumer needs.

Allowed uses & density: Large scale retail commercial uses plus accessory uses (in addition to uses permitted under base zoning).

Exhibit 2-11. Comprehensive Plan Land Use Map & Designations: Option 1

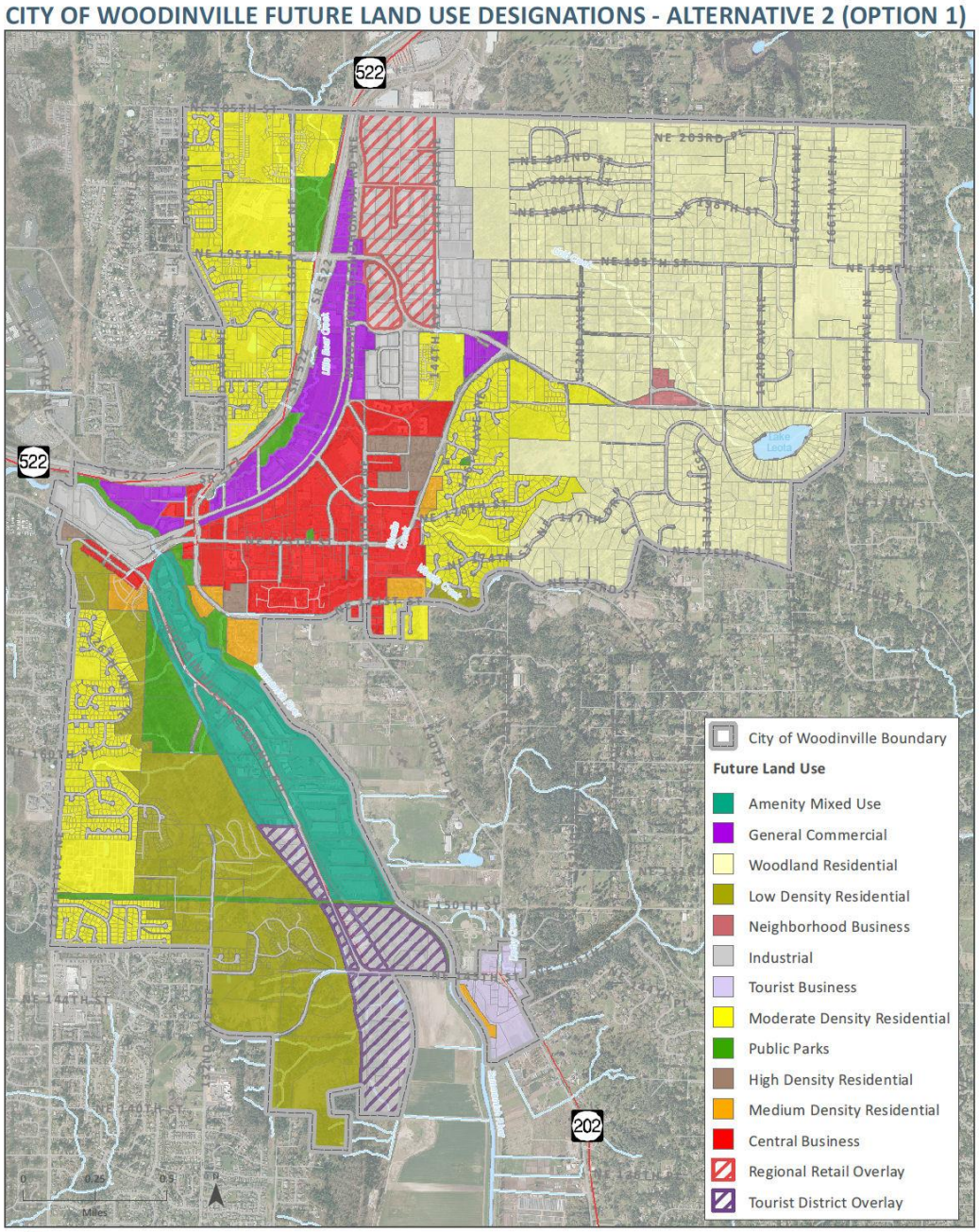
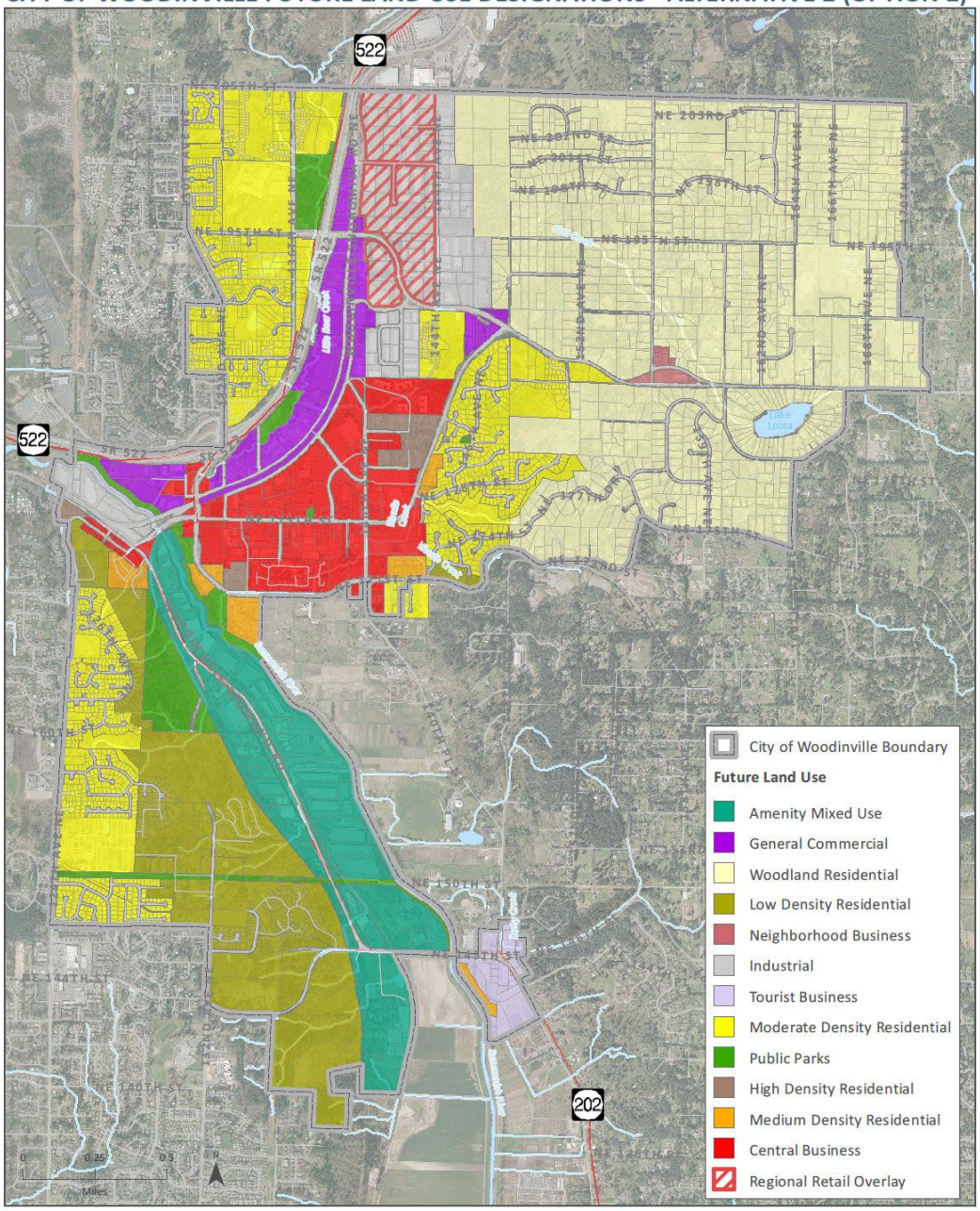


Exhibit 2-12. Comprehensive Plan Land Use Map & Designations: Option 2

CITY OF WOODINVILLE FUTURE LAND USE DESIGNATIONS - ALTERNATIVE 2 (OPTION 2)



Date: September, 2014
Source: City of Woodinville, BERK

BERK

Subarea Plans, Annexation Areas & Special Study Areas

Adopted Plans

The following Subarea Plans have been adopted as a component of the Comprehensive Plan. Where there is a conflict between goals and policies of these plans with the Comprehensive Plan, the goals and policies of the plan with the most recent adoption date shall apply (see Exhibit 2-7).

- Downtown Little Bear Creek Corridor Master Plan
- Grace Neighborhood Plan
- Tourist District Master Plan

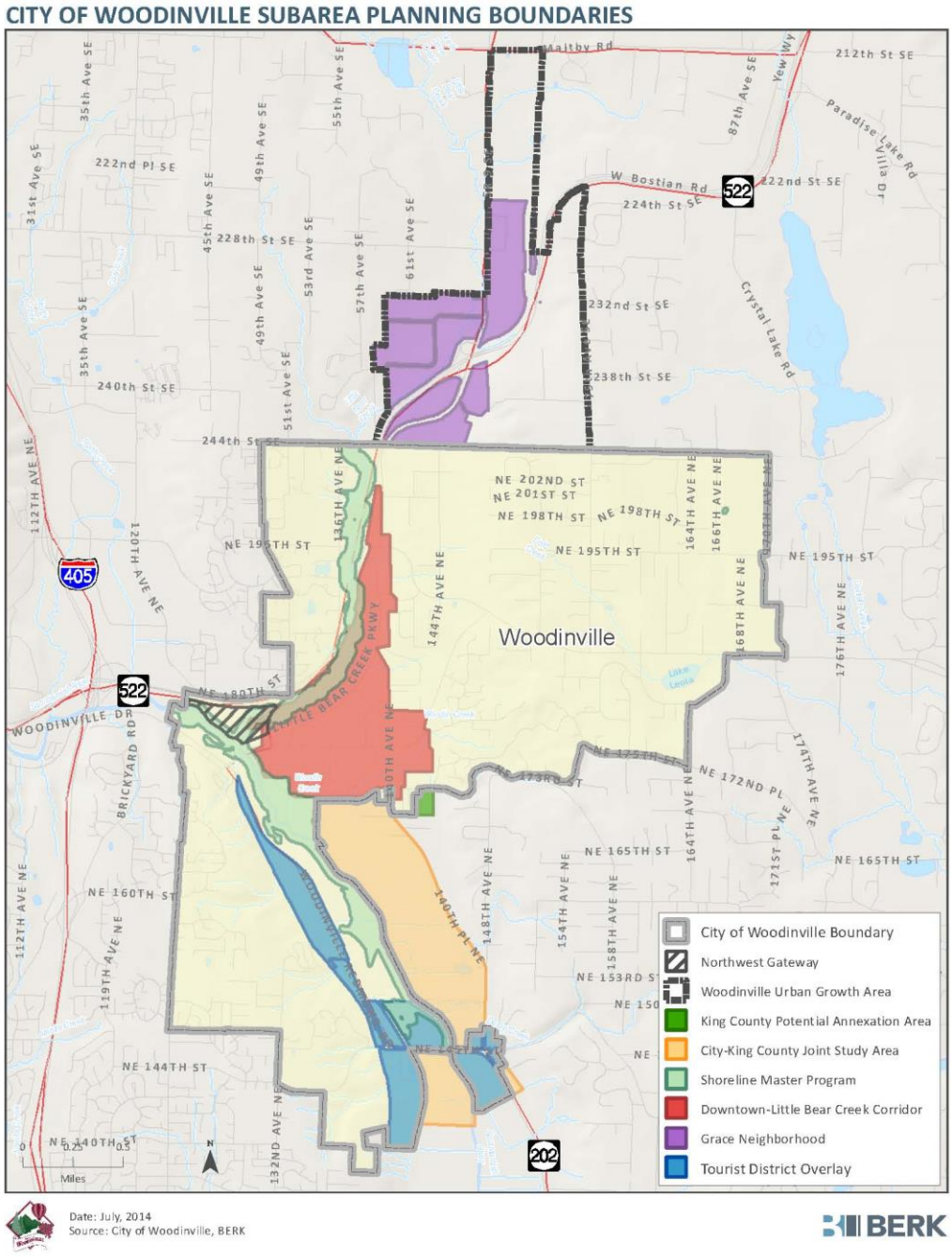
Potential Annexation Areas

The City has identified potential annexation areas to study surrounding the city limits due to effects these lands may have on Woodinville and to examine such areas for potential future growth (see Exhibit 2-7).

King County Special Study Area

The City and King County have reached agreement to study property in the Sammamish River Valley to develop joint recommendations for promoting the wine and agricultural industries in Woodinville. These rural lands adjacent to Woodinville's southern city limits hold special value to the character and identity of the Tourist District and the City as a whole (see Exhibit 2-13).

Exhibit 2-13. Subarea Plans, Annexation Areas & Special Study Areas.



Community Design Principles

Balanced diversity of neighborhoods and districts

Woodinville features a healthy diversity of neighborhoods and districts that provide for:

- A wide range of housing types to serve Woodinville's increasingly diverse population;
- A variety of places of employment;
- Commercial and community services;
- Recreational amenities;
- Healthy natural environment; and
- A distinct sense of place.

Compact & inviting mixed-use centers

Woodinville's growth is concentrated in compact and inviting mixed-use centers, including:

- Downtown, as the heart of the City and greatest concentration of housing, retail, and employment uses.
- Amenity Mixed-Use District, as the newest center, which will transition over time from an industrial/business park area to vibrant mixed-use community that takes advantage of its unique agrarian riverside setting.
- Tourist District, which serves as the region's wine tourism focal point and is evolving into a dynamic pedestrian-oriented mixed-use village.

Healthy & connected community design

Woodinville's community design promotes healthy living via the following attributes:

- Compact mix of uses in a pedestrian-friendly setting.
- Attractive network of non-motorized paths that connect uses and amenities.
- A wealth of accessible recreational amenities.
- A great emphasis on access to healthy foods.

Attractive multimodal street network

Woodinville places a great importance on a connected network of multi-modal streets that are safe, efficient, and contribute to the City's visual character. Key features:

- Expanded street grid Downtown.
- New internal street and pathway grid in the Amenity Mixed-Use District.
- Transit-supportive community/project design.
- Downtown and mixed-use center transit linkages.

Sustainable community design

Robust environmental stewardship is one of the city's greatest priorities:

- Protected natural areas.
- Environmental restoration.
- Sustainable infrastructure design.
- Sustainable construction practices.
- Smart growth.

Inviting & distinctive public space

- Vibrant urban spaces.
- Fun and inclusive parks.

Northwest woodland design character

- Preserved wooded hillsides.
- Simple three-dimensional building forms.
- Traditional Northwest woodland exterior finishes.
- Forms that express wood framing.
- Emphasis on human-scale.

Outcomes and Objectives

Exhibit 2-14below describes desired land use and community design outcomes together with indicators for achieving success and an example of the types of implementation tools that will be used to achieve the objectives.

Exhibit 2-14. Land Use and Community Design Outcomes and Objectives

Outcomes	Indicators	Example Tools
A growing and diverse economy and vital neighborhoods that provide housing choices	Land capacity to meet growth targets to 2031 and planning estimates to 2035	Land Use Plan and Zoning
A strong employment base with a diversity of jobs and high percentage of living wage jobs.	Employment growth that meets or exceeds targets to 2031 and planning estimates to 2035.	Land Use Plan and Zoning Economic Development Strategic Plan and economic development activities
A diversity of housing choices for Woodinville residents.	Increased number of smaller units and senior units.	Mixed-use and multifamily provisions Accessory Dwelling Units Cottage Housing
New development reinforces and strengthens the City's Northwest woodland design character.	New development features site and building design consistent with Northwest woodland design provisions.	Design Standards
Enhanced opportunities for healthy living.	An increase in the number and distribution of local fresh food markets and community gardens.	Land Use Plan and Zoning Design Guidelines
Increased residential density in mixed-use districts.	Most new developments in mixed-use districts integrate residential uses within mixed-use buildings or in single purpose multifamily structures.	Land Use Plan and Zoning
Enhanced street design	Streets are built or improved in conjunction with new development or as part of a publicly initiated project.	Streetscape Design Standards Land Use Plan and Zoning
Enhanced network of public open space within the City.	Increased amount and quality of public open space within the City.	Land Use Plan and Zoning Park and Recreation Plans Design Standards

Goals and Policies

Growth Management & Regional Cooperation

Goal LU-1. Provide land area and densities necessary to meet Woodinville's projected needs for housing, employment, and public facilities.

Policy LU-1.1. Focus growth in compact and inviting mixed-use centers that have the capacity to absorb development (i.e., areas with vacant or underdeveloped land and available utility, street, park, and school capacity, or where such facilities can be effectively provided) and where environmental impacts can be minimized.

Policy LU-1.2. Provide an adequate supply of land zoned for employment to support 20-year employment allocations as required by the King County County-Wide Planning Policies.

Policy LU-1.3. Adopt user-friendly and coordinated development regulations that facilitate Woodinville's preferred land use pattern (i.e., allowed density, uses, and site provisions).

A. Refine the land use code on an ongoing basis to make it easier to use by employing simple language, easy to read charts, and illustrative graphics.

B. Monitor and refine the land use code as needed to ensure that it is facilitating the preferred land use pattern and development character.

C. Integrate an appropriate balance of predictability and flexibility when updating development regulations that allow ease of administration and interpretation and offer optional ways of meeting requirements when possible.

Policy LU-1.4. Allow new development only where adequate public services can be provided.

Policy LU-1.5. Develop and support regional policies, strategies and investments that reflect the vision and policies of the Woodinville Comprehensive Plan. Achieve local goals and values by participating fully in implementation of the Growth Management Act, VISION 2040, and the King County Countywide Planning Policies.

Policy LU-1.6. Work with other jurisdictions and agencies, educational and other organizations, and the business community to develop and carry out a coordinated, regional approach for meeting the various needs of Eastside communities, including housing, human services, economic vitality, parks and recreation, transportation, and environmental protection.

Policy LU-1.7. Work cooperatively with residents and property owners to annex the designated Potential Annexation Area. Consider community desires and prepare a fiscal and service delivery evaluation.

Policy LU-1.8. Seek a logical urban growth boundary to the north in conjunction with Snohomish County and the community.

Policy LU-1.9. Collaborate with King County in developing joint recommendations for promoting the wine and agricultural industries in Woodinville.

Northwest Woodland Design Character

Also see the Natural Environment Element for related goals and policies.

Goal LU-2. Protect and reinforce Woodinville's Northwest Woodland Design Character.

Policy LU-2.1. Maintain and enhance development regulations that preserve Woodinville's wooded hillsides, open spaces, and the character of established residential neighborhoods.

Policy LU-2.2. Maintain and enhance site and building design provisions for commercial, public, and multifamily development that reflects the Northwest Woodland character.

A. Promote architecture that emphasizes traditional three-dimensional forms, traditional Northwest woodland exterior finishes, forms that express wood framing, an emphasis on human-scaled design, and finishes that reflect the early 1900s domestic agrarian vernacular of materials.

B. Encourage the integration of gardens and other site landscaping associated with public, commercial, and multifamily development to improve site aesthetics, enhance the pedestrian experience, and reinforce the City's Northwest Woodland design character.

Healthy & Connected Community Design

Goal LU-3. Promote land use and community design that encourages healthy living and good connectivity between compatible uses.

Policy LU-3.1. Adopt development regulations that facilitate a complementary mix of uses within mixed-use centers that encourage more walking and bicycling between uses.

Policy LU-3.2. Adopt design provisions that provide for safe and attractive non-motorized connectivity between uses and amenities, with the frequency of connections are commensurate with the envisioned intensity of land uses (i.e., housing, employment, community services, and amenities).

Policy LU-3.3. Adopt development regulations that encourage the integration of recreational space with multifamily and office development.

Policy LU-3.4. Integrate public recreational amenities accessible to all Woodinville residents, workers, and visitors, with highest priority on locations, facilities, and activities that best serve the community.

Policy LU-3.5. Increase access to health foods by encouraging the location of fresh food markets and community food gardens in close proximity to multifamily uses and transit facilities through zoning and business regulations.

Active Multi-Modal Street Network

Also see the Transportation Element for related goals and policies.

Goal LU-4. Provide a safe, efficient, and attractive circulation network that continues to enhance multi-modal capabilities.

Policy LU-4.1. Implement Downtown's planned street network of primary and secondary streets to accommodate the needs of retail, office, and residential development.

Policy LU-4.2. Create an internal network of pedestrian-oriented streets and pathways to serve envisioned development in the Amenity Mixed-Use district.

Policy LU-4.3. Require non-motorized transportation facilities in all commercial, multifamily, and mixed-use areas to promote pedestrian activity and ease of access between uses and amenities.

Policy LU-4.4. Encourage large commercial and multifamily developments to include transit stops and amenities when appropriate.

Policy LU-4.5. Encourage the development of a transit system linking Downtown, the Amenity Mixed-Use District, and the Tourist District.

Policy LU-4.6. Incorporate the Eastside Rail Corridor as a major intra-community non-motorized connection.

Resource Protection & Sustainable Design

Also see the Natural Environment Element for related goals and policies.

Goal LU-5. Maintain and enhance Woodinville's robust environmental stewardship.

Policy LU-5.1. Maintain and strengthen regulations to protect sensitive natural areas and pursue strategies/actions to restore degraded natural areas.

Policy LU-5.2. Update development regulations to emphasize sustainable design in new developments.

Policy LU-5.3. Encourage retrofits to existing development and infrastructure to reduce environmental impact.

Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

Policy LU-5.4. Emphasize sustainable design/practice in public improvements and in the design/use of public facilities and events.

A. Update public works standards, as necessary, to emphasize best practice sustainable design/practice.

B. Incorporate consideration of physical health and well-being into the location and design of public facilities.

Policy LU-5.5. Monitor the City's progress in meeting resource protection and sustainability goals to track success and refine the implementation strategy as needed to help meet goals.

Policy LU-5.6. Use the City's Tree Fund to plant urban replacement forests on publicly-owned property.

Inviting & Distinctive Public Space

Also see the Parks & Recreation Element for related goals and policies.

Goal LU-6. Integrate inviting and distinctive public space throughout the City with greatest emphasis in Downtown, mixed-use areas, and within multifamily districts.

Policy LU-6.1. Implement public open space policies set forth in the Downtown Little Bear Creek and Woodinville Village Master Plans.

Policy LU-6.2. Adopt development regulations and guidelines that encourage the integration of usable public open spaces in the Amenity Mixed-Use District.

Policy LU-6.3. Maintain and enhance streetscape design standards that enable safe access for all users and enhance character and identity of the City.

Policy LU-6.4. Pursue strategic public/private partnerships with large developments to leverage high quality public space integrated with new development.

Policy LU-6.5. Continue to encourage public participation in the design of public spaces throughout the City.

Residential Uses

Also see the Housing Element for related goals and policies.

Goal LU-7. Provide for attractive, safe, diverse, and cohesive residential neighborhoods.

Policy LU-7.1. Maintain and enhance public improvement standards that emphasize safe, attractive, and compatible street design and employ low impact development techniques to the extent feasible.

Policy LU-7.2. Provide design provisions for mixed-use and multifamily districts that emphasize a pedestrian-friendly character along block frontages, ensure compatibility with the existing or envisioned character of the area, and integrate usable open space for residents.

Policy LU-7.3. Review and update infill development regulations that promote quality development that complements the existing neighborhoods.

Policy LU-7.4. Maintain and enhance provisions to preserve the wooded character of Woodinville's established residential neighborhoods.

Policy LU-7.5. Employ extensive outreach to residential neighborhoods for public improvements and land use actions that have the ability to affect the character of existing residential neighborhoods.

Policy LU-7.6. Allow clustering of residential units to preserve open space and reduce surface runoff.

Goal LU-8. Integrate a diversity of housing choices while maintaining compatibility with the established or envisioned character of the area.

Policy LU-8.1. Provide for a diversity of housing types and levels of affordability in mixed-use and multifamily districts to meet the needs of the community (including those with special needs related to age, health, or disability).

Policy LU-8.2. Allow for attached and detached accessory dwelling units in all single family residential districts provided size, design, and owner occupancy provisions are included to ensure compatibility with surrounding uses.

Policy LU-8.3. Allow for cottage housing developments in all single family residential districts provided special design provisions are included to ensure compatibility with surrounding uses.

Policy LU-8.4. Encourage a mixture of housing types integrated with large site development.

Commercial & Mixed-Uses

Goal LU-9. Establish a land use pattern that provides a broad range of commercial services and employment opportunities that serve the needs of residential neighborhoods, workplaces, and the greater Woodinville community.

Policy LU-9.1. Maintain and enhance Downtown as an inviting place to work, shop, live, and socialize.

A. Encourage a mixture of commercial, office, and residential uses within Downtown to support day and evening activities for all ages.

B. Maintain and enhance development regulations that emphasize the desired form and character of development.

C. Encourage multi-story construction with underground or structured parking that facilitates transit-friendly densities and vibrant pedestrian-oriented streetscapes.

D. Encourage the integration of inviting publicly accessible open spaces that enhance the character and livability of Downtown.

E. Integrate pathways and trails that improve linkages between Downtown and surrounding neighborhoods.

F. Develop the City Hall/Community Center campus consistent with the City's adopted Civic Center Master Plan.

Policy LU-9.2. Establish the Amenity Mixed-Use District that allows existing industrial uses to transition over time into a vibrant pedestrian-oriented mixed-use district that combines residential, office, restaurants, wineries and related tourism uses, personal services, and small scale retail uses.

A. Allow existing industrial uses to continue and provide an opportunity for uses to expand provided measures are integrated to mitigate impacts on permitted uses.

B. Adopt community design provisions that place a great emphasis on the form and character of development.

C. Create a coordinated network of internal roadways and trails that serves the envisioned mix of uses and creates a distinct setting and identity for the district.

D. Maximize access and site orientation to the river as a major amenity and character feature for the district.

E. Provide for building heights between 2-4 stories with the ability to go to 6-stories via incentives for public amenities, desired mix of uses, and/or integration of special design features.

F. Encourage building layout, orientation, modulation, and articulation to reduce the perceived scale of large buildings, add visual interest, and establish a distinct design character for the district. Emphasize human scaled design components and details that add interest to facades and entries.

G. Adopt development regulations and guidelines that emphasize coordinated design that provides compatibility along internal property lines in the near term but allows integration and connections in the long term as surrounding properties are redeveloped as envisioned.

Policy LU-9.3. Maintain and enhance the Hollywood District as a premier regional tourist destination for wineries, breweries, distilleries and complementary uses.

A. Encourage the implementation of the Woodinville Village Master Plan.

B. Review and update development regulations to protect wineries, breweries, distilleries, restaurants, and complementary uses to accommodate growing tourism.

C. Continue to allow for small scale retail and personal service uses that serve surrounding residential neighborhoods.

D. Maintain and enhance design provisions that reinforce the vision of the Hollywood District as a vibrant, compact, and authentic, pedestrian-friendly village.

Policy LU-9.4. Provide an active and diverse industrial area that promotes economic growth.

A. Limit non-industrial uses to those that are complementary to industrial activities in terms of access and circulation, public safety, hours of operation, and other land use activities.

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

C. Develop industrial lands to minimize impacts on surrounding land uses, especially residential land uses.

D. Establish new or additional industrial development that complies with the following criteria:

1. Sewer, water, and communications services should be available or planned for the industrial site area, and

2. New sites designated for industrial use should have convenient access to existing or planned freeways or major arterials.

Policy LU-9.5. Provide for Neighborhood Commercial centers in strategic locations to serve surrounding neighborhoods, while minimizing impacts to the surrounding residential uses.

Maintain and enhance development regulations (i.e., building uses, height, and form, land use intensity, site layout, landscaping, and site edge design) to ensure that neighborhood commercial development is compatible with surrounding residential uses

Action Plan

The Land Use and Community Design Element is implemented by related plans and programs, including:

- Woodinville's Zoning Code that provides permitted uses, density and dimensional standards, and design guidelines for new development.
- Woodinville Comprehensive Plan Housing Element that provides strategies for integrating a diversity of housing types and more affordable housing.
- Woodinville's membership and participation with A Regional Coalition for Housing, including the Regional Housing Trust Fund.
- Woodinville's Parks and Recreation Plan that guides parks and recreation acquisition and improvements.
- Transportation Plan that provides motorized and non-motorized plans and promotes coordination of transit with regional providers to serve local residents, workers, and visitors.

This Element also includes policies promoting new initiatives during the regular eight-year Growth Management Action Comprehensive Plan review cycle. See Exhibit 2-15.

Exhibit 2-15. Land Use and Community Design Action Plan: New Initiatives

Topic	Action	Lead & Partners
Expanded Downtown Street Network	Collaborate with Downtown property owners in conjunction with development projects; Consider strategic public investment to enhance connectivity and enhance public realm and the development setting Downtown.	City of Woodinville lead and property owners/developers as partners
Trail improvements in the Amenity Mixed-Use area	Develop a trails plan for the Amenity Mixed-Use area	City of Woodinville lead and property owners/developers as partners
Downtown open space	Consider strategic public investment to enhance connectivity and enhance public realm and the development setting Downtown.	City of Woodinville lead and property owners/developers as partners
Regional retail overlay transportation improvements	Consider strategic circulation enhancements in cooperation with property owners/developers associated with regional retail development.	City of Woodinville and property owners/developers as co-leads

3.0 HOUSING

Housing, Human Services & Woodinville's Vision

Woodinville's vision statement calls for respecting different neighborhood characters, and promoting compact mixed use districts:

- a successful balance of neighborhoods
- a compact, inviting downtown that is attractive and functional and vibrant riverfront mixed-use & tourist districts

Introduction

The housing element is directed towards ensuring the vitality and character of Woodinville's established residential neighborhoods, meeting present and future community housing and human service needs, promoting the preservation and development of a variety of housing types, and providing housing opportunities for all economic segments of the community. This element describes conditions and trends for Woodinville's households and housing stock, and illustrates Woodinville's housing needs and associated services. Following a review of conditions and trends, this element describes the City's housing plans, goals and policies, and actions.

Conditions & Trends

There are several key trends influencing housing in Woodinville:

- Housing stock that is becoming more diverse and aging,
- Changing household composition with most households being one and two person in size,
- A slowly aging population,
- A gradually diversifying population with more households of different ethnicities and races,
- Decreasing housing affordability, and
- A jobs-housing ratio where the demand for housing by those working locally exceeds the supply, affecting the City's ability to attract employers and reduce traffic congestion.

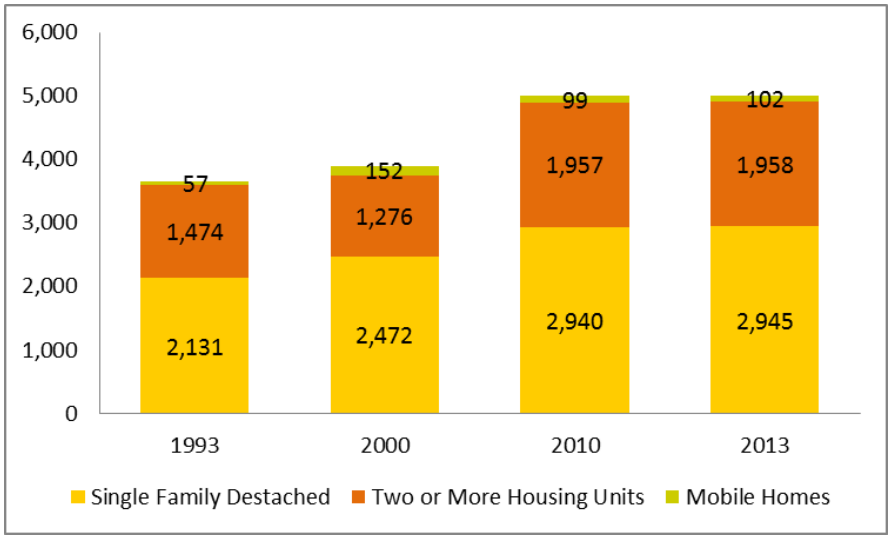
Each trend is addressed below. Other topics are also addressed further in the *City of Woodinville Existing Conditions Report,* such as housing stock mix, housing sales and rent prices, homelessness, poverty, and others.

Diversifying and Aging Housing Stock

Most of the City's land is zoned and used for single family residential uses, and the City's housing stock is predominantly single family. However, the share of multifamily dwellings is increasing. See Exhibit 3-1. This diversification is anticipated to continue as most of the City's housing capacity is in mixed use areas, a reflection of how the City has increased development capacity in its Central Business District. (See the Land Use Element for additional discussion.)

Most of the City's housing stock was developed in the late 20th Century, between 1980 and 1999 (60%). About 22% was developed in 1979 or earlier, and about 18% has been developed since the year 2000. (ARCH 2013) This means that a majority of the housing stock will be 50 years or older by the end of the 2035 planning period.

Exhibit 3-1. Housing Stock: 1993-2013

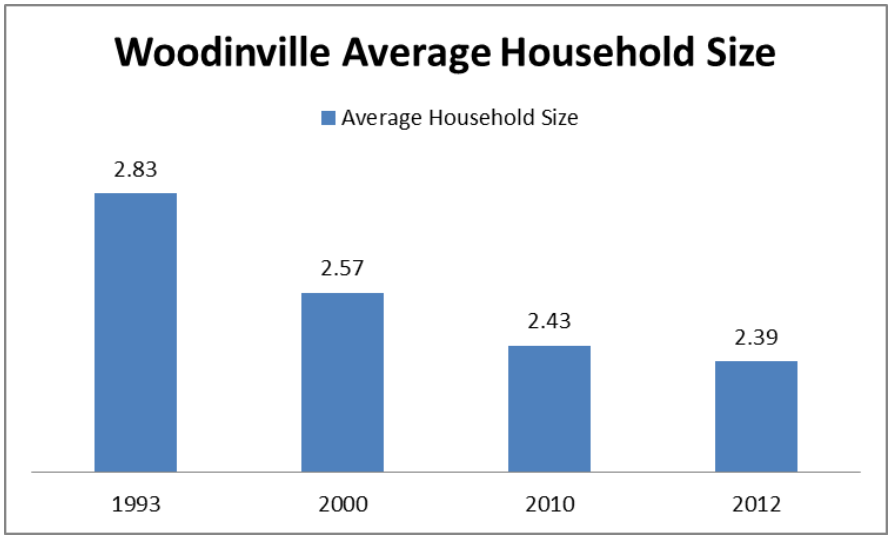


Source: State of Washington Office of Financial Management; BERK 2013

Changing Household Composition

Woodinville's average household size has continued to decline as shown in Exhibit 3-2.

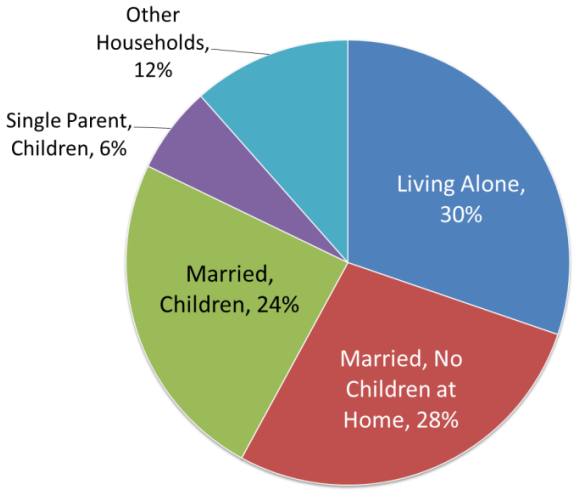
Exhibit 3-2. Average Household Size



Source: Puget Sound Regional Council, US Census Bureau, American Community Survey

Singles living alone, married couples without children, and two person households, are a growing segment of Woodinville's population. Today, these groups account for almost two thirds of the households in Woodinville (62%). See Exhibit 3-3. Smaller households may prefer different housing styles and sizes over time. Examples of housing forms that may appeal to such households include: Accessory dwelling units, multiplexes and cottages, townhomes, and mixed use and other housing forms especially near transit.

Exhibit 3-3. Woodinville Household Composition, 2010

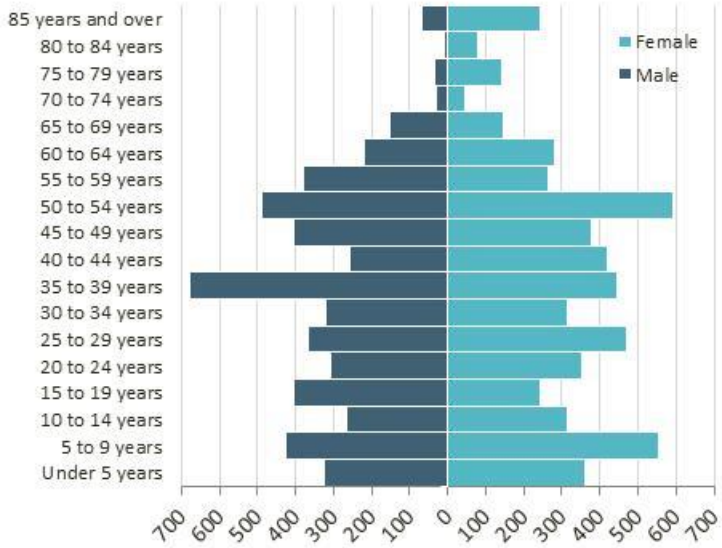


Source: US Census 2010, A Regional Coalition for Housing, 2014

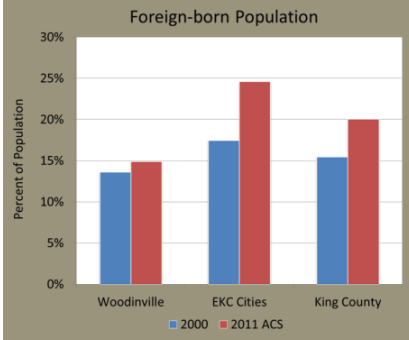
Slowly Aging Population

Seniors accounted for 9% of the population in 2000 and 11% of the population in 2010. The senior population will continue to increase over the 2015-2035 planning period as those in the 50-60 age bracket begin to retire over the next 10-15 years. See Exhibit 3-4. Seniors who rent tend to be cost-burdened. Some seniors—especially over age 75, half of the senior population—have specialized housing needs.

Exhibit 3-4. Age Distribution by Sex, 2007-2011 5-Year Average



Source: US Census American Community Survey, 2007-2011 5-Year Average; BERK, 2013



Gradually Diverse Population

Woodinville is becoming more diverse though less than East King County overall. Housing programs will need to be sensitive to diversity, especially for households with limited English proficiency. Such households may also create a demand for different forms of housing (e.g. accommodating extended families). It will be important to ensure that local regulations allow flexibility for market to respond to changing needs.

Decreasing Housing Affordability

Nearly one third of Woodinville's households have low and moderate incomes similar to other East King County cities, but lower than the rest of King County. See Exhibit 3-5. Ensuring the City can cooperate regionally and provide opportunities locally for housing at all income levels, particularly very low incomes, will be important to meet the needs of households such as housing affordable to local employees. Reducing development costs while maintaining quality standards and offering a variety of housing types and densities to meet the needs of the community will also be increasingly important.

Exhibit 3-5. Households by Income Levels

Location	Total Households	Less than $21,200	$21,200 to $35,299	$35,300 to $56,499	$56,500 to $70,599	$70,600 to $84,699	$84,700 +	
	% of area median household income:	*Very Low Income <30%*	*Low Income 30-50%*	*Moderate Income 50-80%*	*80-100%*	*100-120%*	*Over 120%*	*Median*
Woodinville	4,350	7%	9%	15%	8%	8%	54%	$91,049
EKC cities	179,691	8%	8%	13%	8%	8%	54%	n/a
King County	790,070	13%	11%	16%	10%	8%	42%	$70,567
Washington	2,602,568	17%	16%	13%	15%	11%	28%	$58,890

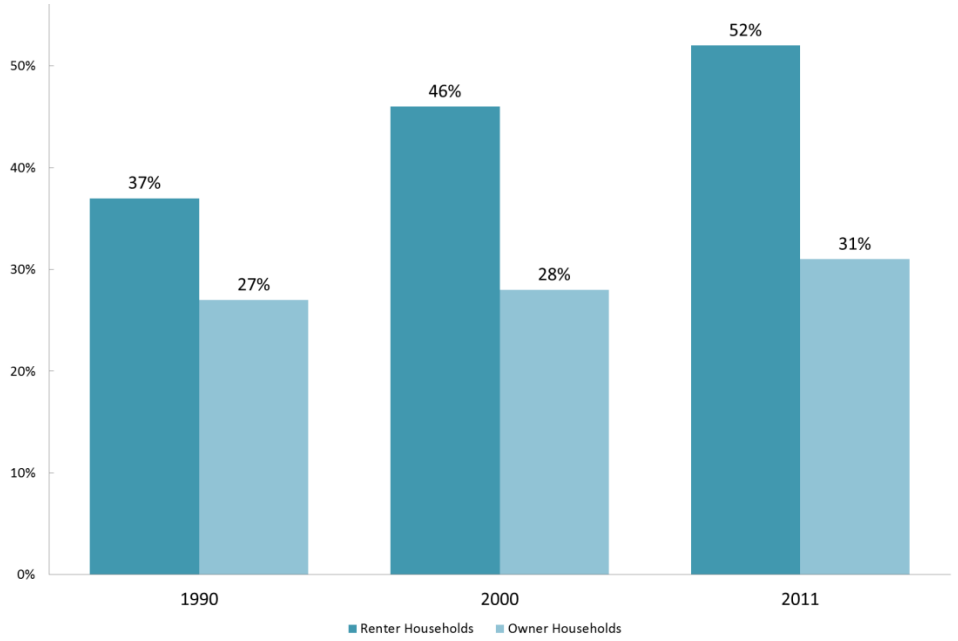
Source: 2011 ACS 5-Year Estimates, A Regional Coalition for Housing 2013

The proportion of Woodinville households paying more than 30% of their income for housing costs has risen each decade since 1990. A greater percentage of renters are cost burdened than homeowners. The proportion of cost-burdened renters is growing more rapidly than cost-burdened owners. See Exhibit 3-6.

Progress on Affordable Housing

Eastside King County cities are meeting about 85% of the combined moderate-income housing goal, using variety of approaches. Woodinville is meeting 62% of its moderate income goal largely through the private sector; a high proportion of private-sector, moderate-income units are smaller, rental units. Eastside King County is meeting about 25% of the combined low-income goal, and essentially all low income housing proposals have needed direct assistance. Woodinville is meeting 15% of its low-income housing goal. (A Regional Coalition for Housing 2014)

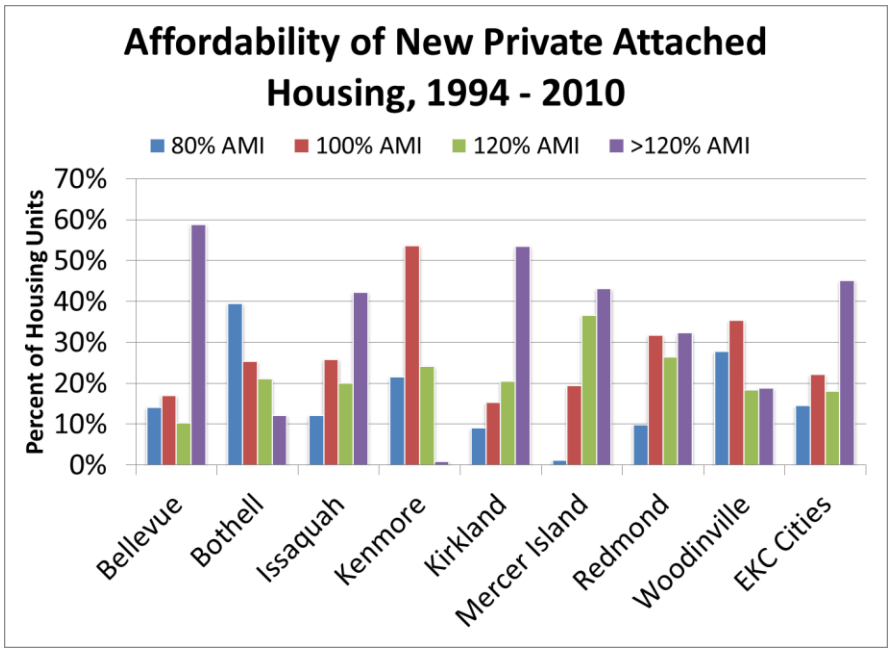
Exhibit 3-6. Decreasing Housing Affordability: Cost Burdened Homeowner and Renter Households



Source: US Census, American Community Survey, A Regional Coalition for Housing, 2013

Woodinville's home sale prices have increased between the year 2000 and 2010, though declined recently between 2010 and 2013 as described further in the Existing Conditions Report (Revised Draft November 2014). Much of Woodinville's new *attached* housing stock built since 1994 is affordable to moderate, middle, and upper income levels, and less so to low and very low incomes. See Exhibit 3-7.

Exhibit 3-7. Affordability of New Privately Attached Housing



Source: ARCH 2013

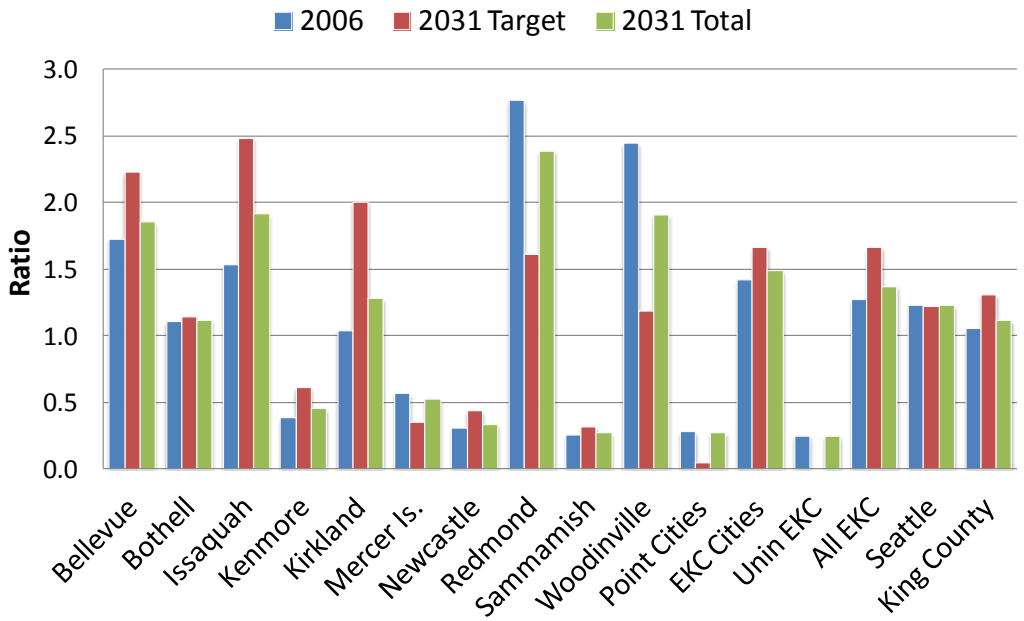
Jobs-Housing Imbalance

A jobs-housing "imbalance" means there is excess demand for housing from the local workforce relative to local supply. Also, Woodinville's local workforce includes many moderate- and lower paying jobs. These factors contribute to the need for a greater quantity of housing, including a variety of housing types with a range of prices. The City could also promote its economic development goals and attract additional family wage jobs. Job locations and wages may contribute to the high proportion of the East King County workforce that lives outside of East King County (52%) (A Regional Coalition for Housing 2014).

Woodinville has a 2006 jobs-housing balance that shows that there is a greater demand for housing by the local workforce than is available. Woodinville's ratio is second highest in East King County at nearly 2.5. See Exhibit 3-8.

It is important to achieve a greater balance between jobs and housing to attract employers to Woodinville and to reduce congestion due to commuting. If growth expected through 2031 occurs in Woodinville, the jobs-housing balance would improve though it would still be relatively high.

Exhibit 3-8. Jobs-Housing Balance 2006-2031



Note: "Jobs-housing balance" indicates the ratio of housing demand from local workforce to the local supply of housing. A ratio of 1.0 means there is an amount of housing equal to the demand for housing from the local workforce. A ratio greater than 1.0 means that local employment generates a demand for housing greater than the number of housing units. Housing demand is estimated by 1.4 jobs per household.

Challenges and Opportunities

Woodinville is a desirable place providing an attractive but expensive housing market similar to other Eastside King County communities. Woodinville's community is changing similar to other Eastside King County communities as it increases its share of smaller households, and becomes more diverse in age and ethnicity. Woodinville's employment base is producing a demand for added housing though the income produced is not always sufficient to rent or buy a home in the community and reinforces traffic congestion affecting Woodinville's quality of life. Increasing housing variety and affordability will be important to meet the City's present and future needs.

Woodinville's has a large share of land that is presently used and would continue to be used for single family purposes; this provides an opportunity for housing types that are compatible and yet affordable such as accessory dwelling units. Only one accessory dwelling unit permit was reported between 1994 and 2010 (ARCH 2013). Some of the lack of implementation of such units may be related to infrastructure and transportation requirements and fees.

Much of the City's multifamily zoned areas are built out. There is little land for townhomes, cottages, or apartments. The City's exploration of horizontal mixed use opportunities along the Sammamish Riverfront described in the Land Use Element could assist with this segment of housing.

The community has a vision and market interest in providing mixed use housing opportunities in its Central Business District. Canterbury Square in the Central Business District will provide 800+ market rate units. Other areas in the Central Business District may take advantage of density bonuses for public amenities such as affordable housing. As noted in the Land Use Element, Woodinville has sufficient capacity for future housing growth to meet 2031 growth targets and requires greater capacity offered by Alternative 2 Land Use Plan to meet 2035 growth estimates. With the City's planned land use, most residential capacity is in mixed-use zones and in particular the Central Business District. The capacity of the CBD to increase the share of multifamily housing is important to the community's ability to serve smaller household sizes and potentially affordable housing needs. Thus evaluating and updating incentives offered in the CBD to make the affordable housing benefit more attractive is important.

Housing Objectives

Based on the above challenges and opportunities, the City has developed housing objectives and tools addressing housing diversity and supply, affordable housing incentives, direct support to create affordable housing, and programs to serve special needs. See Exhibit 3-9.

Exhibit 3-9. Housing Objectives and Tools

Outcomes	Indicators	Example Tools
Promote housing ownership	Maintain or increase home-ownership rates	Single Family Dwellings including small lots Accessory Dwelling Units Cottages, Townhomes
Improve jobs-housing balance and meet housing demand	Land capacity to meet or exceed housing target	Land Use Plan and Zoning
Allow for a variety of housing types to meet size and age trends	Increased numbers of small units and senior units	Single Family Dwellings including small lots Accessory Dwelling Units Multiplexes, Cottages, Townhomes Mixed Use Zoning
Increase opportunities for housing to very low and low income households	Increased numbers of rental and ownership dwellings, especially with long term affordability commitment	Accessory Dwelling Units Voluntary bonuses (e.g. height, density) with affordability Multi-family Property Tax Exemption Permit and Impact Fee Waivers Regional Housing Trust Fund
Improved opportunities for special needs housing and services	Increased housing in East King County serving special needs, such as emergency shelter and group homes for disabled.	Regional Housing Trust Fund Human Services contributions in City budget

Tools the City can employ to promote quality housing opportunities vary by location. In established single family neighborhoods, accessory dwelling units are an opportunity. Downtown and commercial areas present locations for mixed use housing and affordable housing incentives. The Riverfront Amenity Overlay and General Commercial areas present opportunities for medium density attached housing such as townhomes and mixed uses.

Goals & Policies

Goal H-1. Provide a diversity of housing types.

Policy H-1. Allow for a variety of housing types and lot sizes, including: mixed use development, small and large lot single family development, accessory dwelling units, townhomes, duplexes, multiplexes, and apartments, and manufactured housing.

i. Encourage mixed use (commercial/residential) developments in the downtown, tourist business, and riverfront areas.

ii. Provide for moderately priced housing ownership through flexible lot sizes, cottages, townhomes, and condominium housing.

iii. Allow the development of accessory dwelling units on single-family lots. Regulatory guidelines should minimize procedural requirements, while addressing neighborhood compatibility through development, design, and occupancy standards.

iv. Allow manufactured homes in single family zones when they are consistent with city codes, look similar to site-built housing, and are placed on a permanent foundation.

Policy H-2. Promote infill development designed to be compatible with existing neighborhoods while creating new housing opportunities.

Policy H-3. Provide a land use plan that accommodates Woodinville's regionally determined housing growth target and supports regional objectives for housing diversity, affordability, innovative and flexible techniques, and a jobs-housing balance.

Goal H-2. Create opportunities for all Woodinville households at all income levels to secure quality housing.

Policy H-4. Encourage home ownership by allowing a variety of housing types suitable for ownership and promoting down payment assistance programs and other programs.

Policy H-5. Work in partnership with King County and other cities to promote providing a proportionate amount of the countywide need for very low-, low-, and moderate-income households.

Policy H-6. Focus efforts towards housing affordable to very low-income households (30% AMI), where the greatest need exists, and where funding and collaborative actions individually by Woodinville and collectively with other agencies are necessary.

Policy H-7. Continue to support the Regional Housing Trust Fund.

Policy H-8. Recognize the combination of housing and transportation costs on cost-burdened households by promoting new public and private affordable housing investments in neighborhoods with greater opportunities for transit and jobs.

Policy H-9. Provide affordable housing through incentives and standards, including:

i. Offering voluntary development bonuses (e.g. height, density) for the provision of affordable housing in downtown and other commercial districts; affordable housing bonuses should be competitively set in relation to other public benefit incentives,

ii. Encourage/support first-time homebuyers program that make it possible for low/mod buyers to enter home ownership, and

iii. Consider evaluating permit and impact fee waivers for affordable units.

Policy H-10. Require affordability covenants, which include provisions for units to remain affordable for the longest possible term, when affordable units are constructed through density bonuses or other means.

Goal H-3. To provide housing opportunities in Woodinville and support for human services for people with special needs.

Policy H-11. Promote equal and fair access to housing through application of federal and state fair housing laws.

Policy H-12. Encourage and support the development of housing for seniors of all incomes. Allow for senior housing and assisted living facilities and support services such as day health.

Policy H-13. Support housing options, programs, and services that allow seniors and people with disabilities to stay in their homes or neighborhood as their housing needs change, such as encouraging universal design or retrofitting homes for lifetime use.

Policy H-14. Accommodate the development of emergency, transitional, and permanent supportive housing and services for the homeless in the East King County region and in Woodinville.

Policy H-15. Enable individuals to meet their basic physical, economic, and social needs by promoting an effective human services delivery system.

Goal H-4. To foster livable neighborhoods with a desirable quality of life, environmental sustainability, and healthy active living.

Policy H-16. Encourage preservation, maintenance, and improvements to existing residential structures. Seek and promote resources that provide financial and other assistance to citizens for maintaining or repairing health and safety features of their homes.

Policy H-17. Promote sustainable development practices and healthy housing options.

i. Support active living through residential development design standards and connected streets with nonmotorized improvements and trails.

ii. Promote housing developments exhibiting universal design principles to ensure housing is designed for all persons and abilities.

iii. Promote safe, energy efficient, and healthy housing attainable to all households.

iv. Encourage development clustering and low-impact stormwater management methods to improve environmental quality.

Policy H-18. Ensure that new development and redevelopment are compatible with existing and planned neighborhood character such as through design and landscape standards.

Goal H-5. To work with other jurisdictions to develop a coordinated, regional approach to meeting the housing needs of King County, Eastside, and South Snohomish County communities.

Policy H-19. Coordinate City housing goals, policies, and strategies with regional growth, housing, transit, and employment policies.

Policy H-20. Support and encourage housing legislation at the county, state, and federal levels which would promote the City's housing goals and policies.

Policy H-21. Continue membership in interjurisdictional agencies to assist in the provision of affordable housing on the Eastside.

Action Plan

The Housing Element is implemented by related plans and programs, including:

- Woodinville's Comprehensive Land Use Plan and Zoning Code that provides capacity and variety in housing,
- Woodinville's membership and participation with A Regional Coalition for Housing, including the Regional Housing Trust Fund,
- Woodinville's Parks and Recreation Plan and Transportation Plan that provides non-motorized pedestrian, bicycle, trail, parks and recreation improvements to promote healthy communities, and
- Woodinville's regular budgeting process that includes contributions to human service agencies selected by the City's Finance Committee.

This Element also includes policies promoting new initiatives for housing designed to create housing opportunities that meet Woodinville residents' needs. See Exhibit 3-10. These initiatives will be documented, monitored and, as needed, updated through the Housing Strategy Plan.

Exhibit 3-10. Housing Action Plan: New Initiatives

Topic	Action	Lead & Partners
Housing Quality, Variety, Affordability, & Interjurisdictional Partnerships	Adopt and periodically update, a Housing Strategy Plan and Work Program with specific housing strategies to be considered in addressing the City's housing needs and goals.	Lead: City of Woodinville Partners: A Regional Coalition for Housing
Housing Variety, Affordability, and Ownership	Evaluate inclusion of cottage housing in medium density residential areas or neighborhood commercial nodes	Lead: City of Woodinville
Housing Variety, Affordability, and Ownership	Evaluate accessory dwelling unit regulations, fees and procedures and remove barriers to implementation	Lead: City of Woodinville Partners: A Regional Coalition for Housing
Housing Variety, Affordability, and Ownership	Allow additional opportunities for a variety of ownership housing at different prices, such as townhomes in additional commercial districts.	Lead: City of Woodinville

Topic	Action	Lead & Partners
Housing Quality	Evaluate and update codes to promote universal design and low impact development standards	Lead: City of Woodinville

4.0 ECONOMIC DEVELOPMENT

Economic Development and City Vision

This Economic Development Element supports the citywide Vision for a:

- a successful balance of neighborhoods, parks, and recreation, tourism, and business.
- a pleasant place in which to live, work, play, and visit,
- a compact, inviting downtown and vibrant riverfront and tourist districts that are inviting and functional.

Introduction

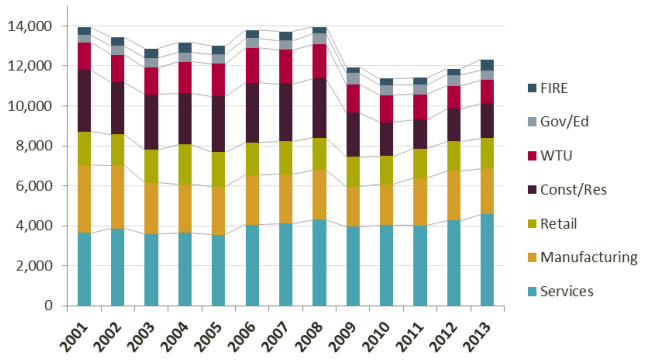
This Economic Development Element provides goals and policies to guide the City's economic growth and vitality. Following summary of the strengths and weaknesses of the local economy, this element provides policies, program, and projects to support economic growth.

Conditions & Trends

Jobs

Woodinville had a covered employment total of 12,322 in 2013. Covered employment within the City has declined since 2008 with the onset of the recession. The City has 1,608 fewer jobs in 2013 than it did in 2001. See **Error! Reference source not found.**.

Exhibit 4-1
Woodinville Covered Employment by Sector, 2001-2013



Sector	2013	Change 2001-2013
Services	4,567	932
Manufacturing	2,292	-1,105
Retail	1,512	-162
Const/Res	1,750	-1,330
WTU	1,168	-216
Gov/Ed	486	117
FIRE	547	157
Total	**12,322**	**-1,608**

Source: Puget Sound Regional Council, 2013; BERK, 2014

Note: Const/Resource = Construction and Resources; WTU = Warehousing, Transportation, and Utilities; Gov/Ed = Government and Education; FIRE = Finance, Insurance, and Real Estate

Services is the largest sector in the city and added 932 net jobs from 2001 to 2013. Much of this growth was from the health care services subsector, which added 549 jobs over the same period. Manufacturing, which is Woodinville's second largest sector, lost -1,105 jobs since 2001. Construction/resources lost 1,330 jobs over the same period.

Retail Uses

Over the last 20 years, Woodinville has increasingly become a retail center for the local region as the City's and surrounding area's population has grown. Most of this development has occurred in Downtown Woodinville in relatively larger scale developments. Smaller scale retail development, especially businesses associated with the wine industry and visitors, has also occurred in the Tourist Business zone in south Woodinville.

Office Uses

Woodinville is not an office center and does not have much traditional office development. Woodinville is unique in that the majority of the office space (64%) in Woodinville is in industrial zones. Much of the office space in Woodinville is supportive of and accessory to industrial uses, and is related to industrial demand. Most other office uses within Woodinville would likely fall under the personal service office category.

Industrial Uses

Woodinville is a sizable industrial center in the area, and has the largest amount of industrial and warehouse space of comparable Eastside communities.

Employment Capacity

The City has employment capacity to meet the City's 2031 employment target and at 2035, the City is close to its 2035 projections and will need optimal implementation of its Downtown subarea plans, Tourist Business District Plan, and Economic Development Strategic Plan.

Challenges and Opportunities

The City can expect growth in retail, office, and industrial uses, though the type and mix of businesses may change over the 20-year planning period:

Retail: Overall, additional retail development is likely in Woodinville based on continued growth through housing, jobs, and visitors in the City and surrounding area. However, the form of the retail development may not be the same pattern of large-format retail buildings the City has experienced in the past. As Downtown Woodinville develops more multifamily housing, demand for more services and small-format retail typical in denser urban areas will grow. As the city and region grows, there will also be increasing pressure to redevelop and/or improve existing retail spaces. Growth in the food and beverage production cluster in Woodinville could be a significant driver of new retail space in Woodinville.

The Downtown Little Bear Creek Corridor Master Plan and Tourist District Master Plan will guide ongoing transformation of retail areas into mixed use areas. Incentives for mixed use commercial residential and mixed use retail office are also promoted by Downtown plans and codes and the Economic Development Strategic Plan. Updates to incentives are studied in the Land Use Element Alternative 2.

Office: As the area's population grows there should be increased demand for personal service office space. The market for new core office development within Woodinville (and the north King County and

south Snohomish County region) is limited in the near term. It is possible that the City could attract core office users, such as information technology and professional services, where business owners and employees are interested in a high quality of life with supportive parks and recreation amenities, multiple transportation modes, and quality and varied housing opportunities.

See the discussion of mixed retail and office areas. It is also anticipated that office will continue to support industrial uses as well.

Industrial: Industrial users are often looking for less expensive spaces, with large floor areas, and good transportation access. The overall outlook for industrial uses likely depends on who increasingly uses these spaces in Woodinville. Existing industrial or warehouse buildings may see conversion to other higher value industrial and/or commercial uses, such as wineries. This trend is already underway in Woodinville and likely to continue as the clustering of food and beverage businesses in the City increases. Increased demand from these types of industrial users may displace more traditional industrial users in Woodinville. Given the levels of rent industrial or warehouse buildings typically get, new traditional industrial and warehouse development will likely seek vacant parcels, which are less costly to develop.

The Land Use Element proposes in Alternative 2 some mixed industrial concepts advanced both by City Council docket requests and by the Economic Development Strategic Plan:

- Consider expanded retail and tourism-related uses in the South Industrial area
- Concentrate industrial and large-scale retail in the North Industrial area

Grow the City's Diverse and Vital Mix of Businesses: In addition to proactive recruitment of businesses in identified target sectors, the City's greatest influence can be in creating an environment which is attractive to these desired businesses and industries.

Important elements of this environment include City investments in basic infrastructure and amenities including the City's parks, open space and trail system and transportation into and within the City. Another important element is the business climate itself: how the City facilitates and supports development and business creation and success. *~Economic Development Strategic Plan, 2008*

Economic Development Objectives

Exhibit 4-2. Economic Development Objectives

Outcomes	Indicators	Example Tools
1. Attract and retain businesses to Woodinville	Increase in jobs in target sectors	Economic Development Strategic Plan Tourist District Master Plan Downtown Little Bear Creek Corridor Master Plan Transportation Master Plan Parks, Recreation and Open Space Plan Zoning Code& Permit Process
2. Increase intensity and diversity of jobs in Downtown	Increase in office space Addition of retail in mixed use residential format	Same as above, plus: Development incentives in CBD and GC zones tested in Alternative 2 of Land Use Element
3. Strengthen the City's Tourism Sector	Additional wineries, food oriented businesses, and lodging	Sam as Outcome 1

Outcomes	Indicators	Example Tools
4. Promote light industrial uses and commercial uses	Achieve a mix of light industrial uses, incubator business space and large format retail in northern industrial area	Sam as Outcome 1

Goals & Policies

Goal ED-1. Grow the City's Diverse and Vital Mix of Businesses

Policy ED-1.1. Focus business attraction and retention efforts on target sectors

Targeted sectors include:

A. Businesses that support wine-making and agritourism

B. Professional services firms e.g. information and hightechnology, finance and insurance, and medical and biotechnology sectors as well as management companies and corporate headquarters

C. Firms that play supporting roles to the region's industry leaders including high-tech and biotech

D. Mid-sized, locally-owned firms

E. Firms that will contribute to the City's image as an attractive, entrepreneurial market

F. Anchor tenants for multi-tenant commercial development

Policy ED-1.2. Participate in regional planning efforts to develop strategies that promote economic diversification.

Policy ED-1.3. Invest in basic infrastructure and quality of life enhancements appropriate to targeted sectors

A. Support the City's CIP process to prioritize improving traffic access into and within the City

(1) Support heavier industrial and distribution businesses by managing traffic impacts and access for commercial vehicles

(2) Identify and evaluate funding alternatives for road improvement economic asset

B. Treat the City's parks and open space system as a strategic economic asset

(1) Include analysis of economic benefits when planning future park and open space development

(2) Utilize the City's parks and open spaces system to enhance the City's attractiveness and create physical connections that encourage walking over driving

(3) Encourage additional infrastructure to meet technological needs that provides state of the art quality of service and current trends in business technology needs.

Ensure Future Development Advances the City's Vision: Land use policy and regulation are crucial foundations for the future economic well-being and quality of life for Woodinville. Guiding the physical development of the City in a manner that reflects the City's Vision will enhance the community and economy by encouraging development patterns that are attractive and functional for citizens, businesses, workers and visitors.

The development of a vibrant, walkable, attractive Downtown is crucial to the future vitality of the City as an attractive place for businesses, families and tourists.

~Economic Development Strategic Plan, 2008

(4) Cooperate with other jurisdictions to identify and plan common infrastructure needed for economic development.

Policy ED-1.4. Continue to improve the City's business climate

A. Provide an efficient and economical permitting process as a means of enhancing the City's goal for quality customer service.

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

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

D. Support our economic development goals and policies through public/private projects.

E. Connect businesses and developers with vacancies. Maintain a current inventory of available land for non-residential redevelopment and new based on future employment needs consistent with the community vision and character.

Policy ED-1.5. Expand Woodinville's unique retail position

A. Improve access to retailers through traffic circulation improvements and parking strategies

B. Support existing retailers through traffic management, parking policies and other City services (street cleaning, infrastructure maintenance, others)

C. Support existing retail and encourage new quality retail in the Downtown core

D. Coordinate retail strategies with Tourist District activities for market synergy

Policy ED-1.6. Support small business, professional businesses, and business that serve minority populations

A. Preserve lower cost incubator space through zoning and incentives

B. Partner with the Chamber and local educational institutions to provide business support programs

C. Conduct regular business outreach to understand how the City can ease the challenges of local small businesses including, codes, fees, and access to City services

Policy ED-1.7. Support workforce development activities

Goal ED-2. Ensure Future Development Advances the City's Vision

Policy ED-2.1. Encourage Downtown development that promotes the established Vision: higher density, high quality, well-designed mixed-use development with upscale retail and pedestrian-oriented streetscapes

Policy ED-2.2. Practice "proactive zoning": reevaluate and modify land use zoning to meet City fiscal goals and Vision

Grow and Benefit from the City's Tourism Sector: Woodinville is already an attractive tourist destination with many complementary strengths. By focusing on these strengths, including wine, agritourism, food and active recreation – and by creating complementary and well-connected environments in the Tourism District and Downtown – Woodinville can continue to benefit from visits by Puget Sound residents and individuals from more distant regions. *~Economic Development Strategic Plan, 2008*

Goal ED-3. Enhance Woodinville's Livability for a Range of Residents

Policy ED-3.1. Increase housing options for residents and workers for a mix of income levels supporting the quality and quantity of businesses and Woodinville's job base.

Policy ED-3.2. Ensure that City policies are family-friendly

Policy ED-3.3. Enhance the City's parks, trails and "green canopy"

Policy ED-3.4. Engage local businesses as strategic partners in making Woodinville a better place to live and work

Policy ED-3.5. Build community and promote neighborhood cohesiveness

Goal ED-4. Grow and Benefit from the City's Tourism Sector

Policy ED-4.1. Focus on a range of tourism draws including wine, agritourism, food, and active recreation

Policy ED-4.2. Connect wine tourism, agritourism and active recreation uses to Downtown

Policy ED-4.3. Encourage complementary tourism and retail uses in the Tourist District and Downtown respectively

Policy ED-4.4. Enhance the City's attractiveness as an extended destination

Goal ED-5. Promote the City's Image and Identity

Policy ED-5.1. Adopt and implement a compelling and cohesive Woodinville brand, emphasizing the special qualities that residents, businesses and visitors find attractive

Policy ED-5.2. Launch a marketing campaign building on the City's brand

Action Plan

The City's master plans and strategic plans outline action plans for the City and contain more detail than this Economic Development Element:

- Economic Development Strategic Plan
- Tourist District Master Plan
- Downtown Little Bear Creek Corridor Master Plan
- Transportation Master Plan
- Parks, Recreation and Open Space Plan

Also important to economic development is the implementation of the Housing Element.

5.0 PARKS, RECREATION, AND OPEN SPACE

Relationship to Vision

- The Parks, Recreation, and Open Space Element explains the important role that parks, recreation, and open space have in making Woodinville a pleasant place to live, work, play, and visit.

Introduction

The Parks, Recreation, and Open Space Element is a condensed version of the 2014 Parks, Recreation, and Open Space (PRO) Plan. The Plan is intended to be a vision for the future for recreation and health enthusiasts who value a high quality of life and want to see the City of Woodinville be the best that it can be now and in the years to come. As part of the Comprehensive Plan, the PRO Plan will be reviewed periodically for consistency with the attitudes and desires of the people and for compatibility with existing and future land uses.

Conditions & Trends

The City owns and operates 37 acres of parks, 97 acres of open space area, and 51,700 square feet of facilities; additionally, a number of parks and facilities operated by non-City organizations are also available to Woodinville residents. The *City of Woodinville Existing Conditions Report* and the PRO Plan provide in-depth descriptions of the City's existing resources, and of the non-City resources available in Woodinville. In summary, the City is well-served by parks when considering the availability of City parks and facilities, parks operated by other municipalities, and facilities and programs operated by public schools, non-profit agencies, or private businesses located in Woodinville or just beyond the City's limits. In a 2012 survey, citizens expressed satisfaction with the City's parks system and felt strongly that maintaining existing parks, rather than developing new parks, was a priority.

While the City's existing park facilities are fairly adequate for the current population, future growth in the more densely-populated downtown core will require creative solutions to provide more open space, improved access to existing open space, and improvements in non-motorized connectivity within downtown and between different geographical areas of the City. When considering future planning for parks and recreation facilities, a number of trends should be considered:

- An aging population and decreasing household size and type;
- A shift in demand from programmatic, team-based sports towards individualized recreation; and
- Increased interest in using parks for public gathering, entertainment, and tourism.

Each trend is addressed below.

Population and Household Demographics

Understanding the demographic characteristics of the City is an important factor in projecting needs, as changing population characteristics generate varying demands for recreation. Park activity needs vary for different population age groups. and the park plan will be most effective if it understands the changing needs of the population in each area of the community. Closely linked to population are housing, education, and income; these demographics also affect demand for parks and recreation services.

Trends explained elsewhere throughout the Comprehensive Plan and in the 2014 PRO Plan foresee a shift towards a more even age distribution, trending towards an older demographic. The average household size is projected to be 2.34 persons per household, with an emphasis on childless households. These trends seem to imply that demand for amenities geared towards younger children, such as playgrounds and sports fields, may decrease and demand for more active, individually-focused recreation amenities such as open space, trails, or other passive areas, may increase. While demands for activities geared towards children will not subside, those needs can be met through a variety of ways through joint use agreements with other municipalities or schools, and through the provision of private park resources that serve specific residential developments.

Demand for Various Types of Recreation Activities

In addition to demographic trends, it is important to consider changing trends and preferences related to the types of recreation activities in demand within the community. For example, the National Parks and Recreation Association (NRPA) suggests that individualized sports, such as walking, running, hiking, and biking, are eclipsing team sports in popularity (NRPA Proragis Report, 2013). Other studies indicate that, as the overall population changes, less intensive recreational activities, such as bird/nature observation and walking, will become more popular (National Park Service IRIS report, 2008).

In 2012, the City conducted an online survey that supported these nationwide trends. When asked about which type of recreation opportunities are lacking in Woodinville, respondents' top five answers, in order of magnitude, were:

- Concerts, festivals, and arts/cultural events;
- Dog walking/dog parks;
- Swimming;
- Trail use; and
- Rowing/canoeing/kayaking.

Detailed results of the report are provided in the 2014 PRO Plan.

Parks as Gathering Space

A strong theme in both local and national recreation trends indicates that people desire spaces for public gathering, civic events, entertainment, and tourism. Anecdotally, the high attendance at the summertime evening concerts at Wilmot Gateway Park has been proof that this is a strong demand within the greater Woodinville area. With increasing density in the downtown area will come a desire for residents to have spaces in which to interact as a community and to act as a "destination point" for out-of-town visitors.

Coupled with increasing demand for public spaces is a decreasing demand for City-owned and operated neighborhood-focused parks, often called "pocket parks." These very small parks, which were often built by single family home builders and dedicated to the City as park properties, require a level of City services disproportionate to the amount of use they receive. Citizens seem to express a desire to shift focus away from neighborhood-centric parks to those that provide a larger variety of activities or can accommodate greater access than a neighborhood park can. In the 2012 survey, citizens expressed a willingness to drive 15 minutes or more to take advantage of park amenities, indicating that proximity to a park is less important than the quality and accessibility of park facilities.

Challenges, Opportunities, and Objectives

Certainly, much of the demand for different types of recreation activities can be met by private or non-profit organizations, or within specific residential neighborhoods or multi-family developments. For those amenities suitably provided by the City, such as open space recreation areas and publicly-accessible trails, the City uses standards based on public input and national standards to determine acceptable levels of park land and resources. Table 1 below provides a simplified version of the proposed Level of Service Standards, which follow the National Recreation and Park Association standards. The LOS Standards assume a population of 14,600 in 2024, and a population of 17,299 to 18,325 by 2035 Depending on Alternative land use plan the total park acres needed would increase to between 51.3 to 60.8 acres (see Draft Environmental Impact Statement November 2014). Also notable, the 2024 Planned LOS does not have a standard for neighborhood parks, with the goal of shifting focus in park development away from neighborhood parks to communitywide park development.

Exhibit 5-1. Level of Service Standards

	Existing City-Provided Park Acres	2013 Existing LOS	2024 Planned LOS	2024 Additional Unit Needs
Neighborhood Parks	1.34 AC	0.12 AC/1,000 Pop.	N/A	N/A
Community Parks	25.81 AC	2.35 AC/1,000 Pop.	5 AC/1,000 Pop.	47.19 AC
Resource Parks/Open Space	66.72 AC	6.07 AC/1,000 Pop.	5 AC/1,000 Pop.	6.28 AC
Special Use Parks/Schools	10.3 AC	0.94 AC/1,000 Pop.	N/A	N/A
Trails (Off Road)	1.35 MI	0.12 MI/1,000 Pop.	0.45 MI/1,000 Pop.	5.82 MI
TOTAL PARKS	**104.17 AC**	**9.47 AC/1,000 Pop.**	**9 AC/1,000 Pop.**	**27.23 AC**

Source: 2014 PRO Plan

The 2014 PRO Plan contains a more detailed discussion of the determined level of service standards.

In order to meet the level of service requirements, the City will need to find creative ways to deal with increasingly limited resources.

Citizens' demand for more park resources, particularly larger parks that offer open space and a variety of activities, seems to increase, while the amount of available land for this type of use decreases. The population will densify in the City's downtown core, and park amenities will need to be made available to those residents. Opportunities for incorporating more public open space, including event areas, gathering spaces, or public plazas, can be accommodated within the Civic Center campus and along the

regional Sammamish River Trail. Additionally, development of the Eastside Rail Corridor into a dual purpose rail/trail facility can handily meet the needs of a population that desires more opportunities for walking, jogging, and bicycling, and for opening up access to the City's different neighborhoods and commercial districts.

When development of new parks no longer becomes an option, the City may look to partner with other municipalities to jointly develop parks, while appropriately mitigating for any negative impacts such parks may provide and ensuring that parks are developed in suitable places for the type of uses the park generates.

The City is currently meeting a demand for recreational programming through its partnership with the Northshore YMCA, which offers recreational classes at the City's Carol Edwards Center. It is difficult from a financial and logistical standpoint for the City to maintain an ongoing recreation program while various other resources are available to the public, including nonprofit programs, school-based activities, and private facilities. The City can ensure that the recreational needs of its citizens are met by seeking partnership opportunities where appropriate and encouraging non-City entities to develop these resources. A list of capital projects are included in the Capital Facilities Element.

Goals & Policies

Goal PROS-1. To provide quality parks for Woodinville's citizens and visitors.

Policy PROS-1.1. Develop community-scale, publicly accessible passive parks that have a variety of amenities that serve multiple park users' activity interests.

Policy PROS-1.2. Provide parks within and adjacent to the City's Central Business District to serve as focal points for downtown Woodinville.

Policy PROS-1.3. Support King and Snohomish Counties in fulfilling their defined role of providing regional facilities, programs, parks, and open space, at appropriate locations and facilities that avoid unmitigated impacts and are consistent with the counties' land use plans.

Policy PROS-1.4. Encourage the acquisition, development, and maintenance of park and recreation amenities that serve a specific neighborhood or development by the property owners/developers of those neighborhoods.

Policy PROS-1.5. Plan bike paths, trails, and non-motorized transportation routes to improve access to parks, recreational facilities, open space, residential neighborhoods, employment centers, downtown, and other local and regional non-motorized systems.

Policy PROS-1.6. Integrate planning for park facilities with other capital facility projects in order to achieve economies of scale in grant funding, design, and construction costs.

Policy PROS-1.7. Integrate Woodinville facilities and services with resources available from King and Snohomish Counties, Northshore School District, and other state, federal, and private park and recreational lands and facilities in a manner that best serves and provides for local resident interests and avoids unmitigated impacts.

Policy PROS-1.8. Integrate public participation regarding park and recreation planning with other aspects of community development.

Goal PROS-2. To ensure adequate and enriching recreational activities for the citizens of Woodinville.

Policy PROS-2.1. Allow and encourage compatible recreational uses in and near downtown, within the Tourist District, and waterfront opportunities to accommodate market demand for such opportunities.

Policy PROS-2.2. Work with and encourage private businesses and non-profit organizations to provide diverse recreational programming and facility use to the community based on market demand.

Policy PROS-2.3. Seek opportunities to provide access to facilities that meet requirements for all age groups, skill levels, and recreational interests, concentrating on those activities that provide for the largest number of participants.

Policy PROS-2.4. Assist with the development of a select number of facilities, possibly in conjunction with King and Snohomish Counties, Bothell, Northshore School District, and other public and private agencies, at appropriate locations and facilities that avoid unmitigated impacts and are consistent with the jurisdictions' land use plans.

Goal PROS-3. To create and preserve a variety of open space to maintain and enhance the quality of life.

Policy PROS-3.1. Incorporate unique ecological features and resources into the park and open space system to protect threatened species, preserve habitat, and retain migration corridors that are unique and important to local wildlife, giving precedence to those acquisitions, developments, and open space opportunities which have the greatest potential to preserve diversity and protect valuable fish and wildlife habitat.

Policy PROS-3.2. Consider incentives to preserve valuable open space in new development and utilize a variety of public and private tools in the preservation of open space.

Policy PROS-3.3. Identify, conserve, and provide public access to unique open spaces, sensitive areas, wildlife habitats, and other significant environmental features that support wildlife and reflect Woodinville's natural character.

Policy PROS-3.4. Define and conserve a system of open space corridors or separators to provide definition between natural areas and urban land uses.

Goal PROS-4. To create effective and efficient methods of acquiring, developing, operating, and maintaining facilities and programs that are accessible, safe, maintainable, and that account for long term costs and benefits.

Policy PROS-4.1. Develop low maintenance and high capacity design standards and capabilities to reduce overall facility maintenance and operation requirements and costs for both new and existing facilities.

Policy PROS-4.2. Use a variety of available methods and strategies to finance capital development and acquisition, maintenance, and operating needs.

Policy PROS-4.3. Cooperate with other public and private agencies to avoid duplication, improve facility quality and availability, reduce costs, and represent local resident interests through joint planning and development efforts.

Policy PROS-4.4. Establish opportunities for private concessions or leasing agreements that provide a benefit to parks and facility users.

Policy PROS-4.5. Consider total cost of ownership (i.e. maintenance, depreciation, direct and indirect labor costs) when planning for new park development.

Policy PROS-4.6. Work with appropriate local/county/regional agencies to jointly finance parks and recreation facilities within the City and the region.

Goal PROS-5. To support and encourage public, private, and non-profit development of high quality, diversified cultural arts and historical features that meet community and market demand.

Policy PROS-5.1. Support private and community-sponsored events that appropriately use City parks facilities through special event permitting, right-of-way use authorization, and capital improvements that lower the cost of ongoing event operations.

Policy PROS-5.2. Incorporate the use of artwork and landscaping in public areas, including the downtown core, parks, and along pedestrian/bicycling trails.

Policy PROS-5.3. Work with community groups and private property and facility owners to identify, enhance, and provide appropriate interpretation of Woodinville's cultural heritage, traditions, and cultural features including historical sites, views, and monuments.

Implementation

The Parks and Recreation Element is ultimately implemented through a capital improvement program that is integrated into the Capital Facilities Element. Projects in the program include those needed to meet demand in the next twenty years; the plan also includes a 6-year financing plan that is updated on a biennial basis.

Some of the key projects in the program include:

- Constructing additional parking and a plaza within the Civic Center campus to serve downtown development;
- Construct a rail-with-trail corridor along the City-owned portion of the Eastside Rail Corridor to meet increasing demand for places to walk, jog, and bicycle; and to improve non-motorized connectivity within the central business district between different districts;
- Reconfigure two existing parks to provide more parking and regional trail access (Woodin Creek Park) and reconfiguring for better access, visibility, and functionality (DeYoung Park);
- Property acquisition along the Little Bear Creek Corridor for habitat protection, waterfront access, and construction of a trail and natural interpretive sites; and
- Developing trails and passive uses within existing City-owned open space properties.

6.0 TRANSPORTATION

Transportation and the City Vision

Woodinville's Transportation Element is essential to fulfilling the Vision Statement's concept of moving about the community by all modes of travel and supporting compact mixed use districts.

Introduction

The purpose of the Transportation Element is to ensure that the City's transportation infrastructure is managed to provide safe, efficient, and economical local transportation and access to regional transportation facilities and services. The Transportation Element reflects the goals and policies of the City's Transportation Master Plan, which establishes a framework for transportation planning and identifies transportation facility improvements needed to accommodate future population and employment growth in Woodinville. The Transportation Element presents a condensed version of the background and inventory information contained in the City's 2009 Transportation Master Plan, as well an updated list of goals and policies.

The Transportation Master Plan (TMP) is incorporated by reference and will be reviewed and updated periodically to reflect evolving conditions and future needs.

Street Classifications

For street design and operation purposes, engineers classify streets into categories. Each category groups streets according to whether they primarily provide access to properties or are purely for mobility. The differences in function result in different street widths, number of curb cuts/driveways allowed, speed limit, traffic controls, and other similar design and operation features.

Conditions and Trends

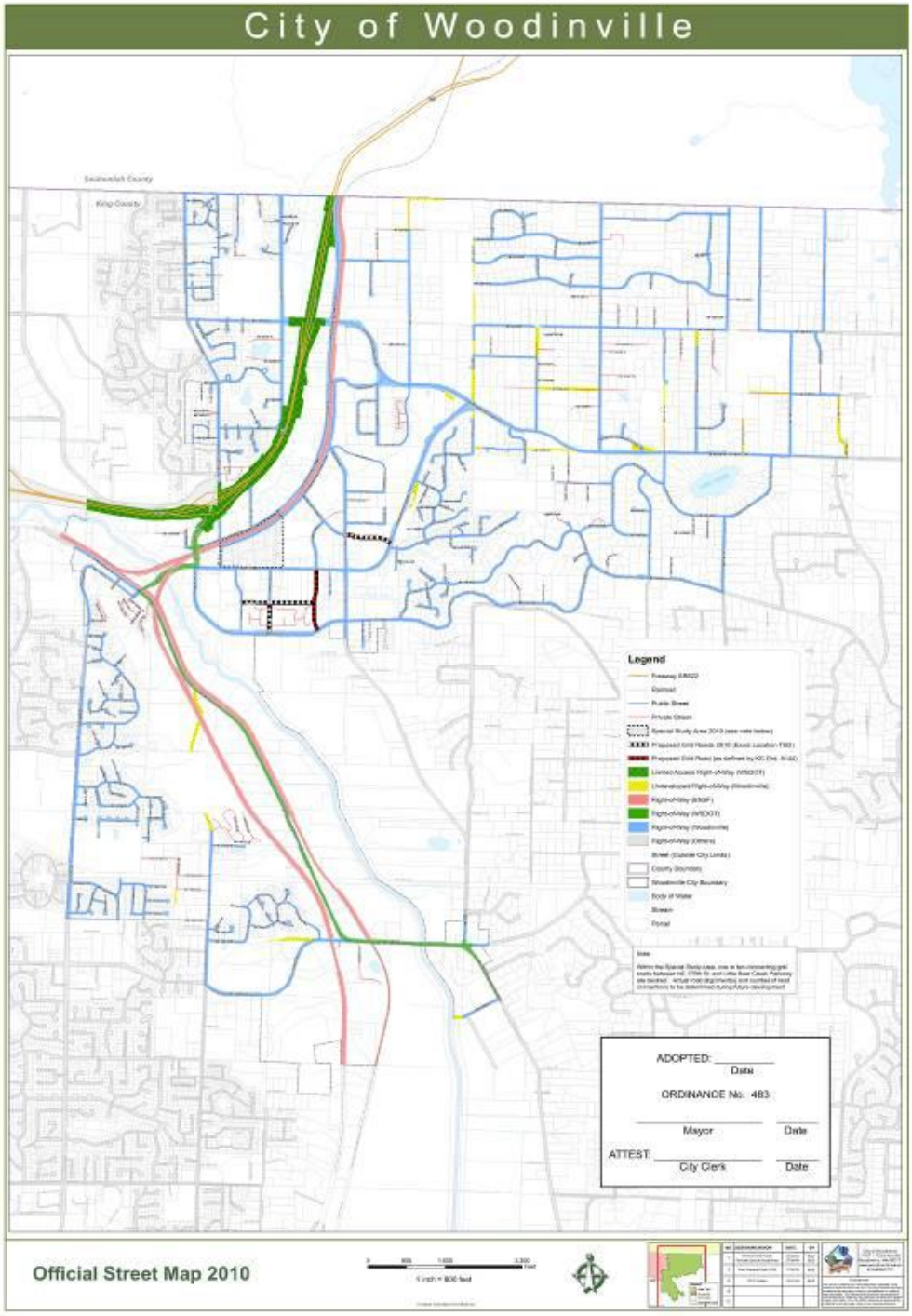
Road Network and Functional Classifications

Woodinville contains approximately 48 miles of public roads, approximately 9.8 miles of private roads, and roughly 4.7 miles of State highways. For roads other than State highways, which are completely or partially controlled by WSDOT, the City classifies streets into four categories:

- **Principal Arterials** serve major activity centers in the city and are the principal connections with the road network outside Woodinville.
- **Minor Arterials** provide for travel within the city, serving trips of moderate length and providing direct property access. Minor arterials connect collector arterials to principal arterials and generally do not enter neighborhood areas directly.
- **Collector Arterials** provide property access and circulation within the community, including providing connections between neighborhoods and smaller community centers. Collectors also serve as a link between local streets and the larger street network. Collector arterials are generally designed to prioritize property access over traffic movement.
- **Local Roads** serve individual neighborhoods and provide direct property access. Through traffic is discouraged on local roads, design controls may be in place to prevent this.

Exhibit 6-1 shows the existing street system in Woodinville, as well as adopted functional classifications. A complete inventory of transportation facilities is contained in the TMP.

Exhibit 6-1. Official Street Map 2010



Source: City of Woodinville, 2008.

Transit and Non-Motorized Transportation

Metro Transit and Sound Transit currently serve the City of Woodinville. Most of Metro's routes serve commuters traveling to either downtown Bellevue or downtown Seattle, and go to/from the Woodinville Park and Ride. In the Downtown area, NE 171st Street, NE 175th Street, 140th Avenue NE are served by transit; NE Woodinville-Duvall Road are also served by Transit. Sound Transit has one express route in Woodinville, which is an express route that serves Bothell, Lake City and Seattle. There is no bus service along SR 202 or in the Tourist District. To get to a destination in Snohomish County, a transfer to Community Transit is necessary.

Woodinville has a system of non-motorized facilities that serve bicyclists, in-line skaters, pedestrians, and other non-motorized transportation. The system is made up of sidewalks, paved shoulders, and paved and unpaved trails that provide connections between the downtown, the Tourist District, and the neighboring cities of Bothell and Redmond. The most heavily traveled non-motorized facility within the City is the Sammamish River Trail, which parallels the Sammamish River connecting to the Burke-Gilman Trail system.

Freight

The efficient delivery of freight goods is important to the vitality of Woodinville's retail and manufacturing businesses. The cost of moving freight is directly related to roadway congestion and the delay incurred by it. If the cost to deliver freight increases in Woodinville relative to its neighbors, business will be impacted. Woodinville is traversed by railroad tracks owned by the 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 lines south of the "Y".

Downtown Street Planning

Woodinville's downtown area is the commercial backbone of the City. In addition to being the primary area of commercial activity, it is also the most urbanized part of the City with the most traffic congestion. The Little Bear Creek Downtown Master Plan's land use planning and transportation planning have been completed in coordination to assure that the downtown transportation system, motorized and non-motorized, supports the land use planning goals for downtown. The City's Official Street Map in Exhibit 6-1 shows alignments, locations, and needs for grid roads. The City also adopted new road standards in 2013, as well as a 2013 Downtown Streetscape Plan. The grid roads are being building in conjunction with private development and redevelopment.

Operations and Maintenance

The City monitors the transportation system for wear and damage to protect public investment and to respond to citizen concerns and requests. Travel within and through Woodinville is heavily dependent on the automobile. It is important to recognize that travel volumes and transportation to, in, and through Woodinville are also conditioned by its regional location, especially for automobile and transit travel. Specific challenges are posed by:

- Only a few routes, all of which traverse or pass near the downtown; SR 202, NE 175th Street – Woodinville-Duvall Road, 140th Place NE – 148th Avenue NE, and arterial NE 190th – 195th Streets, Woodinville- Snohomish Road, accommodates nearly all of the arterial traffic. Several two-lane arterial segments carry average weekday traffic volumes of 15,000 to 25,000 vehicles.
- Consequently, Woodinville's unique geographic location and its arterial network reflect the high percentage of cut-through traffic on all of the principal routes serving and traversing Woodinville; I-405, SR 522, SR 202, SR 9, the Woodinville-Duvall Road, and the 140th Avenue NE – 148th Avenue NE corridor.
- Woodinville-Duvall Road (with NE 175th Street) is the primary rural arterial that connects the City of Woodinville and Eastside urban area to northeast King County and the Town of Duvall, and therefore serves regional pass-through traffic.
- Gaps in much of the downtown street network necessitate excessive use of the major routes for local circulation, with the attendant adverse impacts on LOS, traffic friction and delay, safety, and inconvenience.
- Transit service is mainly oriented to peak-hour connections to the I-405 and SR 522 corridors south and west toward Bellevue and Seattle. Large portions of Woodinville's residential and employment areas lack local transit service.
- Portions of Woodinville lack adequate pedestrian and bicycle facilities. Portions of the low-density residential areas lack paved shoulders for non-motorized travel. The hilly terrain, railroad tracks, and the Sammamish River serve to restrict safe and convenient non-motorized access to downtown and the Sammamish River Trail.
- Regional air service in the Puget Sound area is provided by Seattle-Tacoma International Airport.

Level of Service (LOS) Standards

Level of Service (LOS) is a method used to evaluated and quantify roadway and street operating conditions and traffic congestion. It describes in general terms such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Six LOS levels are defined, A through F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions and driver's perception of those conditions. Safety is not included in the measures that establish service levels.

In keeping with guidance from Puget Sound Regional Council (PSRC), the City of Woodinville has adopted a multimodal LOS standard that incorporates the needs of vehicular traffic, transit, and non-motorized modes of travel. A description of the standard for each category is presented below.

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.

Pedestrian LOS

- Establish the Central Business District Woodinville as a "pedestrian priority district."
- Within the pedestrian priority district, prioritize sidewalk and trail projects, as listed in the latest six-year Transportation Improvement Plan.
- Implement TMP connections from neighborhoods to Downtown.

Bicycle LOS

- Provide bicycle facilities throughout Woodinville in accordance with the Non-Motorized Transportation Plan, including consideration of roadway restriping to accommodate bicycle lanes.
- Prioritize bicycle safety features, such as arterial crossings, especially at locations where major bicycle routes (Sammamish Trail, etc.) cross arterial roadways.

Transit LOS

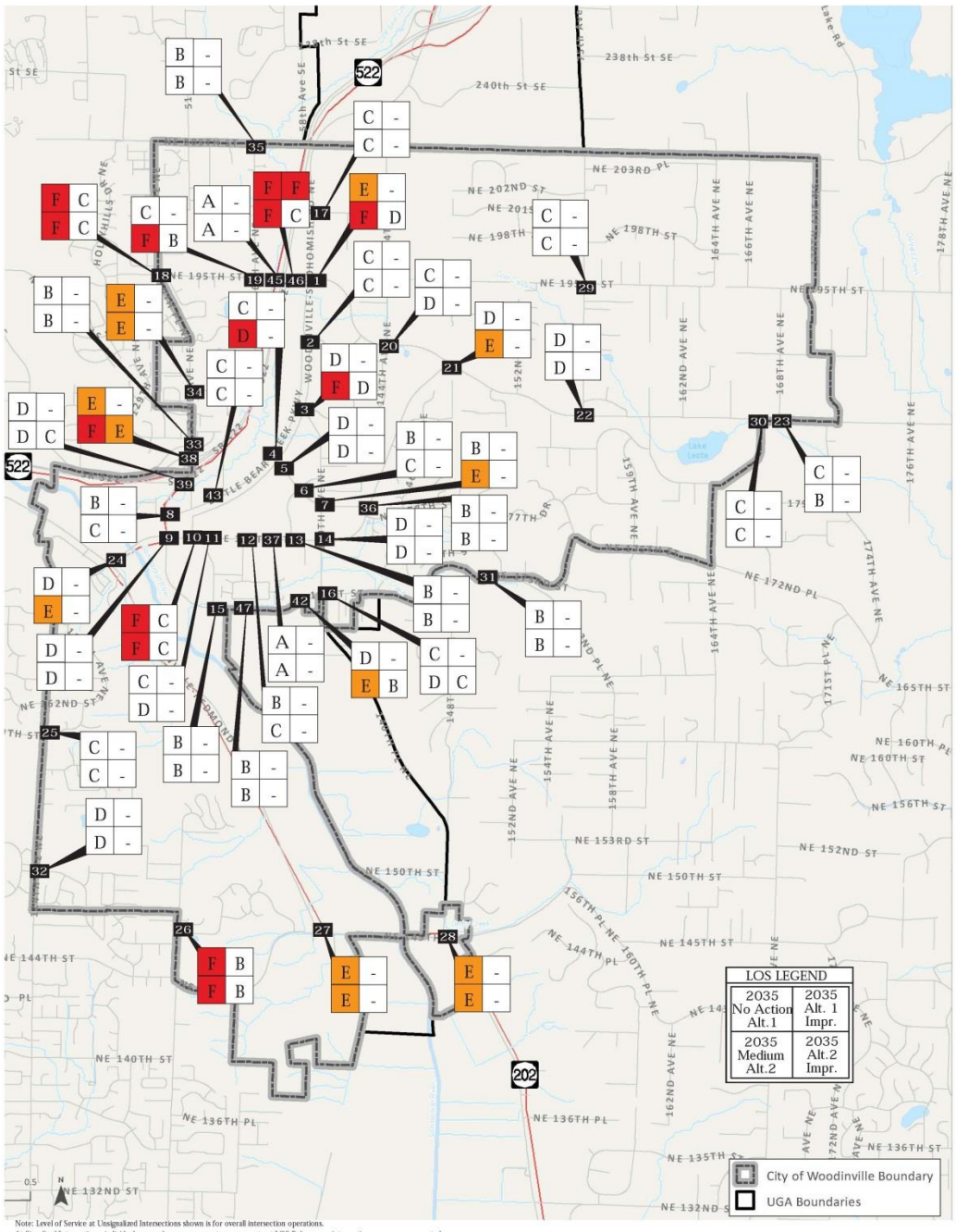
- Define hubs within Woodinville where transit use will be most efficient and useful (Downtown, Tourist District, etc.)
- Pursue the following actions for transit hubs:
    - Work cooperatively with local transit providers (King County Metro, Sound Transit, and Community Transit) to increase transit service to Woodinville, with a focus on these hubs.
    - Work with local transit providers to increase amenities at transit stops.
    - Encourage new development in transit hubs to provide convenient pedestrian connections to transit stops.

Traffic Volumes and Future Projections

Land use and transportation are fundamentally linked. Development generates trips that place demands on local and regional transportation systems, and the ability of the transportation system to provide a range of mobility alternatives is likewise reliant on these land use patterns. To ensure that transportation infrastructure is adequate to accommodate future growth, Woodinville's transportation planning efforts are based on the same land use and population growth assumptions that underpin the Land Use, Economic Development, and Housing Elements of the Comprehensive Plan.

Exhibit 6-2 illustrates the effect of growth in terms of Levels of Service on the planning area transportation system with and without planned improvements.

Exhibit 6-2. Level of Service: Land Use Plan Current and Proposed (Alternatives 1 and 2)



Note: Level of Service at Unsignalized Intersections shown is for overall intersection operations.
At Signalized Intersections, individual approaches or movements may operate at LOS F, however, intersection averages are reported.

2035 PM PEAK HOUR LOS WITH ALTERNATIVES 1 AND 2

DRAFT FOR PUBLIC COMMENT

Transportation Project Funding

The City of Woodinville endeavors to fund the development and construction of transportation projects to provide continued mobility and maintain adopted LOS. The City utilizes grant programs at the state and federal level, as well as public/private partnerships that are available to supplement City-generated revenue. In addition to public funding, the City collects impact and/or mitigation fees to offset LOS reduction and land use needs. Requirements for transportation impact fees are established in Chapter 3.39 of the Woodinville Municipal Code.

The proposed improvements associated with planned growth are found in the TMP as well as the Comprehensive Plan EIS. Improvements scheduled in the next 6 and 20 years and funding sources are addressed in the Capital Facilities Element.

State and Regional Planning Requirements

Growth Management Act

The Growth Management Act (GMA) requires all Comprehensive Plans to include a Transportation Element that provides goals and policies to guide the development of the City's transportation system. Transportation elements are required to provide an inventory of facilities, including transit services and State-owned facilities. Transportation elements must also provide Level of Service (LOS) standards for all arterials and transit routes consistent with regional standards, describe transportation demand management strategies, and provide an inventory of non-motorized transportation infrastructure.

A key provision addressed in the Element is a land use reassessment requirement: If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

Transportation Concurrency

GMA requires the timely provision of necessary public facilities and service relative to demand, a concept known as concurrency. GMA defines "concurrent with development" to mean that any necessary improvements are in place at the time of development or that a funding commitment is in place to construct the necessary improvements within six years. With regard to transportation infrastructure, this means that any development that would cause the LOS of any street intersection to fall below LOS E through the generation of additional traffic will not be approved until the necessary improvements are made, or if they will be made within the six-year concurrency timeframe. The City addresses concurrency for transportation in WMC Chapter 21.28.

Transportation Demand Management

Transportation Demand Management (TDM) is a way to relieve traffic congestion that does not require capital improvements. TDM can be used to help reduce the number of vehicle trips and the time at which trips are made. Reducing trips requires that persons travel via an alternative mode (for example, carpool, transit, and non-motorized travel) or decide not to make the trip at all. Promoting TDM is a requirement of the Growth Management Act (GMA) and since 1991 has been a requirement for all employers within urban areas that employ over 100 persons at a single worksite. The City of Woodinville has five affected worksites as of 2009 that currently participate in the City's Commute Trip Reduction program, which is a TDM program. Several agencies support TDM activities, including the State Department of Transportation and King County Metro Transit.

PSRC VISION 2040

In addition to the Growth Management Act, the City's Transportation Element of the Comprehensive Plan, as supported by the TMP, must meet the requirements of the Puget Sound Regional Council's (PSRC) Vision 2040 and Transportation 2040 plans. Vision 2040 establishes a regional strategy for accommodating future growth and overarching regional goals regarding the environment, development patterns, housing, the economy, transportation, and public services. Transportation 2040 identifies regional transportation investments to support future growth and establishes goals and policies for reducing the environmental impacts of transportation systems. PSRC reviews the transportation elements of updated comprehensive plans for consistency with established regional planning guidelines and principles and provides certification for those that comply. This certification is required before a local jurisdiction can apply for PSRC funding.

King County Countywide Planning Policies

King County's Countywide Planning Policies are a series of policies that address growth management in King County. The Countywide Planning Policies provide a countywide vision and create a framework each jurisdiction can use when developing its own comprehensive plan. The Countywide policies for transportation encourage cooperation between the County and cities, as well as between neighboring jurisdictions. The policies also encourage cities to create policies that encourage greater uses of transit, non-motorized transportation, and other transportation modes that reduce single-occupant vehicle trips, as well as promoting environmentally conscious and context-sensitive design of transportation infrastructure.

Outcomes and Objectives

Below are desired outcomes and indicators for the Transportation Element.

Exhibit 6-2. Transportation Outcomes and Indicators

Outcomes	Indicators	Example Tools
A transportation system that is safe and efficient.	Maintain or improve Level of Service (LOS) performance and reduce peak-hour congestion.	Commute Trip Reduction Program Concurrency Policies and Ordinance Construct Capacity Increasing Projects
A diverse and flexible transportation system that provides the ability to travel by a variety of modes.	Continue improvements to non-motorized transportation system. Increase transit usage.	Non-Motorized Transportation Plan Multimodal Level of Service Standard Six-Year Transportation Improvement Program

Outcomes	Indicators	Example Tools
An environmentally sound transportation system that promotes and enhances livability in Woodinville.	Incorporate natural stormwater treatment and native vegetation plantings into transportation infrastructure where appropriate.	Critical Areas Regulations Six-Year Transportation Improvement Program Capital Facilities Plan Surface Water Management Runoff Regulations
A transportation system that supports local quality of life enhances economic viability.	Reduce reliance on major routes for local circulation. Improve pedestrian and bicycle connections, both locally and to larger regional systems.	Six-Year Transportation Improvement Program Downtown Little Bear Creek Corridor Master Plan Non-Motorized Transportation Plan

Goals and Policies

The following goals and policies are adapted from the 2009 TMP and reflect updates to ensure compliance with State regulatory requirements.

Goal T-1. To establish and maintain a transportation system that supports the land use plan and incorporates transportation/land use linkages.

Policy T-1.1. Work with neighboring cities of Bothell, Kirkland, and Redmond; the Washington State Department of Transportation; the Regional Transit Authority; Puget Sound Regional Council; Sound Transit; King County; Snohomish County; special service districts; citizens; and private developers in defining, planning, and implementing transportation improvements that accommodate planned land use and densities witi8n Woodinville and adjoining jurisdictions.

Policy T-1.2. Coordinate the planning of new facilities and management of the transportation system with current and future needs of the adjacent King County and Northshore planning areas (for the Regional Arterial Network corridors, Snohomish County, and neighboring cities.

Policy T-1.3. Encourage State improvements to the regional highway system.

Policy T-1.4. Cooperate with these and other jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the City of Woodinville. Require improvements and mitigation by adjacent jurisdictions to offset the impacts of the additional motorized or non-motorized traffic that is caused by their land use changes.

Policy T-1.5. Develop transportation systems that support the quality of life for the residents of Woodinville while enhancing the economic viability of the City of Woodinville.

Policy T-1.6. Prepare solutions in cooperation with neighboring cities, transit agencies, and Washington State Department of Transportation for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and mid-day periods.

Goal T-2. To ensure development is consistent with the transportation goals and policies.

Policy T-2.1. Ensure development in the City of Woodinville pays its fair share toward transportation improvements to help mitigate impacts as identified through adopted road adequacy standards, an impact fee program, State Environmental Policy Act, Growth Management Act and the development review process.

Policy T-2.2. Monitor and modify as necessary access and circulation standards to maintain the safety and integrity of the arterial roadway system and safety, convenience, and amenity of on-site circulation.

Policy T-2.3. Encourage parking facilities to be designed to facilitate pedestrian access.

Policy T-2.4. Require pedestrian amenities as part of all new public and private development in the City of Woodinville.

Policy T-2.5. Provide for a complete system of sidewalks in the downtown area that connects the retail areas to transit, the regional trail system, parking, parks and public facilities.

Policy T-2.6. Develop a transportation network that supports the City's Land Use goals.

Goal T-3. To establish a transportation system planning, development, and management process.

Policy T-3.1. Improve the City of Woodinville's local transportation system by:

A) Emphasizing the improvement of existing corridors to improve traffic circulation within those areas that are already experiencing circulation or congestion problems;

B) Providing new transportation corridors to provide alternate routes and means to meet current or future demands;

C) Identifying the acquisition of right-of-way at the earliest possible time when new corridors are deemed necessary;

D) Providing measures for the protection of natural systems and adequate buffering of existing and anticipated land uses during the establishment and acquisition of additional rights-of-way.

E) Designing transportation infrastructure in a manner that is compatible with the natural environment by incorporating features such as natural drainage and native plantings as appropriate based on science and low impact development approaches.

F) Promoting regional solutions to system congestion that affect Woodinville.

Policy T-3.2. Update the Capital Facilities Plan, as required, to identify in detail needed transportation improvements and their funding for the current six-year planning period and a conceptual plan for the long-term 20-year planning period.

Policy T-3.3. Allocate resources in the City's transportation capital investment program to:

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.

Policy T-3.4. Integrate and achieve consistency between the short-range and long-range transportation plans and improvement programs of the City.

Policy T-3.5. Coordinate transportation plans so they are consistent with the Capital Facilities Plan, and all Elements of the Comprehensive Plan.

Policy T-3.6. Establish funding strategies for transportation infrastructure that, consistent with the Capital Facilities Plan, address potential funding shortfalls. 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.

Policy T-3.7. Continue membership in the Emergency Services Coordinating Agency (ESCA) and ensure that future transportation planning efforts are consistent with regional hazard mitigation plans.

Goal T-4. To establish LOS standards to ensure development meets Growth Management Act transportation concurrency requirements.

Policy T-4.1. The City of Woodinville should only approve development that would be consistent with the LOS standards established in the WMC 21.28.070 or its successor code. Minimum Level of Service (LOS) for all streets, per WMC 21.28.070, is LOS E, , except for local roads in certain residential zones.

Policy T-4.2. LOS "C" is established for local roads and intersections, contained within the R-1, R-4, and R-6 zones, as shown on the currently approved Zoning Map, subject to the following conditions:

A) This applies to local roads and intersections (residential) only.

B) This does not apply to designated arterial roads within or adjacent to these zones.

C) This does not apply to an intersection of a local street and an arterial street. This intersection would be considered part of the arterial street network.

Policy T-4.3. Cooperate with the neighboring cities and counties, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and LOS requirements.

Policy T-4.4. Consider other modes of transportation, in addition to single occupancy vehicles, in making concurrency determinations.

Policy T-4.5. Coordinate data collection and processing using professionally accepted measures and methods in determining transportation LOS and other transportation

information related to travel demand and system operations with adjacent local jurisdictions and transit agencies.

Policy T-4.6. Consider developing interlocal agreements with neighboring jurisdictions that require development within Woodinville and the neighboring jurisdictions to mitigate impacts that are generated on Woodinville's and neighboring jurisdiction's transportation system in violation of that jurisdiction's concurrency service standard. Prior to entering into such an agreement, the City shall verify that the concurrency service standards of the neighboring jurisdiction are consistent with the City's policies under Goal T-4.

Policy T-4.7. Evaluate and ensure the adequacy of the transportation system by establishing and monitoring transportation service standards. Service standards shall:

A) Give priority to overall transportation system performance over individual locations.

B) Reflect development patterns and objectives for different land uses.

C) Account for the availability of alternative means of transportation.

D) Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development.

Policy T-4.8. Continue to consider King County Metro, Sound Transit, and Community Transit's LOS guidelines for transit when making transportation decisions.

Goal T-5. To improve and increase use of public transit, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector.

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.

Policy T-5.2. Work with transit agencies to achieve increased service from more developed portions of Woodinville by extending existing transit routes or creating new routes while encouraging Woodinville residents to take advantage of them.

Policy T-5.3. Work with King County Metro, Sound Transit and Community Transit, in coordination with local and regional transportation and planning efforts, to establish one or more transit centers in the Woodinville area to facilitate transit options for local and regional travel, increase service frequency and to shift dependence away from single-occupancy vehicle automobile travel.

Policy T-5.4. Actively participate in the regional transportation forums to implement high capacity transit recommendations.

Policy T-5.5. Coordinate with transit agencies to plan and construct transit friendly road treatments along primary corridors and selected transit routes.

Policy T-5.6. Coordinate with transit agencies to plan for public transportation modes that are time-coordinated and interconnected (signal interconnect) to increase LOS and ridership.

Policy T-5.7. Locate and design transportation centers and terminals to permit use by multiple modes of travel (e.g., bus, automobile, bicycle, pedestrian/disabled, and high-capacity transit).

Policy T-5.8. Encourage and support cooperation among neighboring cities, transit agencies, and King and Snohomish Counties to establish compatible schedules and terminal locations.

Policy T-5.9. Coordinate with transit agencies to promote service throughout the City and connections between the Tourist District and downtown.

Goal T-6. To promote non-motorized travel and ensure its safety, convenience, and comfort.

Policy T-6.1. Promote the use of bicycle and pedestrian transportation as viable alternatives to motorized transportation.

Policy T-6.2. Develop a community-wide trail system for pedestrians, bicyclists, and other non-motorized transportation. Where feasible, this trail system will connect regional trails with local trails and walkways and provide improved access and linkages between the City of Woodinville's commercial/industrial areas, the Sammamish River Trail, Trail on rail corridor, and other trails, residential neighborhoods, and community amenities.

Policy T-6.3. Cooperate with adjacent jurisdictions and public agencies to seek and develop appropriate trail links between elements of the open space system including, but not limited to, completing the connection between existing and proposed trail systems.

Policy T-6.4. Enhance access to the trail system through the provision of increased parking at key access points.

Policy T-6.5. Require that development addresses non-motorized transportation in its site planning.

Policy T-6.6. Plan for a continuous non-motorized transportation system that provides Woodinville's citizens and visitors safe and direct access to the City's schools, employment, housing, shopping and recreation areas.

Goal T-7. To develop and implement Transportation Demand Management programs and policies.

Policy T-7.1. Utilize Transportation Demand Management techniques to:

A) Help increase the person-carrying capacity of the transportation system.

B) Reduce peak period traffic congestion.

C) Encourage the use of high-occupancy vehicles.

D) Increase use of public transportation.

Policy T-7.2. Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

Policy T-7.3. Encourage smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.

Policy T-7.4. Encourage the development of coordinated traffic demand management in areas where employers are clustered within the same vicinity.

Policy T-7.5. Encourage development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.

Policy T-7.6. Pursue with neighboring jurisdictions, the development community, and Woodinville businesses an active public education on the benefits of carpooling. Assisting public transit providers and employers in providing information on the carpool/vanpool ride match services.

Policy T-7.7. Promote Transportation Demand Management and Commute Trip Reduction programs and activities.

Goal T-8. To provide safe, convenient, and comfortable neighborhood access and circulation properly integrated with the citywide transportation system.

Policy T-8.1. Based on identified impacts, new development projects should participate in providing transportation circulation solutions.

Policy T-8.2. Where there is an identified need, require new local access streets or missing sections of existing ones to be provided on-site as part of the permit for development. Encourage circulation improvements to include non-motorized mobility, where appropriate.

Policy T-8.3. Design residential neighborhoods to discourage cut through traffic movements.

Policy T-8.4. Encourage traffic calming (speed reduction) features in residential neighborhoods; however, the City discourages the use of barriers across access points for subdivisions.

Policy T-8.5. Site residential driveways off of neighborhood collectors and onto internal access roads whenever feasible.

Policy T-8.6. Design the arterial street system to accommodate regional trips and minimize the potential for external traffic to use residential streets for through access.

Policy T-8.7. Encourage public involvement when considering improvements to residential streets.

Policy T-8.8. Design new residential streets to avoid creating roadways that are conducive to high speeds.

Goal T-9. To provide transportation facilities and services that enhance the health, safety, welfare, and mobility of all citizens regardless of age, disability, or income.

Policy T-9.1. Use generally accepted state, national, and other applicable standards and guidelines for design and operation of new and improved transportation facilities.

Policy T-9.2. Develop programs in cooperation with the Washington State Department of Transportation, transit operations, and neighboring cities to identify and mitigate any roadway hazards that may result in accident and threats to public safety. Seek the input of local bicycle and trail/walking clubs, school transportation officials, and other interested groups and individuals in this endeavor.

Action Plan

This Element is implemented through a series of plans and codes, including, but not limited to:

- Transportation Master Plan (TMP) 2009
- Capital Facilities Element
- Capital Improvement Program/Transportation Improvement Program
- City street standards and guidelines

Optimal implementation of the Transportation Element and TMP will help the City achieve its broader Vision, Land Use, Housing, and Economic Development Goals.

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7.0 CAPITAL AND PUBLIC FACILITIES

Relationship to City Vision:

Capital facilities support Woodinville's desired land use, community character, and economic development goals. Consistent with the vision, parks, transportation, civic facilities, public safety, and water, sewer, stormwater facilities will help make Woodinville:

- A safe community
- A community with a successful balance of neighborhoods, parks, and recreation, tourism, and business
- Mobile, to move about the community by all modes of travel
- Vibrant, with mixed use districts that are inviting and functional

Introduction

The GMA requires all Comprehensive Plans to include a capital facilities element which analyzes the need for future capital improvements to support the development goals stated in the Land Use Element, as well as the funding mechanisms available for implementation.

Conditions and Trends

Woodinville's public facility needs are served not only by City facilities, personnel, and resources, but also by regional agencies such as the Washington State Department of Transportation, Sound Transit, and King County; and by special purpose districts, such as the Northshore School District, Woodinville Fire and Rescue District, King County Library System, Woodinville Water District, Northshore Utility District, and Puget Sound Energy (see the Utilities Element). In addition to maintaining adequate levels of service for City-provided facilities, the City of Woodinville coordinates with these other providers on Woodinville's growth and land use planning.

Capital facilities included in this chapter include municipal buildings, police and fire protection facilities, water systems, sanitary sewers systems, storm water facilities, and schools. Transportation and parks and recreation capital lists and funding are included in this element to consolidate future facility needs, costs, and funding; see those respective elements for inventories, levels of service, and projected demand for those services. Additional analysis of service demand is found in the Existing Conditions Report (November 2014) and Draft Environmental Impact Statement (November 2014).

This element summarizes services, facilities, and levels of service and future capital projects in the city limits. For analysis of services in the City's planned Urban Growth Area (UGA) in Snohomish County, assigned King County Potential Annexation Area, and the City-County Joint Study Area are addressed in the Existing Conditions Report (November 2014).

Municipal Buildings and Facilities

Civic Center Campus

The Woodinville City Hall, located in the downtown core, serves as the anchor to the 13.5-acre civic center campus that includes the Carol Edwards Center, Woodinville Sports Fields, and Old Woodinville Schoolhouse. The campus includes 285 parking stalls and shares parking and access with the Brittany Park Retirement facility.

City Hall

Woodinville City Hall was constructed in 2001. The 24,000 square-foot, two story building provides office spaces for approximately 30 City staff members, and includes an access-limited police station for the City's contracted police services. It was designed to provide maximum build-out space for 77 employees. The police station also serves as the King County Sheriff Precinct 2 substation, which

services a large portion of unincorporated northeastern King County. The City Council chambers are used nearly exclusively for City Council and Commission meetings, with a total capacity of 134. The City has the ability to video broadcast all of its public meetings through a small video production studio located in the Council Chambers.

Carol Edwards Center

Formerly known as the Sorenson School, this facility was purchased from the Northshore School District in 2005. Until 2011, the City used the 35,000 square-foot facility for City-operated and staffed recreational programming. Today, the City leases a portion of the building to the Northshore YMCA, which offers a variety of recreational programs, special event rental space, and subleasing to the Woodinville Chamber of Commerce.

Old Woodinville Schoolhouse

The Schoolhouse was originally built around 1911 and underwent expansions in both 1933 and 1948. The building served as City Hall from 1993 to 2001, and also provided offices for the Woodinville Chamber of Commerce. The two-story brick building is registered as a King County Historic Landmark. Since construction and occupation of the present City Hall in 2001, the Schoolhouse has remained unoccupied. While the City minimally maintains the building, there are no municipal uses planned for the building in the foreseeable future.

Levels of Service

The current Comprehensive Plan identifies a Level of Service of 1,150 square feet of public service and/or administrative office space per 1,000 population. With a 25,000 square foot City hall and a 2013 population of 10,990, the current ratio is about 2,275 square feet per 1,000 persons.

As with Public Works facilities, levels of service for municipal buildings are more a function of the types of services that the city provides. With a relatively small staff (and approximately 800 square feet of building space per employee and capacity to double the number of employees within the current space), City municipal buildings are more than adequate for current and future staffing needs. While an increase in population could require changes to be made to the interior configuration of City Hall, such as in Police services, there is no need in the foreseeable future to increase the overall size or footprint of the City's municipal buildings.

Planned Improvements

As the City Hall ages and staffing needs change, improvements need to be made to keep the building functional. Upgrades to the Civic Center campus and City Hall could include increased parking for visitors to the campus, better utilization and configuration for City staff, and increased security for police services.

Opportunities

The excess capacity at the civic center campus for municipal functions has the potential to meet deficiencies for other types of community uses, such parks and recreation services, cultural and arts activities, and historic preservation. Future possibilities for the site could include rehabilitation of the Schoolhouse for community or retail use, construction of a plaza for gathering and event space, and additional parking to accommodate increased recreational use of nearby facilities, such as the Woodinville Sports Fields, Wilmot Gateway Park, and the Sammamish River Trail.

Public Works Shop & Equipment

The City's Public Works Operations staff and equipment are housed in the northern industrial area of the City. The City purchased an existing building in 2010; a portion of the building is leased to a private business and generates rental income for the City. The remainder of the building contains 12,256 square feet of office space and 4,080 square feet of shop/garage space. Seven full-time employees and approximately two seasonal full-time equivalent employees work out of this facility.

Remodeling of the building was completed in 2013; improvements included installation of storm water treatment facilities, water line modifications, yard lighting, installation of a decant facility, demolition of an existing training tower that was used when the building was a fire station, tree removal, interior cabinetry work, and plumbing and mechanical improvements.

The City owns several types of equipment operated by City staff, including a backhoe, snowplowing and sanding vehicle attachments, landscape maintenance equipment, and a street sweeper.

Current Level of Service

The City provides a variety of public works services to the community, including street sweeping, minor road and right-of-way repair, parks and landscape maintenance, storm water maintenance, and municipal facility maintenance. Generally, the size of public works facilities will be dictated by the level of service to be provided for different operations and the staff needed to complete those operations. The current building provides adequate space for future build-out and increases in City services. Considering the size of the City and the concentration of future build-out in the downtown area, it is not anticipated that there will be a greater demand for public works maintenance shop square footage. To address the Public Works' service demands more directly a new level of service that relates staffing to miles of road to maintain, acres of parks to maintain, and extent of stormwater system.

Planned Improvements

The current Six-Year CIP includes exterior lot and interior facility modifications to the Public Works shop to improve functionality, including stormwater treatment facilities, yard lighting, interior cabinetry, electrical work, washer and dryer hookups, installation of an exhaust system in the garage and demolition of an existing fire training tower on the premises.

Opportunities

The City will explore and employ a variety of methods to meet current and future public works maintenance needs including using City staff and City-owned equipment, using regional government services, or contracting for services. Currently, the City uses a variety of private contract services for janitorial services, supplemental snow plow services, and miscellaneous specialty services. The City uses Snohomish County Public Works for streetlight and traffic signal maintenance. The need for future capital facilities to house these services will depend upon the type of service provider used.

Police Protection

The City contracts with the King County Sheriff's Office (KCSO) for police services. In 2013-2014, the City budgeted for 12 patrol officers, one sergeant, and a police chief. The Police Department provides a variety of core services including service call response, proactive patrol, special operations, traffic enforcement, and investigation. Additionally, the Department provides community services at a City-staffed counter, including reporting, fingerprinting, passport processing, concealed pistol permits, and

discarded medicine disposal. The Police Department responds to calls 24 hours per day, seven days per week through the KCSO dispatch center in Renton.

The Police Department is housed in 2,664 square feet of space within City Hall. Access to the space is restricted from both within and outside of the building. Additionally, the space serves as a substation for the King County Sheriff Precinct 2, which includes as many as 15 Sheriff's office staff in a given 24-hour period. The area contains several private offices, workstations, a Blood Alcohol Content testing machine, Livescan fingerprinting machine, and two temporary detention rooms.

The police fleet consists of 12 patrol vehicles, all of which are owned and maintained by the King County Sheriff's Office.

Current Level of Service

The City received 2,925 calls for service in 2012, a 10% increase in the number of calls from 2011. The City's average annual call volume from 2006 – 2013 was .27 dispatched calls per capita, with an average of 262 calls per officer during that same time period. The City's calls per officer standard is approximately 253.

The City currently has 1.09 officers per 1,000 residents. Its current crime rate per thousand in population is considered high compared to similar cities in the region. In 2012, there were 412 Part I Crimes (37 crimes per 1,000) and 336 Part II Crimes (32 crimes per 1,000). While the City has seen a decrease in overall criminal activity from the past decade, the City acknowledges that there are still opportunities for improvement.

To maintain consistency with the City's calls per officer standard, the City will need 19 commissioned officers to accommodate an estimated 18,000 population in 2035.

Opportunities

The City will continue to look for ways to decrease the City's crime rate, including taking proactive measures and enlisting innovative practices for crime investigations, such as the use of targeted video surveillance cameras. As the population of Woodinville increases, particularly in the densely-developed areas of the downtown core, the City will likely need to address increased calls for service with additional staff. The level of staff is determined in conjunction with the biennial budget process.

Fire Protection

The Woodinville Fire and Rescue District serves the in corporated City limits of Woodinville. A portion of Woodinville's UGA is located in Snohomish County Fire District #7.

Woodinville Fire and Rescue (King County)

The Woodinville Fire and Rescue District (formerly King County Fire District #36 and Woodinville Fire and Life Safety District) serves the City of Woodinville and unincorporated areas of northeastern King County including the Joint King County-City Study Area. The District serves a population of approximately 40,000 in a 36 square mile area.

In 2013, the District entered into an Interlocal Agreement with the City of Bothell for administrative services and operational oversight for a two-year period. The two departments work operationally as one department, maintaining separate budgets, labor contracts, policies and procedures.

The District's inventory of equipment and vehicles includes fire engines and a ladder truck, as well as several aid vehicles, utility vehicles, heavy rescue vehicles, salvage vehicles, and administrative support vehicles. The fire district operates out of three staffed fire stations, with an average of 18 firefighters per station; the District's primary headquarters station is located within City limits.

Current Level of Service

In 2005, the State legislature enacted regulations that require fire protection districts to set standards for addressing the reporting and accountability of substantially career fire departments and to specify performance measures applicable to response time objectives. These reporting requirements include turnout time, response time for the arrival at a fire suppression incident, response time at an emergency medical incident, and response time for arrival of advanced life support. Every fire protection district is to establish a performance objective of not less than ninety percent for the achievement of each response time objective established under the legislation.

The City adopts the level of service standards established by the Woodinville Fire & Rescue District established in its most recent Annual Report (2013).

Planned Improvements

The District currently has no planned improvements for its facilities.

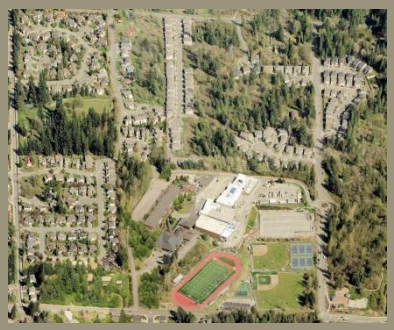
Opportunities

Various special fire and life safety districts within the northern King County area are exploring opportunities and ramifications for regional consolidation in the future. While the City is not directly involved in providing these types of services to residents, the City will remain apprised of developments for the immediate service area and will coordinate as necessary with these various special service entities.

Schools

Woodinville is serviced by two school districts: the Northshore School District and the Lake Washington School District.

Northshore School District



The Northshore School District serves students residing in the City of Woodinville as well as unincorporated King and Snohomish Counties and the Cities Bothell, Kenmore, and Kirkland. The Northshore School District serves the Woodinville UGA and most of the City-King County Joint Study Area. The District encompasses a 60 square mile area, with two-thirds of the district residing within King County and the remaining one-third residing in Snohomish County. As of 2013, the District has a junior high schools, three high schools, one alternative secondary school, and one early childhood center. Three schools, Wellington Elementary, Leota Junior High, and Woodinville High, are located within the Woodinville City limits. The District is split by the King County GA; future population and enrollment growth is expected to occur primarily within the UGA. The District maintains 10 – 15% of its total design classroom capacity in portable buildings.

Students who reside within the City limits of Woodinville attend Hollywood Hill Elementary, Wellington Elementary, Woodin Elementary, Woodmoor Elementary, Leota Junior High, Timbercrest Junior High, Northshore Junior High, Woodinville High, and Inglemoor High School.

The District projects that a substantial amount of its growth over the next several years will occur in the northwestern portion of the district within the King County UGA, while enrollment within the southeastern portion of the District outside of the King County UGA will decline. The District is planning a grade reconfiguration starting in 2017 that would shift 6th graders to junior high school and shift 9th graders to high school; the results of that change would result in a balanced capacity at each school, with only one elementary school servicing Woodinville residents, Hollywood Hill Elementary, with enrollment at 66% or less of design capacity.

The City of Woodinville adopts the standards established in the District's Annual Capital Facilities Plan.

Planned improvements that would serve Woodinville include Phase III modernization of Woodinville High School from 2014 – 2018, and unspecified building projects that may affect schools in Woodinville.

For more information, refer to the Northshore School District 2013 Capital Facilities Plan.

Lake Washington School District

The Lake Washington School District (LWSD) serves students residing in the Cities of Kirkland, Redmond, and Sammamish, and unincorporated King County. A small, low-density area of Woodinville is served by the Lake Washington School District south of roughly NE 145th Street.

The City currently does not have an adopted level of service for the LWSD as there were no noted growth needs in the area of Woodinville served by LWSD.

Water Service

Woodinville Water District

The Woodinville Water District serves the City of Woodinville, as well as portions of unincorporated King County. The District's service area covers approximately 18,930 acres (29.5 square miles) and provides 13,780 connections with domestic water and fire protection service, serving a population of approximately 51,800. Although approximately 92% of the District's customers are residents in single family homes, these customers comprise only 74% of the total demand. Other uses, including multi-family residential and commercial/industrial connections, comprise the remaining 26% of the District's total consumption. Average daily water demand from 2004-2006 was 262 gallons per day per Equivalent Residential Unit (ERU), with an annual average of 1,100 mg. The area within the City of Woodinville constitutes approximately 19% (3,620 acres) of the District's total service area.

The District currently purchases its entire water supply from Seattle Public Utilities (SPU) Tolt River Supply and has seven emergency intertie connections with adjacent water districts. The District has eight metered connections to the SPU Tolt River Supply into the District's transmission system consisting of approximately 250 miles of water main ranging in size from 4 to 19 inches in diameter, 45 pressure reducing valve (PRV) stations, four booster pump stations, and stores water in eight above ground storage reservoirs that have a combined capacity of approximately 14.9 million gallons.

The topography of the district necessitates a complex water system including 12 separate pressure zones established by 12 hydraulic grade lines (HGL) serving elevations ranging from 30 feet to 620 feet above sea level. The District's overall service area is divided into three primary service areas. The West service area includes the portion of the City of Woodinville that lies west of the Sammamish River and downtown Woodinville, up to approximately the intersection of Woodinville-Duvall Road and NE 178th

Street. The majority of Woodinville's less dense single family neighborhoods lie within the District's Central service area.

The District's West and Central service areas analysis projects a deficit of 200 gpm of source availability for the West service area in 2027. An additional storage capacity deficit of over 900,000 gallons also exists in the West area. An undeveloped tap from the SPU supply is available for future growth in that area. The District lists replacement and upsizing of storage capacity in the West area (specifically the Kingsgate Reservoir) in its Six-Year CIP. Other projects in the District's CIP list include installation of an additional booster pump station in the northern portion of the Central 650 Zone, construction of an emergency booster pump station to serve Woodinville High School and supplement fire flows in the 420 Central Northwest Zone, as well as miscellaneous projects to replace distribution and transmission mains, and improve pressure and storage facilities throughout the district.

More information can be found in the Woodinville Water District's 2008 Comprehensive Water Plan.

The City has adopted a level of service standard for water service as follows: 274 residential gallons per family per day and 98 residential gallons per person per day. This standard is not reflected in the latest District plans.

Sanitary Sewer

Woodinville Water District

In addition to water service, the Woodinville Water District also provides sanitary sewer service within the Corporate Boundaries of the City of Woodinville. It is relatively small as a sewer district with approximately 2,500 sewer customers. Nearly all of those customers are located within the more densely-population areas of the City of Woodinville near the Sammamish River; most of the residential properties at higher elevations in Woodinville are served by onsite sewage systems. Of those 2,500 sewer customers, there are approximately 2,100 residential accounts and 400 accounts designated as commercial, industrial or municipal. Sanitary sewage flows are collected and conveyed through District-owned sewer facilities and discharged into trunks and interceptors owned by King County. In 2011, King County completed and began operation of the Brightwater Wastewater Treatment Plant, which was built to provide capacity to the growing areas of northeastern King County, including Woodinville.

The Woodinville Water District's most current General Sewer Plan uses the City's 2002 Comprehensive Plan population projections to determine its future service needs. The Sewer Plan assumes an average buildout density of 3 dwelling units per acre, with a projected population of 14,425 by 2022. The District projected that 350 additional acres would need sewer service in 2012, with a standard of 1,700 gallons per day (GPD) required per acre. Planned capital improvements for the years 2005-2011 were included in the Plan; no capacity projects were included. The City Woodinville has adopted a Sewer level of service standard of 80 gallons per capita per day (where sanitary sewer is available). This standard is not reflected in the latest District plans.

More information can be found in the Woodinville Water District's 2007 General Sewer Plan and in the King County Regional Wastewater Services Plan.

Northshore Utility District

A small portion of the City's residential population on the western slope of the Sammamish Valley is served by the Northshore Utility District through a contract with the Woodinville Water District. NUD also conveys its sewage to King County's wastewater system. The District has no current plans for

improvements in the area served in Woodinville. For more information, refer to the District's most current Sewer Plan.

Stormwater

The City of Woodinville lies within the Lake Washington watershed, with the majority of its storm water runoff discharging to the Sammamish River. A small portion of the southwest area of the City discharges to Juanita Creek, and the northeast area of the City discharges to Bear Creek. Overall, the City contains fourteen drainage basins.

The City has developed a Stormwater Management (SWM) Program whose major activities include developing capital improvements, maintaining the existing stormwater system, Phase II Permit compliance, compliance with other local, regional and state regulatory compliance, water quality monitoring, and education. The SWM Program is funded primarily through stormwater utility fees. To date, utility fees, along with periodic grants and a small amount of investment income, have been used to cover the annual costs of the various SWM Program activities and capital programs.

The City's stormwater facilities include the following:

- 3,260 catch basins/manholes
- 20 ponds/tanks
- 37.6 miles of open ditches/swales
- 60 miles of streets
- 1,958 outfalls/major culverts
- 12 public vaults
- 53.1 miles of pipes

A citywide hydraulic analysis conducted as part of the City's 2010 Stormwater Master Plan shows that approximately 75% of the analyzed pipes have sufficient capacity for a 24-hour, 25-year rainfall event (3.1 inches) and 63% of the City's pipes have enough capacity for a 24-hour, 100-year rainfall event (3.7 inches). There are areas of insufficient capacity are located throughout the City. Some of the more significant problem areas are within the Woodin Creek basin and in areas upstream of Lake Leota. Recent major capital improvement projects have included installation of a filtered outfall that conveys runoff from downtown Woodinville to the Sammamish River and installation of a water filtration system upstream of Lake Leota.

Ongoing management of the City's stormwater system is largely governed by State and federal agencies, such as the Department of Ecology and the NPDES permit. The City follows these standards where applicable. The City has adopted and uses the 2009 King County Surface Water Design Manual as a level-of-service tool.

More detailed information about the City's stormwater infrastructure can be found in the 2010 Stormwater Master Plan. Over the next several years, the City will study the potential benefits of establishing a district detention system to manage drainage from the developing downtown core into the Sammamish River.

Capital Facility Objectives

Exhibit 7-1. Capital Facility Objectives

Outcome	Objective	Tools
Adequate public services and facilities	Meet level of service standards	Capital Improvement Plan Special District Functional Plans Woodinville Municipal Code Development Standards – Adequacy of Public Facilities and Services
Availability of appropriate public services and facilities concurrently with growth	Meet anticipated level of service standards by neither over- or underestimating services needed	Capital Improvement Plan Special District Functional Plans
Safety risks are minimized	Reduced overall level of vehicular accidents, crime, and other manmade hazards	Capital Improvement Plan Special District Functional Plans Biennial Budget
Quality of life is maintained or improved	Citizens and businesses are satisfied with the level of services and quality of life in Woodinville, as measured by customer feedback and public opinion polling; comparative housing values and commercial rental rates	Capital Improvement Plan Special District Functional Plans Biennial Budget
Costs of public services and facilities are fairly allocated to the users of those services	Impact fees for various services, such as transportation, parks, stormwater, schools, etc. are calculated and imposed fairly and transparently	Capital Improvement Plan Woodinville Municipal Code Development Standards – Adequacy of Public Facilities and Services Woodinville Municipal Code – Revenue and Finance and Development Impact Biennial Budget
The City provides the best possible service in the most cost and resource-efficient manner	Utilize various methods and means for providing our sourcing services for Woodinville residents and businesses, including shared services and contracting	Biennial Budget

Capital Facilities Plan

The Capital Facilities Plan guides the development of infrastructure necessary to meet the needs of the City as it develops without causing levels of service to decrease below adopted standards. The Land Use Element dictates future zoning and potential land uses for the City, including residential and commercial uses. As more housing units are constructed, more residents come into the City that need roads, schools, utilities, and parks. As more businesses relocate to Woodinville, the need for

commercial property increases, and more workers travel to, from, and within Woodinville. These workers and accompanying services for industry, such as shipping and logistics, need adequate roads and utilities to function properly. The Capital Facilities Plan attempts to forecast future needs based on the Land Use Element and lays out a plan for planning, financing, and building public infrastructure.

In conjunction with its biennial budget, the City revises the Capital Facilities Element to add new projects needed to accommodate changing development circumstances, remove projects that have been built, and to reevaluate projects remaining in the inventory. The City uses a six-year planning model to assign forecasted capital revenues available to projects expected to be constructed within that six-year time frame. When anticipated revenues fall short of expenses, that is also noted in the biennial CIP revision. The list also notes which projects will likely be constructed beyond the 6-year financing horizon.

The 2015-2020 Capital Improvement Plan, and subsequent 6-Year CIPs, are incorporated by reference in this document.

Additional plans, such as the 2014 Parks, Recreation, and Open Space Plan, and the planning documents of the various special agencies that serve Woodinville are also incorporated by reference into this document:

These documents include the following:

1. City of Woodinville Six-Year Capital Improvement Plan, 2015-2020,

2. City of Woodinville Six-Year Transportation Improvement Plan, 2009

3. City of Woodinville Parks, Recreation and Open Space (PRO) Plan, 2015

4. City of Woodinville Non-Motorized Transportation Plan, 2005

5. City of Woodinville Stormwater Management Plan, 2010

4. Woodinville Water District Comprehensive Water Plan, 2008

5. Woodinville Water District General Sewer Plan, 2007

5. Northshore School District #417 Capital Facilities Plan, 2014

6. Woodinville Fire & Life Safety Services Study, 1992 , and

7. Northshore Utility District Capital Facilities Plan, 2000-2006, and Annual Capital Improvement Program.

Goals and Policies

Goal CFP-1. To enhance the quality of life in Woodinville through the planned provision of public and private capital facilities, either directly by the City or via coordination with other public and private entities.

Policy CFP-1.1. When planning, developing, and administering the City's capital investment program, give primary consideration to the following:

A. Protect public health and safety,

B. Provide infrastructure to support the vision of Woodinville's future as articulated in the Comprehensive Plan,

C. Support the provision of City services consistent with the expectations of the community, as expressed in the City's adopted level of service standards,

D. Maintain, rehabilitate, or replace the City's facilities and infrastructure as necessary to extend the useful life of existing facilities and ensure continued efficiency and conservation of energy and resources, and

E. Develop and operate capital investments in a way that is fiscally responsible.

Policy CFP-1.2. Coordinate planning for water utilities, sewer utilities, regional wastewater treatment facilities and other essential public facilities with those special-purpose districts for which the City collects fees, and prepare a Capital Facilities Plan that includes:

A. A long-range plan for capital improvements and construction needed to support the level and distribution of the adopted 20-year population and employment growth target,

B. A demonstration of how facility and service needs are determined;

C. At least a six-year finance plan, which is to be updated concurrently with the biennial budget, demonstrating how needs are to be funded,

D. Population and employment projections consistent with those used in developing the Woodinville Comprehensive Plan, and

E. A strategy for achieving consistency between the land use and the capital facility plan beyond the six-year capital improvement program, including identified potential funding sources.

Policy CFP-1.3. Locate, inventory and monitor the capacity of existing capital facilities owned by public entities.

Policy CFP-1.4. To ensure concurrency, plan for needed public and private capital facilities based on adopted level-of-service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan.

Policy CFP-1.5. Identify deficiencies in public facilities serving existing development based on adopted level-of-service standards and the means and timing by which those deficiencies will be corrected.

Policy CFP-1.6. Encourage joint siting and shared use of facilities for schools, community centers, health facilities, cultural and entertainment facilities, public safety/public works, libraries, swimming pools, and other social and recreational facilities.

Goal CFP-2. Plan for new public facilities (other than transportation) that maintain and enhance public health and safety based on locally adopted level of service standards and guidelines, which are in accordance with state law.

Policy CFP-2.1. Plan for Capital Facilities that demonstrate "plan-level" concurrency. “Plan-level" concurrency shall mean the demonstrated financial capacity to provide adequate

capital facilities in support of the adopted Land Use Plan, 20-year growth targets, and adopted facility service standards. CF-2.2 Eliminate concurrency determinations at the project level, where feasible, in instances where the City's Capital Facilities Plan demonstrates "plan level" concurrency, (including assured financing).

Policy CFP-2.2. CF-2.3 Request the applicable service providers adopt a capital improvement program to remedy the deficiency when an area-wide service deficiency is identified.

Policy CFP-2.3. CF-2.4 Evaluate the adequacy of school facilities when reviewing new residential development.

Policy CFP-2.4. CF-2.5 Review City requirements to ensure consistency between service providers, the City's annual Capital Improvement Plan, and locally adopted level-of-service standards.

Goal CFP-3. Utilize level-of-service standards that correspond with the Land Use Element, provide a realistic assessment of City resources, and consider opportunities for alternative service delivery.

Exhibit 7-2. Level of Service Standards

Service or Facility	Level of Service Standard
City Administrative Services	Measured by customer service satisfaction surveys on an ongoing basis
Streets, Parks, Stormwater Maintenance Services	Measured by public satisfaction surveys on an ongoing basis XX FTE per miles of road to maintain, XX FTE per acres of parks to maintain, and XX FTE per lineal feet or area of stormwater system.
Police Protection	253 calls per officer; average 0.27 calls per capita.
Fire Protection	Response times consistent with the level of service standards established by the Woodinville Fire & Rescue District established in its most recent Annual Report (2013).
Schools	Class size average consistent with 6-year School CIPs as adopted by Woodinville for NSD. None to date for LWSD.
Water Service	274 residential gallons per family per day and 98 residential gallons per person per day
Sanitary Sewer	80 gallons per capita per day (where sanitary sewer is available)
Stormwater	See 2009 King county Surface Water Design Manual

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.

Policy CFP-3.2. Conduct regular public opinion surveys to assess the City's provision of services and to determine if changes need to be made.

Policy CFP-3.3. Explore options for alternative services delivery through shared services with other public agencies or contracting for services with private companies.

GOAL CF-4: To achieve consistency in capital facilities level-of-service standards between Woodinville and surrounding jurisdictions.

Policy CFP-3.1. Coordinate with other public entities which provide public services and capital facilities within Woodinville's urban growth area.

Policy CFP-3.2. Plan for infrastructure and funding strategies in cooperation with other governmental jurisdictions and private agencies. This planning should take into account economic development goals and consider the costs to, and benefits for, the jurisdictions and the region.

Goal CFP-4. To ensure that development pays a proportionate share of the cost of new facilities needed to serve such growth and development.

Policy CFP-4.1. Utilize guidelines established by State law for any imposition of impact fees on new development by the City of Woodinville.

Policy CFP-4.2. Seek opportunities for joint development of facilities through tools such as development agreements, in-lieu payments, and mitigation fees.

Goal CFP-5. Review new projects requiring land use or construction permit approval for the availability of an adequate water supply.

Policy CFP-5.1. Require connection to the municipal water system for all new development permitted by the City.

Policy CFP-5.2. Encourage the hookup to the municipal water system for those properties on existing private well systems.

Goal CFP-6. Require connection to the wastewater system when development or subdivision of land occurs, only for land that has a density greater than one unit per acre, except when the City determines that the connection is not technically feasible.

Policy CFP-6.1. Encourage conversion from on-site wastewater disposal systems as sewer lines become available.

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.

Policy CFP-6.3. If on-site waste water disposal system failures occur in low-density areas of one dwelling unit per acre, septic tank management and/or alternative methods of sewage disposal should first be considered. If these alternatives are not feasible and a sewer must be placed through low density areas of one dwelling unit per acre, sewer service should be extended to only the specific problem area that has experienced failures and may be sized to serve future areas where failure might occur. Excess capacity shall not be a reason to allow growth out of sequence with the land use plan.

Goal CFP-7. Emphasize prevention of water quality degradation through education programs and implementation of Best Management Practices to reduce pollution entering surface waters.

Policy CFP-7.1. Continue to use and officially adopt the King County Surface Water Design Manual, as amended, or other manual consistent with the State Department of Ecology's Stormwater Technical Manual.

Policy CFP-7.2. Implement a stormwater management program that meets the National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit. Reduce the discharge of pollutants to the maximum extent practicable (MEP), meet all known, available, and reasonable methods of prevention, control and treatment (AKART) requirements, and protect water quality.

Action Plan

The Capital Facilities Element is largely implemented by the biennially updated 6-year CIP. Some of the higher-priority projects that the City will need to consider in the near future are to address future development and densification in the downtown core. These projects are shown in 7.3.

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Exhibit 7-3. Priority Capital Projects, 2015-2020

Project	Description	Estimated Cost	Possible Funding Sources
Sammamish River Bridge Replacement	Construct a new 2-lane bridge to accommodate eastbound traffic over the Sammamish River at NE 175th Street	$7,097,000	Real Estate Excise Tax (REET), Utility Taxes, Special Sales Taxes, Grants
Trestle Replacement on SR 202 Corridor	Widen existing roadway, including bridge sections, remove and replace trestle and other improvements	$8,500,000	REET, Special Sales Taxes, Grants, Traffic Impact Fees
NE 171st Street Urban Parkway Improvements	Reduce existing 5-lane road to a 2-lane road with roundabouts, safety improvements, and pedestrian/bicycle amenities in conjunction with Woodin Creek Village development	$6,000,000	Traffic Impact Fees, Grants, Utility Taxes, REET
Eastside Rail Corridor Improvements	Study and construct trail/rail use on railroad corridor	$1,020,000	Contributions from other agencies; tree mitigation fees
Civic Center Campus Parking and Plaza	Construct additional parking and public gathering space at Civic Center to accommodate sports field and trail use; possible reuse of Old Woodinville Schoolhouse	$4,000,000	General Fund; developer contributions; Park Impact Fees
Downtown Regional Detention System	Study/construct regional detention system for Downtown-Little Bear Creek Corridor area	$7,000,000	Developer contributions

Source: 2015-2020 CIP

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8.0 UTILITIES

Relationship to Vision

The Utilities Element is designed to support the City's land use vision and provide service to residential and employment uses in a manner that respects the environment and supports conservation.

Introduction

GMA requires all Comprehensive Plans to include a Utilities Element that provides goals and policies to guide provision of electrical, natural gas, and telecommunications services in the City. Utilities elements are required to provide an inventory of utility facilities, as well as a discussion of capacity proposed locations.

Conditions and Trends

Electricity, natural gas, solid waste, telecommunications services are generally available in the City, the Potential Annexation Area, the UGA, and the City-King County Joint Study Area. Sewer service is available in western and southern portions of the City and is not available in eastern Woodinville, or the Sammamish River valley, where septic systems would be found. The City itself does not provide any utilities directly to customers.

Electricity

Puget Sound Energy (PSE) owns and maintains the existing power grid within the city limits and Sammamish River valley; Snohomish County PUD #1 provides service to the Maltby area. Overhead power lines may be relocated underground for aesthetic reasons as development progresses. Underground conduits generally supply secondary power to existing structures in study area.

Power supplies to customers in the Northshore Subarea in which Woodinville is located are delivered from distant generating stations to 16 existing distribution substations.

In 2010, PSE purchased an easement along the Eastside Rail Corridor to protect its existing easements within the corridor and to preserve it for future utility infrastructure development. At this time, PSE has no stated long term plans for development of high capacity electrical transmission lines along the section of the corridor in Woodinville.

Natural Gas

PSE provides natural gas service to Woodinville and the surrounding areas. The location, capacity and timing of system improvements depend greatly on opportunities for expansion and on how quickly the study area and surrounding areas grow.

Natural gas is supplied to the City of Woodinville via the Williams Pipeline, which runs to the east of Woodinville in unincorporated King County. District regulators that are also located outside of City limits and deliver gas at a pressure of 43 pounds per square inch gauge (psig) to Woodinville customers. Beginning in 2015, PSE plans to install approximately four miles of new 16-inch high pressure pipeline and constructing a new gate station along the Seattle public Utilities Tolt utility corridor, east of Woodinville in unincorporated King County to increase capacity to northeast King County residents. Beyond 2025, PSE plans to build a 16-inch natural gas line along the Tolt corridor within the incorporated limits of Woodinville and along 132nd Ave NE.

The Olympic Pipeline, a 400-mile interstate pipeline system that includes 12, 14, 16, and 20-inch pipelines, runs along the western ridge of Woodinville, east and parallel to 124th Ave NE. The pipeline transports 315,000 barrels per day (bpd) of gasoline, diesel, and jet fuel from Blaine, Washington to Portland, Oregon.

Solid Waste

Solid waste for residential customers is provided by Waste Management Northwest Inc., which operates under a franchise by the State Utilities and Transportation Commission. Commercial solid waste providers are responsible for contracting for their own services. Solid waste transfer stations are provided by King County; the nearest station serving Woodinville is located in the Houghton neighborhood of Kirkland. A major recycling transfer station operated by Waste Management is located on NE 190th Street. The Cascade Recycling Center receives recyclable materials for a large part of Western Washington and portions of Eastern Washington.

Telecommunications

Telephone exchange boundary maps from the Utilities and Transportation Commission indicate the telephone provider in Woodinville is Frontier Communication Northwest, Inc. Telephone and internet services are also provided by Frontier, Comcast and CenturyLink. Some businesses may also opt to go wireless and use companies such as Clearwire to satisfy telecommunication needs.

Currently, it is estimated that Comcast's utilities are fully built-out in the City, as well as Frontier's telephone services. Fiber for internet, provided by Frontier, is limited to only certain residential areas within the City. Several telecommunications companies have installed fiber infrastructure in Woodinville to provide internet and telephone services to business customers.

Utility Objectives

The following Utility Element Objectives are established for the Comprehensive Plan in Exhibit 8-1.

Exhibit 8-1. Utility Element Objectives

Outcome	Measurable Objective	Tools
Adequate utility provision	Adequate utility supply available for development, including those that are attractive for developing and relocating businesses	Building Code Zoning Code Economic Development Strategic Action Plan
Aesthetic utility infrastructure	Residents and businesses are pleased with the appearance of utility facilities	Building Code Zoning Code Tree Standards
Safe and reliable utilities	Limited number of outages, contamination, or hazards due to manmade errors; efficient response to utility incidents	City of Woodinville Comprehensive Emergency Management Plan Utility Provider Operations Plans

Outcome	Measurable Objective	Tools
		Public Works Construction Standards

Goals & Policies

Goal U-1. Coordinate utility, land use, and transportation planning so that utilities are available or can be provided to serve in a manner which is fiscally and environmentally responsible, aesthetically acceptable to the community, and safe for nearby inhabitants.

Policy U-1.1. Coordinate with power and telecommunication service providers to ensure facility plans reflect and support Woodinville's land use plan.

A. Work with utility providers to ensure that resources are available to support the land uses, including consideration of alternatives to new facilities and alternative locations for the new facilities.

B. Obtain from service providers the general location of existing and proposed major components of utility systems serving the community.

Policy U-1.2. Allow utility facilities as a permitted use where appropriate to ensure that land is available for the siting of such facilities.

Policy U-1.3. Base the extension and sizing of public facilities upon the Land Use Plan. In those cases where engineering standards are in excess of available capacity for the requirements for the immediate development, the excess capacity shall not be a reason to allow growth out of sequence with the land use plan.

Policy U-1.4. Coordinate with other jurisdictions when transmission facility additions or improvements cross jurisdictional boundaries.

Policy U-1.5. Regulate construction of utilities within sensitive areas in accordance with the Critical Areas Regulations.

Policy U-1.6. Encourage the joint use of utility corridors consistent with non-motorized and recreational uses.

Policy U-1.7. Coordinate public road construction and maintenance projects with utility construction and maintenance.

Policy U-1.8. Require utility providers to design, locate, and construct facilities within City-owned properties and rights-of-way to reasonably minimize significant, individual, and cumulative adverse impacts to the environment and to protect environmentally sensitive areas.

A. Locate utility corridors in existing cleared areas, when possible,

B. Locate utility facilities and corridors outside of wetlands, when possible,

C. Minimize crossings of fish-bearing watercourses, when possible,

D. Use bio-stabilization, riprap, or other innovative engineering techniques to prevent erosion where lines may need to follow steep slopes, and

E. Minimize corridor width.

Policy U-1.9. Recognize electric utilities have state-regulated public service obligations.

Goal U-2. Encourage reduced energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions.

Policy U-2.1. Consider cost-effective energy conservation technologies and promote practices that do not compromise human health, reduce the need for future additional utility distribution facilities, and leave options for increasing conservation technologies in the future.

Policy U-2.2. Coordinate with the current electrical provider when considering land use designations or new development in the vicinity of proposed utility facility to ensure compatibility.

Policy U-2.3. Support the availability of telecommunications systems and telecommuting as a means to mitigate the transportation impact of development and growth.

Policy U-2.4. Require the underground installation of new power and telecommunication lines where reasonably feasible and not a health or safety concern, and encourage underground placement of existing distribution lines as streets are widened and/or areas are redeveloped through such tools as local improvement districts, consistent with Washington Utilities and Transportation Commission tariffs.

Policy U-2.5. Devote resources to encourage and enforce the Washington State Energy Code during the building permit process.

Policy U-2.6. Ensure that utility purveyors limit disturbance to vegetation within major utility transmission corridors as necessary for safety and maintenance of transmission lines.

A. Encourage pruning of trees to direct growth away from utility lines,

B. Encourage phased replacement of vegetation located improperly in the right-of-way,

C. Encourage pruning of trees according to professional arboricultural specifications and standards, and

D. Encourage the selection of tree species recommended by the City's Tree Board that can withstand wind and are compatible with utility lines.

Action Plan

While the City is not a direct provider of utilities, it can work with existing public and private utility providers to ensure build-out consistency and concurrency. The Utilities Element is implemented by:

- Woodinville's Zoning, Development, and Building Codes
- Planning documents of utility providers
- Regional solid waste management plans.

9.0 ENVIRONMENTAL

Environment in Woodinville Vision

Woodinville's vision statement has a strong linkage between community character and the natural environment:

- We have preserved our Northwest woodland character, our open space, and our clean environment.

Woodin Creek in Woodin Park, TWC 2013

Introduction

This element addresses community goals for maintaining Woodinville's urban forest, critical areas, shorelines, and other open spaces that contribute to Woodinville's northwest woodland character and a clean environment. This element provides a summary overview of current environmental conditions and trends in Woodinville, as well as local and cooperative objectives, goals and policies, and actions designed to:

- Retain open space, conserve fish and wildlife habitat, and protect wetlands, and
- Protect the environment, including air and water quality, and
- Protect health, safety, and property through management of activities in frequently flooded areas and geologically hazardous areas, and
- Promote preferred uses, public access, and ecological function of shorelines, and
- Encourage energy conservation and low impact design.

Conditions and Trends

Critical Areas

The Washington State Growth Management Act (GMA) and implementing rules require cities and counties to "include the 'best available science' [BAS] when developing policies and development regulations to protect the functions and values of critical areas and must give 'special consideration' to conservation or protection measures necessary to preserve or enhance anadromous fisheries." (WAC 365-195-900) Critical areas include fish and wildlife habitat conservation areas (addressees waters of the state such as streams and lakes as well as habitat for endangered, threatened fish and wildlife and species of local importance), wetlands, frequently flooded areas, critical aquifer recharge areas used for potable water, and, geologically hazardous areas (RCW 36.70A.030(5)). The City has commissioned an Existing Conditions Report (Revised Draft, November 2014), BAS Report (Draft, December 2013) and a Critical Areas Ordinance Gap Analysis (Draft, November 2014), and Geologic Hazard Mapping Review (Draft, November 2014). This section presents summary information from those evaluations, which are available under separate cover. Maps are presented in the cited studies as references but are not intended to identify precise locations of critical areas or environmental features; rather, at the time of development, best available information including site specific analysis will determine presences or absence of such features.

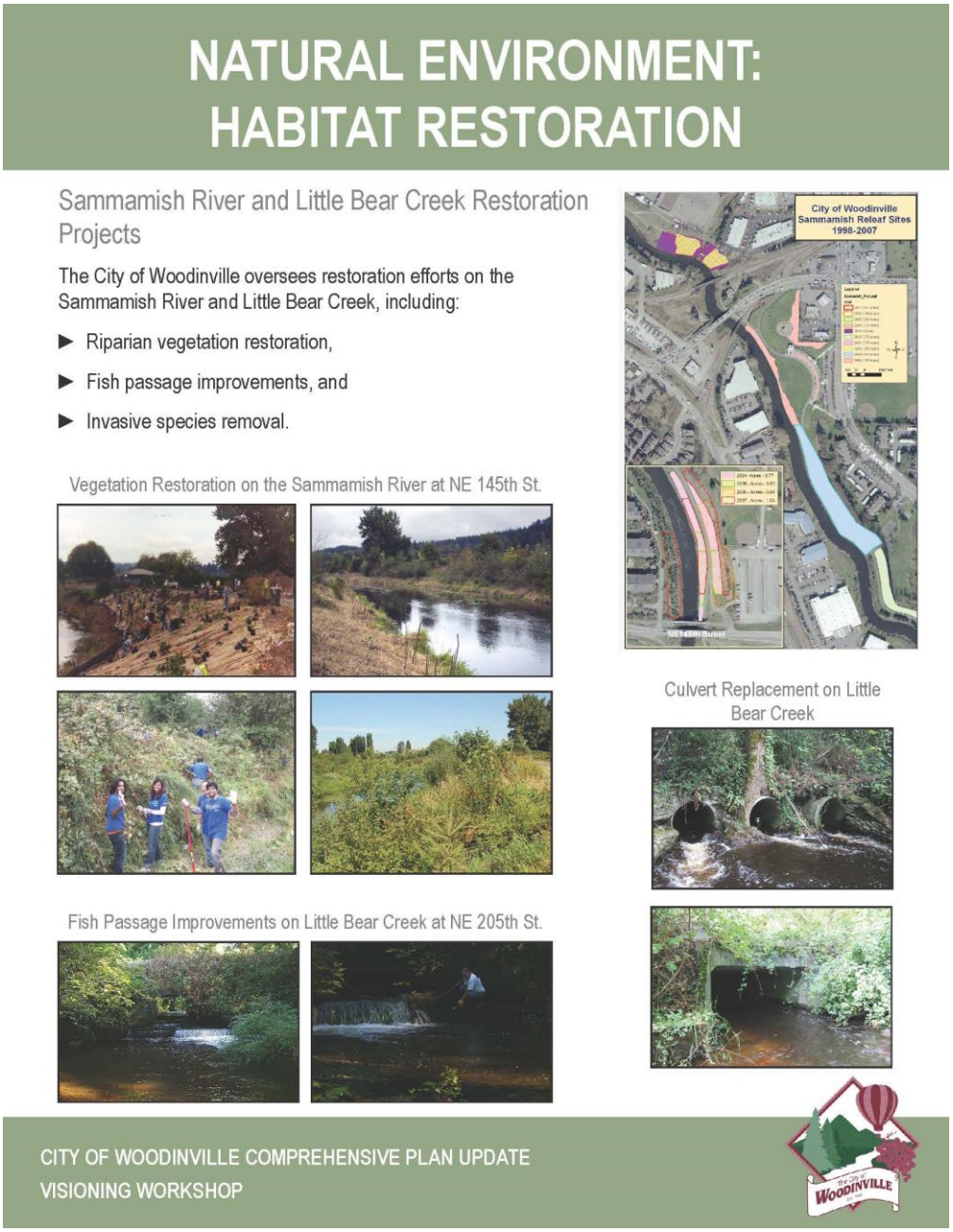
Fish and Wildlife Habitat Conservation Areas

According to State rules (WAC 365-190), fish and wildlife habitat conservation areas [FWHCAs] are "…areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem, and which, if altered, may reduce the likelihood that the species will persist over the long term. These areas may include, but are not limited to, rare or vulnerable ecological systems,

communities, and habitat or habitat elements including seasonal ranges, breeding habitat, winter range, and movement corridors; and areas with high relative population density or species richness."

Known FWHCAs in the City of Woodinville include, the Sammamish River, Little Bear Creek, Lake Leota, and various native growth protection areas / native growth protection easements (NGPA/NGPE). The City of Woodinville's rivers, streams, and lakes provide habitat for fish species of regional, State, and Federal significance. The value of riparian zones as terrestrial habitat is particularly high in fragmented urban habitats because they facilitate travel among habitat patches for wildlife. The City has undertaken river and creek restoration activities to help improve environmental conditions. See Exhibit 9-1.

Exhibit 9-1. Restoration Examples



Lake Leota, King County 2009

Wildlife corridors have also been mapped in the City in the R-1 zoned areas; see the Sustainable Development Study (Jones & Stokes and City of Woodinville Development Services Department, 2007).

Wetlands

The commonly used wetland definition as issued by the U.S. Environmental Protection Agency (EPA), the U.S. Army Corps of Engineers (Corps), Shoreline Management Act (SMA), Growth Management Act (GMA) and recorded in the Washington Administrative Code (WAC 173-22-030(10)) is:

> *"Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands."*

Wetland scientists generally acknowledge that wetlands perform the following eight functions: 1) flood/storm water control, 2) base stream flow/groundwater support, 3) erosion/shoreline protection, 4) water quality improvement, 5) natural biological support, 6) general habitat functions, 7) specific habitat functions, and 8) cultural and socioeconomic values (Cooke Scientific Services 2000).

Major wetlands within the Woodinville Comprehensive Plan Update Study Area include Lake Leota and associated fringe wetlands, wetlands along the Sammamish River and Little Bear Creek, and wetland pockets across the landscape.

Little Bear Creek, TWC 2013

Frequently Flooded Areas

Frequently flooded areas (FFA) are regulated to manage potential risks to public safety. Such areas also provide valuable instream habitat benefits, such as recruitment of large woody debris. The City of Woodinville defines flood hazards as: "Flood hazard areas: those areas in City of Woodinville subject to inundation by the base flood including, but not limited to, streams, lakes, wetlands and closed depressions" (WMC 21.06.245). FFAs are mapped along the Sammamish River and Little Bear Creek.

The City of Woodinville adopted a Comprehensive Stormwater Management (CSWM) Plan in December 2010. This document is designed manage stormwater in compliance with Ecology requirements and regional goals, including the Puget Sound Action Agenda. The CSWM plan contains a process for evaluating drainage capacities, ranking flood problem areas, and initiating capital improvement projects.

Critical Aquifer Recharge Areas (CARAs)

An aquifer is a geologic formation that readily transmits water to wells or springs. Where the surficial geology consists of glacial deposits, aquifers are typically the sand and gravel-dominated deposits where there is ample pore space for infiltrated water to be stored and discharged. The functions and values of CARAs are to provide clean drinking water and to contribute clean cool water to streams and wetlands that support wildlife.

The City of Woodinville defines CARAs as *"…areas designated by WAC 365-190-080(2) that are determined to have a critical recharging effect on aquifers used for potable water as defined by WAC 365-190-030(2)"* (WMC 21.06.135). The Woodinville Water District does have several wells in the aquifer, but the District obtains all municipal water supplies from Seattle Public Utilities. The Cross Valley Water District, which serves the proposed Urban Growth Area (UGA) in Snohomish County, does depend on a sole source aquifer for municipal water. Regional aquifers release cold water to Bear Creek and the Sammamish River; these are highly productive salmonid-bearing stream systems, dependent on clean cold water.

Geologically Hazardous Areas

According to RCW 36.70A.030, Geologically Hazardous Areas are "those areas that are susceptible to erosion, sliding, earthquake, or other geological events and are not suited to the siting of commercial, residential, or industrial development consistent with public health and safety concerns." In contrast to most other GMA-mandated critical areas, where the goal is to protect a valued resource, the purpose of regulating activities in geologically hazardous areas is not to protect the area, but to protect the public from the hazard represented by the area. The geology and topography within the Woodinville study area combine to create several of the types of geologically hazardous areas including landslide, erosion, and seismic hazard areas. The City is conducting additional analysis of geologic hazards that will be presented at a future date.

Shorelines

The City of Woodinville Shoreline Master Program (SMP), adopted in 2008 and amended in 2009, regulates development activities along the Sammamish River and Little Bear Creek in compliance with the Shoreline Management Act of 1971. Development activities proposed within the shoreline jurisdiction must comply with the policies and development regulations established in the SMP. Goals and policies of the SMP are considered a part of this Comprehensive Plan (RCW 36.70A.480).

Tree Canopy

The City of Woodinville is known for its residential neighborhoods developed in an urban forest setting. The tree canopy is particularly prevalent in eastern Woodinville. Tree planting and stewardship can provide opportunities for energy conservation, habitat, and air and water quality benefits.

> *Western Washington and Oregon communities can promote energy efficiency through tree planting and stewardship programs that strategically locate trees to save energy... These same trees can provide additional benefits by reducing stormwater runoff, improving local air, soil, and water quality, reducing atmospheric carbon dioxide (CO2), providing wildlife habitat, increasing property values, enhancing community attractiveness and investment, and promoting human health...*[1]

The City has established a Tree Board and Community Urban Forestry Plan.

Sammamish River, TWC 2013

Mixed Forest near Woodin Creek TWC 2013

[1] Center for Urban Forest Research. 2002. Western Washington and Oregon Community Tree Guide: Benefits, Costs and Strategic Planting. USDA Forest Service, Pacific Southwest Research Station.

Climate Change

Regional agencies and institutions have identified climate change effects on the Puget Sound region:

> *Glaciers in the Cascade and Olympic Mountains have been retreating for 50-150 years. Pacific Northwest temperatures are rising faster than the global average. Puget Sound waters are warming, and river and stream flows are changing.* [2]

The Puget Sound Clean Air Agency has identified particular sources of emissions that could be managed to reduce effects: "The bulk of our greenhouse gas pollution comes from transportation and electricity generation. Reducing emissions from these sectors – such as by driving less, choosing cleaner cars and fuels, or increasing the energy efficiency of our homes and offices - can make a big difference."[3]

The Puget Sound Clean Air Agency, Puget Sound Regional Council and King County Growth Management Planning Council have developed regional policies regarding reducing greenhouse gas emissions and adapting to climate change.

Challenges and Opportunities

The primary challenge for Woodinville as an incorporated community with responsibilities for its fair share of growth over the next 20 years is balancing such growth with Woodinville's environmental features in a way that preserves environmental values and the community's quality of life.

The City's approach is to manage its shoreline for a balance of uses with incentives for restoration, identify critical areas and protect them through regulations, to protect significant trees and promote urban forestry, to promote low impact development patterns through its stormwater manual, and to model sustainability through energy conservation, mixed use development promoting transit usage and reduced greenhouse gas emissions, and to establish a parks, recreation, and open space network that connects to the regional network.

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[2] Snover, A. K., P. W. Mote, L. Whitely Binder, A.F. Hamlet, and N. J. Mantua. 2005. Uncertain Future: Climate Change and its Effects on Puget Sound. A report for the Puget Sound Action Team by the Climate Impacts Group (Center for Science in the Earth System, Joint Institute for the Study of the Atmosphere and Oceans, University of Washington, Seattle).

[3] Puget Sound Clean Air Agency. 2014. Climate Protection. Accessed: May 29, 2014. Available: http://www.pscleanair.org/programs/climate/.

Environmental Objectives

Striving for balance and sustainability, the City has developed several measurable objectives and tools. See Exhibit 9-2.

Exhibit 9-2. Environmental Objectives and Tools

Outcomes	Indicators	Example Tools
Preserve Woodinville's Northwest woodland character.	Maintain or increase the City's overall tree canopy.	Heritage Tree Program Tree Tribute Program Community Urban Forestry Plan Tree Retention and Protection Regulations
Protect and maintain ecological systems, and restore them where feasible.	Provide for no net loss of wetland and riparian areas, fish and wildlife habitat, and shoreline ecological functions.	Critical Areas Regulations Shoreline Master Program River and Creek Restoration
Protect the community's health and safety from natural hazards.	Households and businesses educated regarding preparedness for natural hazards. New infrastructure designed for adaptation to potential hazards.	Critical Areas Regulations Shoreline Master Program FEMA Biological Opinion Implementation Zoning and Building Codes
Promote conservation and sustainability practices.	Increased participation in energy conservation practices. Reduction in vehicle miles travelled. Increased implementation of low impact development practices.	Energy Code Stormwater Management Plan Zoning / Mixed Use Development Commute Trip Reduction Ordinance Transportation Plan Sustainable Development Study Little Bear Creek Study Woodin Creek Study

Goals and Policies

Goal E-1. To preserve and enhance aquatic and wildlife habitat.

Policy E-1.1. Identify and ensure the protection of fish and wildlife habitat conservation areas.

Policy E-1.2. Protect the functions and values of critical areas, including wetlands, streams, and lakes.

Policy E-1.3. Support water-based salmon recovery efforts and compliance with the requirements of the Endangered Species Act (ESA).

Policy E-1.4. Encourage conservation of sites that protect fish and wildlife habitat conservation areas through incentives or acquisition.

Policy E-1.5. Encourage the restoration of ecological functions and the natural environment in environmentally damaged areas through incentives.

Policy E-1.6. Participate in efforts to minimize drawdowns and warming of the Sammamish River.

Policy E-1.7. Encourage preservation of the urban forest, and promote the use of native plants in residential and commercial landscapes.

Policy E-1.8. Encourage public access where appropriate to critical areas, shorelines, and natural lands that are unique to Woodinville.

Policy E-1.9. Update fish and wildlife habitat conservation, wetlands, and critical aquifer recharge areas mapping and regulations in accordance with best available science and local conditions.

Policy E-1.10. Implement Woodinville's Shoreline Master Program to promote no-net-loss of shoreline ecological function, preferred uses, and public access. The Shoreline Master Program is part of this Comprehensive Plan and is hereby incorporated by reference.

Goal E-2. To protect the public from natural hazards resulting from the disturbance of the environment.

Policy E-2.1. Protect public safety in potential frequently flooded areas, and geologically hazardous areas such as seismic and landslide hazard areas.

Policy E-2.2. Minimize the adverse effects of development on topographic, geologic, and hydrologic features, and native vegetation.

Policy E-2.3. Manage the quantity and velocity of surface water runoff.

Policy E-2.4. Maintain and periodically update critical area mapping and regulations addressing natural hazards based on the best available science and regional planning efforts.

Goal E-3. To protect and improve water quality.

Policy E-3.1. Protect the quality and quantity of water in waterways, wetlands, floodplains, and watersheds from degradation.

Policy E-3.2. Promote the enhancement or restoration of shorelines and waterways as adjacent development activities occur.

Policy E-3.3. Protect aquifer-recharge areas and associated stream base flow and temperatures.

Policy E-3.4. Promote Low Impact Development techniques as an alternative to standard development practices such as, using natural systems to maintain and enhance environmental quality by having them perform such functions as cleaning air and water, and controlling storm water runoff.

Policy E-3.5. Reduce effective impervious surface areas by minimizing impervious areas, such as through narrowing residential streets and encouraging the use of shared driveways, cul-de-sacs planters, rain gardens, and porous pavement.

Goal E-4. To promote the preservation of Woodinville's Northwest woodland character.

Policy E-4.1. Protect and conserve open space, including transition buffers between urban and rural areas.

Policy E-4.2. Preserve and protect public views of mountains and valley corridors.

Policy E-4.3. Practice land cover management with includes forest and topsoil preservation, native growth protection easements, dense vegetative zones, and preservation of tree canopy zones.

Policy E-4.4. Protect significant trees and promote tree replanting, and encourage the use of native plants.

Policy E-4.5. Minimize artificial light pollution.

Goal E-5. To protect and promote air quality, reduce greenhouse gas emissions, and adapt to climate change.

Policy E-5.1. Promote regional air quality standards in coordination with the Puget Sound Clean Air Agency and the Puget Sound Regional Council.

Policy E-5.2. Encourage the reduction of greenhouse gases through energy conservation and reduction in vehicle emissions.

Policy E-5.3. Formulate and implement climate change adaptation strategies that address the impacts of climate change to public health and safety, the economy, public and private infrastructure, water resources, and habitat.

Goal E-6. To promote environmental sustainability and conservation in Woodinville and the Puget Sound Region.

Policy E-6.1. Coordinate approaches and standards for defining and protecting critical areas especially where such areas and impacts to them cross jurisdictional boundaries.

Policy E-6.2. Coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.

Policy E-6.3. Address environmental equity when implementing public actions that could affect low-income or minority populations.

Policy E-6.4. Consistent with state and federal laws, require clean-up of contaminated sites for redevelopment.

Action Plan

The Natural Environment Element is implemented by:

- Woodinville's Comprehensive Land Use Plan that provides for more intense development in areas where environmental sensitivity is lower or can be more effectively protected and incentivized for enhancement and lower densities where environmental quality and the urban forest canopy is prioritized.
- Woodinville's Zoning Code that addresses critical areas and tree protection.
- Woodinville's Shoreline Master Program that promotes no-net- loss of shoreline ecological functions, preferred shoreline uses, and public access along the Sammamish River and Little Bear Creek.
- Woodinville's Parks and Recreation Plan that guides parks and recreation acquisition and improvements helping facilitate space conservation.
- Woodinville's Transportation Plan that provides non-motorized pedestrian, bicycle, trail plans and promotes coordination of transit with regional providers to reduce vehicle miles travelled and air quality emissions.
- Woodinville's Stormwater Management Plan addressing water quantity and quality.

This Element also includes policies promoting new initiatives during the regular eight-year Growth Management Act Comprehensive Plan review cycle.

Exhibit 9-3. Natural Environment Action Plan: New Initiatives

Topic	Action	Lead & Partners
Critical area protection	Update mapping and regulations in accordance with best available science.	City of Woodinville – Fish and Wildlife Habitat, Wetlands, Aquifers King County and City of Woodinville – Natural Hazards
Stormwater Management	Update manual per Ecology requirements.	City of Woodinville
Formulate climate adaptation strategies	Consider developing a climate action plan consistent with community needs and values and regional plans such as VISION 2040 and Countywide Planning Policies	City of Woodinville

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10.0 ACRONYMS AND REFERENCES

Acronyms

Below is an evolving list of acronyms. It will be updated as the Draft Plan is reviewed and edited.

AMU	Amenity Mixed Use
CB	Central Business
CBD	Central Business District
GB	General Business
GC	General Commercial
GMA	Growth Management Act
HDR	High Density Residential
I	Industrial
LDR	Low Density Residential
LOS	Level of Service
MeDR	Medium Density Residential
MoDR	Moderate Density Residential
NB	Neighborhood Business
NPDES	National Pollutant Discharge Elimination System
P	Public Parks
P/OS	Public Parks/Open Space
R-1	Residential - 1 Unit Per Acre
R-12	Residential - 12 Units Per Acre
R-18	Residential - 18 Units Per Acre
R-24	Residential - 24 Units Per Acre
R-4	Residential - 4 Units Per Acre

R-48	Residential - 48 Units Per Acre
R-6	Residential - 6 Units Per Acre
R-8	Residential - 8 Units Per Acre
Riverfront AMU	Riverfront Amenity Mixed Use
SEPA	State Environmental Policy Act
TB	Tourist Business
WR	Woodland Residential

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APPENDIX: SUMMARY OF PUBLIC ENGAGEMENT 2013-2015

This draft appendix provides 2013 public engagement efforts. This appendix will be updated to add results of 2014 efforts with an on-going online questionnaire and public workshops conducted in summer and fall 2014.

Woodinville Comprehensive Plan Update
Vision 2035 Questionnaire

Summary of Results

OVERVIEW

The City of Woodinville issued an on-line questionnaire via Survey Monkey in November 2013 to obtain public input on the City's vision, challenges, values, and importance of housing, employment, and transportation characteristics and investments. Notice of the questionnaire was placed in City View, a newspaper insert in the Woodinville Weekly issued November 4, 2013. The insert is delivered to every address in Woodinville. A button link to the survey was placed on the City of Woodinville home page (www.ci.woodinville.wa.us), and a web link was also available at the Comprehensive Plan web page (http://www.ci.woodinville.wa.us/Work/ComprehensivePlan2015.asp). Between November 1 and December 15, 2013 45 persons responded to the questionnaire with 26 completed and 19 partially completed.

Following is a summary of responses to the vision questionnaire:

- Most respondents lived in Woodinville and supported the current vision, though several provided suggestions on areas to emphasize or clarify regarding residential density/zoning, transportation, natural environment, schools, and businesses, particularly tourism and wineries.
- Most came or stay in Woodinville for its beautiful natural surroundings, good school district, safety, and community character and atmosphere.
- Most important challenges facing Woodinville include maintaining and enhancing quality municipal services, quality schools, traffic congestion, quality development design and construction, and promoting a compact pedestrian friendly redevelopment in downtown, tourist district, and other commercial uses.
- Housing characteristics desired were not particularly significant to respondents, but those housing characteristics found to be very important, important, or somewhat important, include homes available for purchase in your price range (detached single family, townhomes, cottages, and condominiums), housing located within walking distance of work, shopping, or bus service, or housing that is clustered together to preserve natural areas.
- Tourism, professional services, and education were the top types of employment respondents felt Woodinville should encourage.
- Street improvements, sidewalks, and improved wait times at traffic signals, are the top desired transportation improvements.

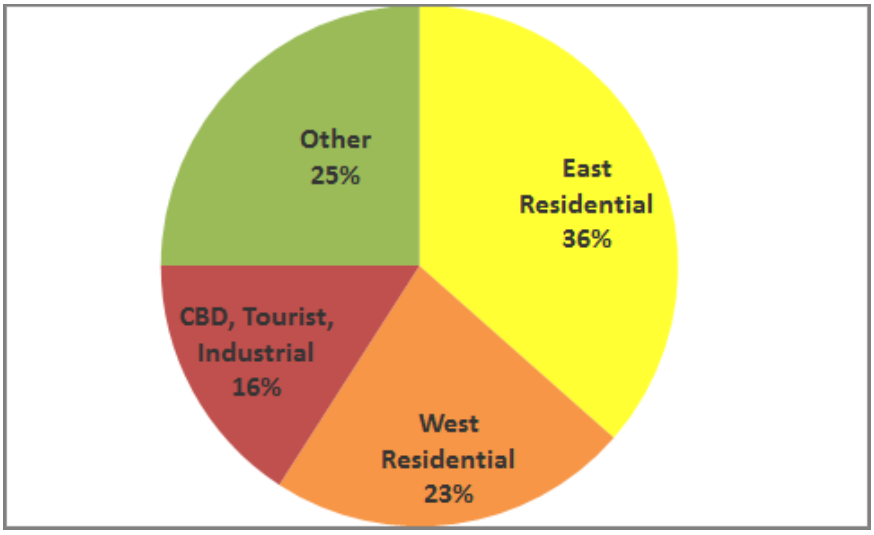
RESPONDENT LOCATIONS

Question 1: Where do you live or own a business?

A map of neighborhoods in Woodinville and a list of neighborhood names was provided to help respondents identify their home or business location generally (see following pages).

All respondents answered question 1, and most lived in Woodinville city limits, particularly in the east residential neighborhoods. Many of those living outside of Woodinville in the unincorporated areas did not continue responding to the survey.

Figure 1. Summary of Respondent Home or Business Locations



Source: BERK 2013

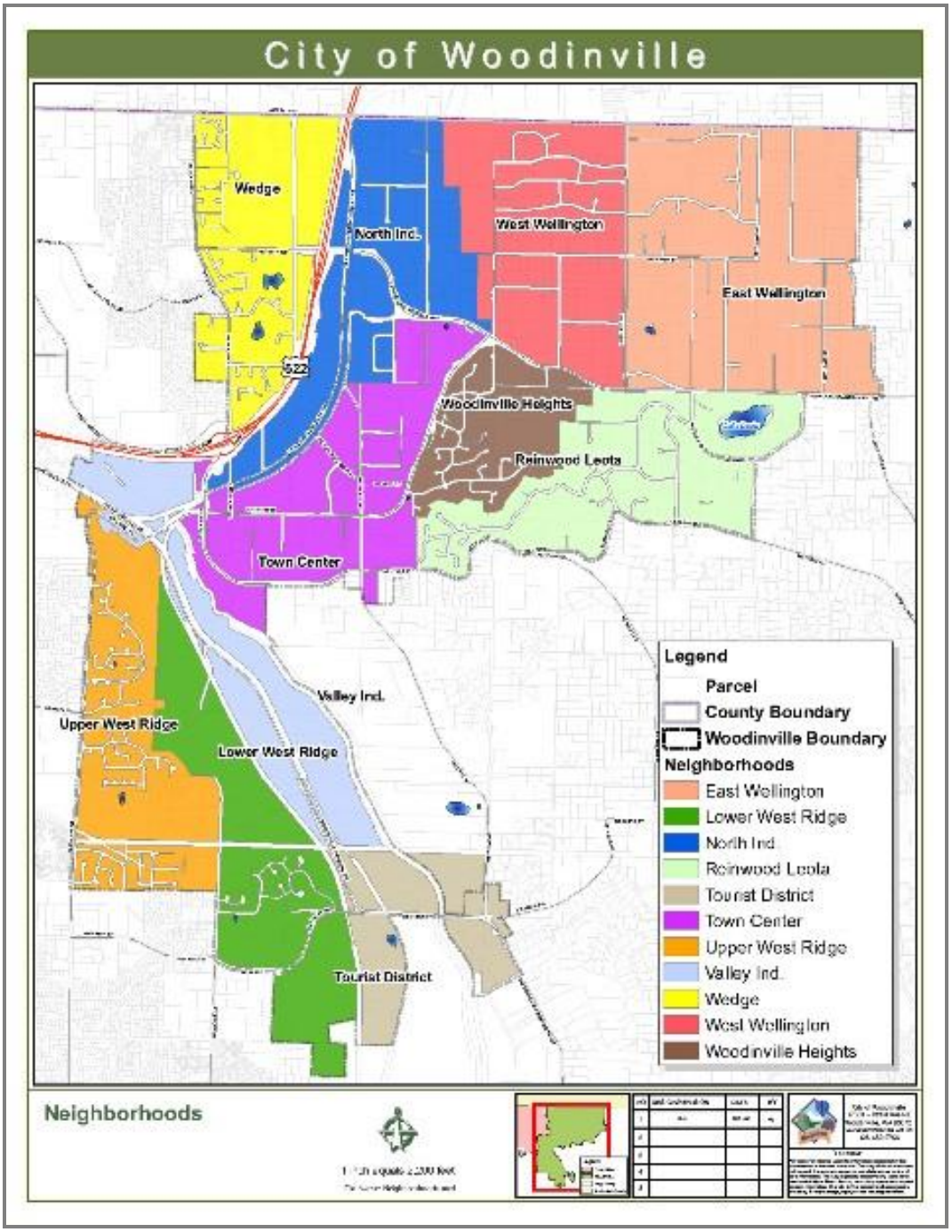
Question 1: Where do you live or own a business? (See the map)

Answer Options	Response Percent	Response Count
East Wellington	8.9%	4
Lower West Ridge	4.4%	2
North Industrial	4.4%	2
Reinwood Leota	6.7%	3
Tourist District	0.0%	0
Town Center	11.1%	5
Upper West Ridge	4.4%	2
Valley Industrial	0.0%	0
Wedge	13.3%	6
West Wellington	8.9%	4
Woodinville Heights	11.1%	5
Maltby (Snohomish County)	0.0%	0
Sammamish River Valley (King County)	2.2%	1
Other (please specify)	24.4%	11
answered question		45
skipped question		0

"Other" Responses:

- None
- Cottage Lake area
- Hollywood Hill
- Unincorporated Woodinville- by Safeway
- Hollywood Hill resident since 1973
- Cottage Lake area
- Hollywood Hills
- Unincorporated Woodinville
- Cottage Lake
- Woodinville boundaries
- kkkkkkkk

Figure 2. Neighborhood Map



Source: City of Woodinville

VISION STATEMENT

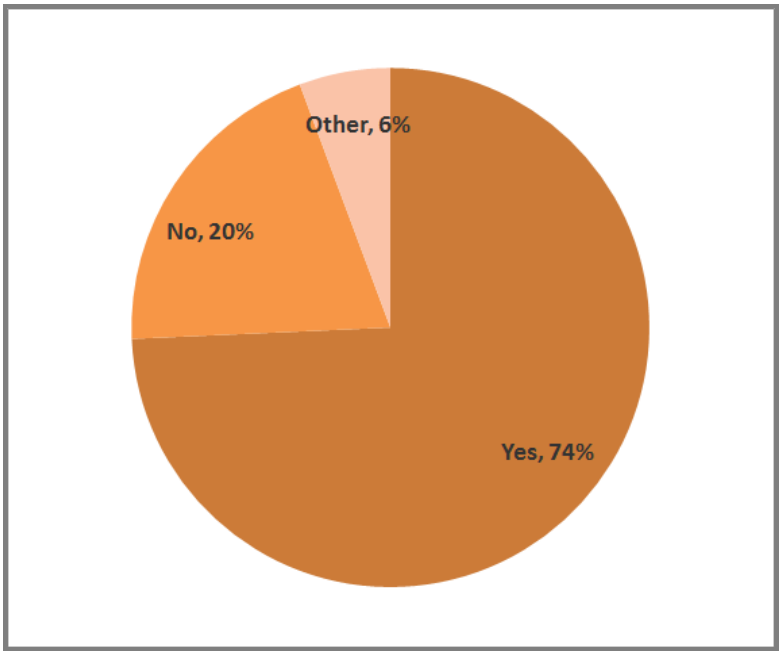
Question 2: Thinking ahead now to 2035, would this vision statement still be correct?

This question asked respondents to review the current Woodinville Comprehensive Plan vision statement and indicate if they thought that the vision statement is still correct for the new year 2035.

> *On this page we ask you to review the current Woodinville Comprehensive Plan Vision and ask you to consider Woodinville's future in 2035.*
>
> *"In the year 2015*, Woodinville is a safe, friendly, family- oriented community that supports a successful balance of neighborhoods, parks and recreation, tourism, and business. We have preserved our Northwest woodland character, our open space, and our clean environment. We have enhanced our ability to move freely throughout the community by all modes of travel. Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown that is attractive and functional." [Note: *2015 is the current date in the plan.]*

Most respondents believe that the current vision statement is still correct at about 74%.

Figure 3. Thinking ahead now to 2035, would this vision statement still be correct?



answered question 35 skipped question 10

Those that answered "other" said:

- Need better public transportation
- Would it? How would I know the answer to this. There is no clear information given by the city.

Question 3: If you were to change anything in the vision statement, what would you change?

A follow up question asked if respondents were to change anything in the vision statement what would they change. Thirty five persons responded to the question. While some indicated no changes were needed, a number of responses offered suggestions on alternative language or particular topics such as zoning, transportation, natural environment, schools, and businesses, particularly tourism and wineries.

- hhhh
- The last sentence is not very exciting. Woodinville is 'pleasant', 'attractive', 'functional'. Great if you are encouraging seniors to move here but not for young families and singles. The language sounds dated
- "Roads are very narrow. We have very few highways. We have worst roads in the country.
- At lease make 4 lane roads."
- I would add something specific about preserving equestrian areas/lifestyles.
- Get rid of the entire city council. Hire outside non-biased no-drama group who have a strong background in city planning.
- Ongoing effort to upgrade and improve the town of Woodinville. We pride ourselves in creating and extending a safe haven for all our citizens, especially our growing youth population.
- nothing
- none
- Vision statement is good, but we have not attained certain parts of it. Roads are not safe due to lack of shoulders and lighting (think of 156th Ave NE). We do not have a balance of neighborhoods, it's either multifamily, R8 or R1. Woodinville is a very pleasant place to work, but with a daytime population change of over 70%, obviously not a pleasant place to live (at least close to where you work).
- Roads are very narrow. better to have 4 lane roads
- Woodinville will never re-zone our R1 areas into mashed together homes on R6 zoned land with a stamp as a yard.
- Rethink R-1 Zoning. Selected areas should be rezoned to R-4 to provide attractive affordable housing to young professional families.
- Nothing
- """Among eastside communities, we take a leadership role in preserving the natural environment.""
- Specific examples of this leadership might include: planting native trees and plants in parks and in public Rights-of-Way to help support native wildlife; preserving some undeveloped green spaces as natural areas; and acquiring select properties in the city -- particularly alongside streams -- to preserve as natural areas."
- More emphasis on our business being tourism, or calling out wine tourism, and agro tourism in the Sammamish River valley.
- improve traffic flow
- I would build another road to ease congestion. The getting on the freeway is horrible.
- health conscious food options
- Close-in rural atmosphere

- Nothing
- Define what "woodland character" and "open space" means. To me it means keeping the Sammamish Valley exactly how it is (yes, I know, currently Woodinville doesn't have any jurisdiction over that area, but you get my point).
- Ability to move freely throughout the community is not accurate living on the west ridge
- elementary education
- nothing
- NA
- I would not change anything
- N/A
- "Balance of neighborhoods, parks and recreation, tourism, and business" -- something about retaining / increasing businesses that are interesting for locals, rather than just functional businesses for needed items.
- N/A
- Focus more on tourism, specifically highlighting that Woodinville is Western Washington's premier destination for showcasing boutique wineries, micro-breweries and craft-distilleries.
- I would see more mixed use neighborhoods instead of segregated chunks.
- Protection of R1 zoning.
- Grow downtown a bit
- Downtown. It's not inviting, nor will it ever be.
- The vision statement is good. We need to keep an emphasis on maintaining r1 zoning however.

VALUES, CHALLENGES, AND OPPORTUNITIES

Question 4: What qualities brought you to Woodinville / What qualities have kept you in Woodinville? (check all that apply)

Question 4 asked respondents what qualities have brought or kept you in Woodinville. 30 persons answered the question. Of particular importance to respondents were:

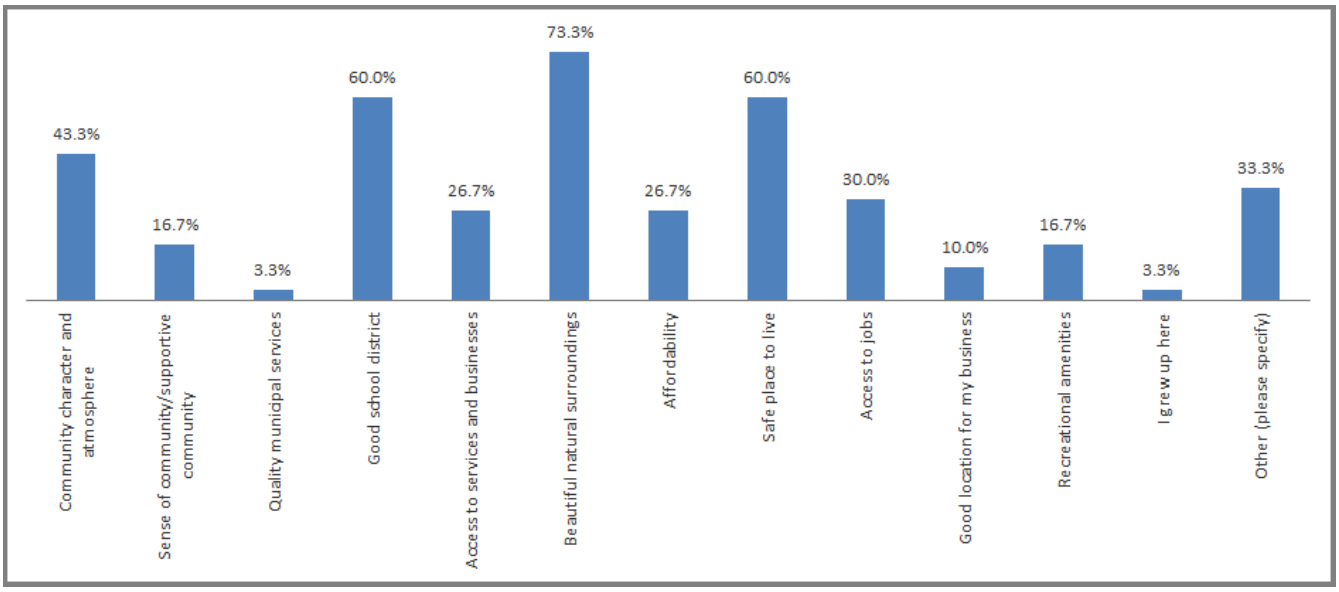
- Beautiful natural surroundings
- Good school district
- Safe place to live
- Community character and atmosphere

A number of persons (10) selected “other”, and those responses included the following thoughts:

- Should clarify, I bought here in 1989, affordability probably isn't true anymore.
- affordable acreage properties
- All the wineries

- Reasonable cost real estate relative to the distance to Microsoft. If 202 or 405 weren't so ridiculously backed up, our desirability would increase.
- I moved here in 73 because it was farmy. I wish it was still that way. But since it isn't , the city is as nice as it could be amid all of the growth
- Shorter commute than if we chose Mill Creek
- can't afford Kirkland
- Good general location
- The wine industry, specifically thinking about starting a small winery
- Wine and wine related

Figure 4. Qualities Bringing to/Keeping One in Woodinville



Source: BERK 2013

Question 5: What do you believe are the most important challenges facing the City?

About thirty respondents answered this question and could choose among the following:

- Providing a wider range of housing choices/options
- Improving pedestrian and bicycle access
- Opportunities for family-wage jobs
- Variety of park and recreation opportunities
- Providing more retail and other types of businesses
- Capital investments in community facilities, parks/recreation, senior center, transportation, stormwater, other capital investments
- Reducing crime / enhancing public safety
- Tax rates

- Protection of natural resources/critical areas
- Promoting compact, pedestrian friendly redevelopment in downtown, the tourist district, and other commercial areas
- Quality development design & construction
- Traffic congestion
- Quality schools
- Maintaining and enhancing municipal services (police, fire/EMS, permitting, stormwater, transportation, water, sewer, etc.)

The most important challenges facing Woodinville (Very Important and Important responses combined) included:

- Maintaining and enhancing municipal services (police, fire/EMS, permitting, stormwater, transportation, water, sewer, etc.)
- Quality schools
- Traffic congestion
- Quality development design & construction
- Promoting compact, pedestrian friendly redevelopment in downtown, the tourist district, and other commercial areas

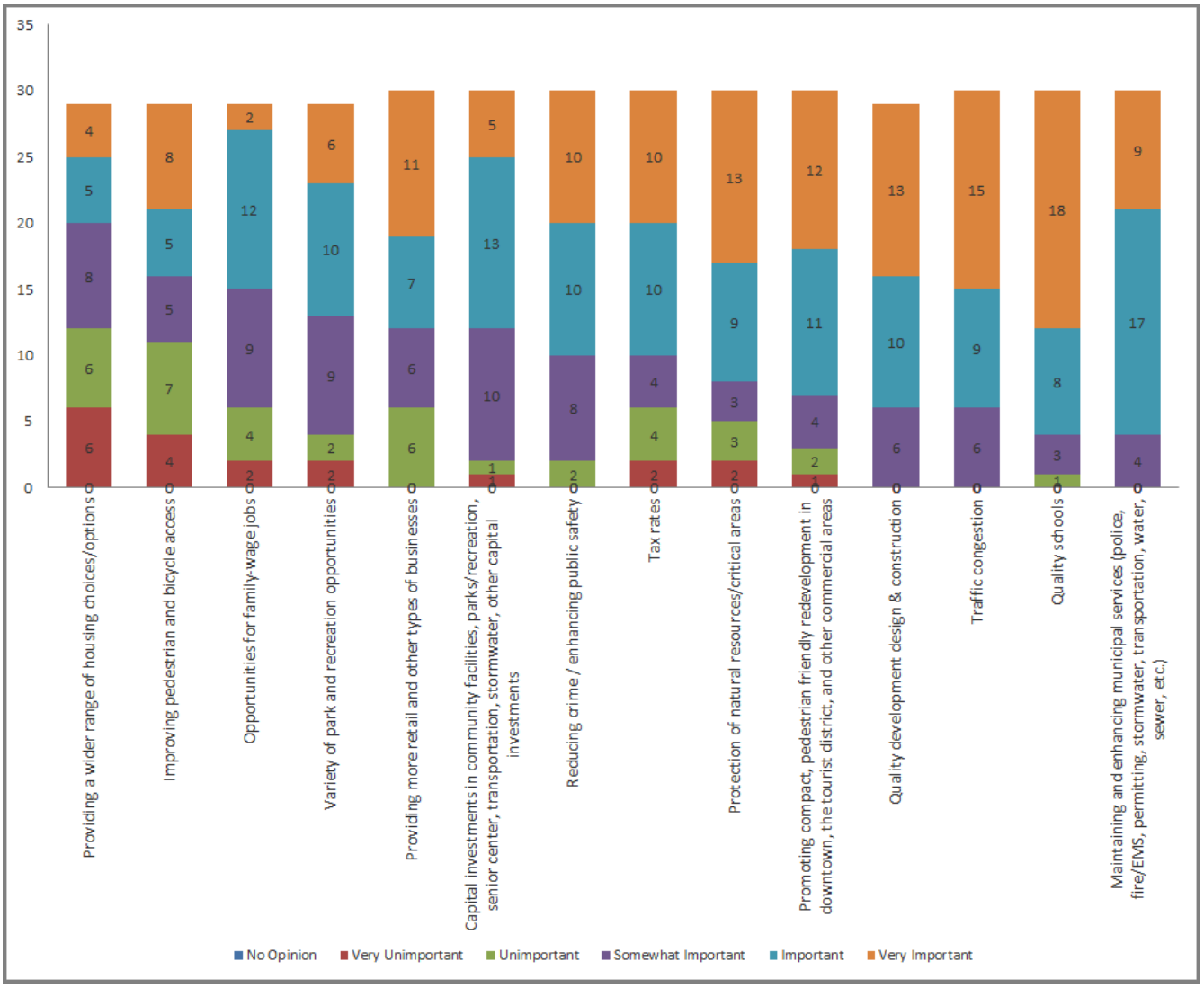
The topics that were selected as less important included:

- Opportunities for family-wage jobs
- Improving pedestrian and bicycle access
- Providing a wider range of housing choices/options

Those that answered "Other" listed the following:

- Need to purge city council to complete above challenges correctly
- Increase public servants in our police and fire departments
- Do not rezone or try to cram more cheap, low cost housing into this city
- It is not the job of the city to have family wage jobs available. That is the employer's choice to pay wages that secures security for him or her and a profit.
- Making it easier for small businesses, particularly in food services. We cater to chain restaurants when so much more character and quality could be added to Wdvl if it were more friendly to small businesses.
- Promoting Woodinville as the premier destination for wineries, micro-breweries and craft-distilleries

Figure 5. Most Important Challenges



Source: BERK 2013

Question 6: How important is it to provide more of the following housing characteristics in Woodinville?

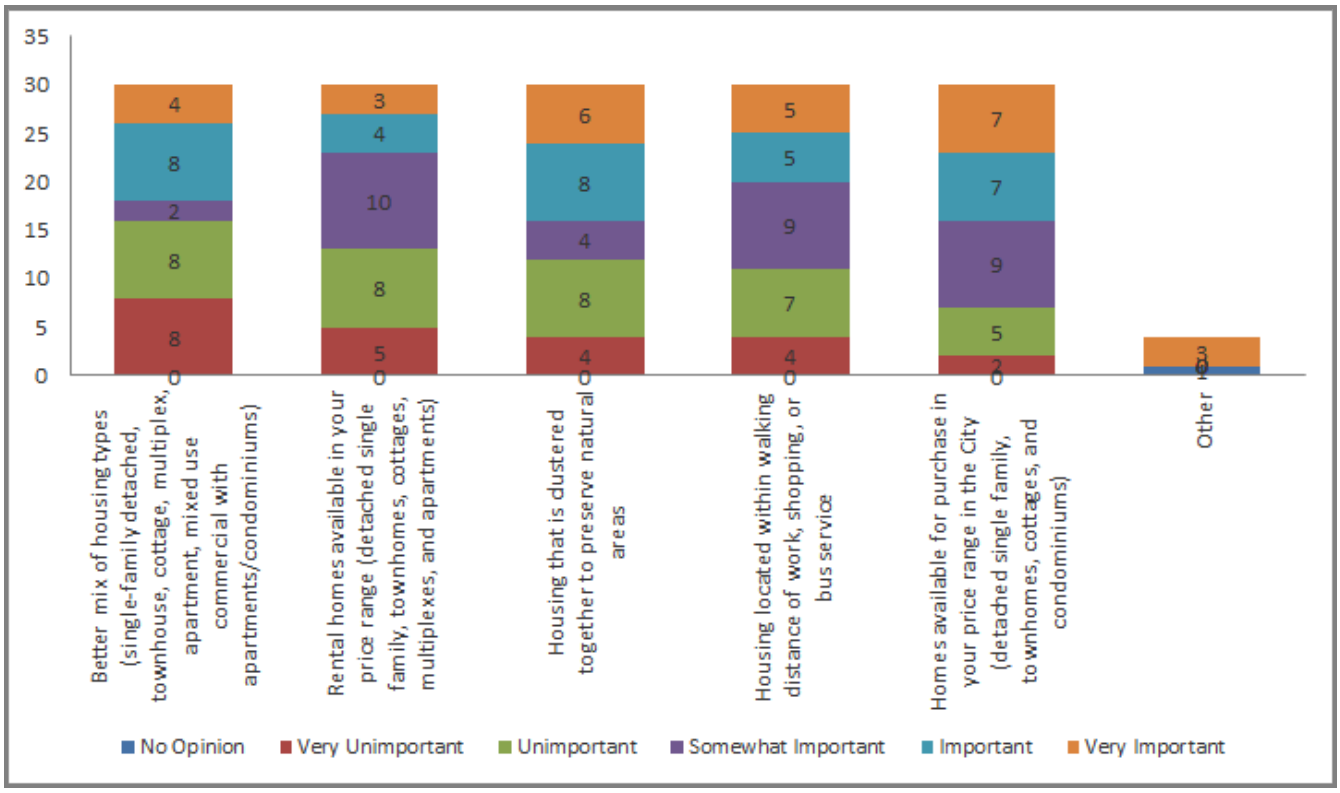
Thirty respondents could choose among the following housing characteristics and their level of importance:

- Better mix of housing types (single-family detached, townhouse, cottage, multiplex, apartment, mixed use commercial with apartments/condominiums)
- Rental homes available in your price range (detached single family, townhomes, cottages, multiplexes, and apartments)
- Housing that is clustered together to preserve natural areas
- Housing located within walking distance of work, shopping, or bus service
- Homes available for purchase in your price range in the City (detached single family, townhomes, cottages, and condominiums)

In general there were no strong levels of importance of any of the characteristics. Those characteristics found very important or important totaled less than 50%. When adding in "somewhat important" the responses were a little more distinct and above 60%:

- Homes available for purchase in your price range in the City (detached single family, townhomes, cottages, and condominiums)
- Housing located within walking distance of work, shopping, or bus service
- Housing that is clustered together to preserve natural areas

Figure 6. Most Important Housing Characteristics



Source: BERK 2013

Those that selected "other" provided additional thoughts:

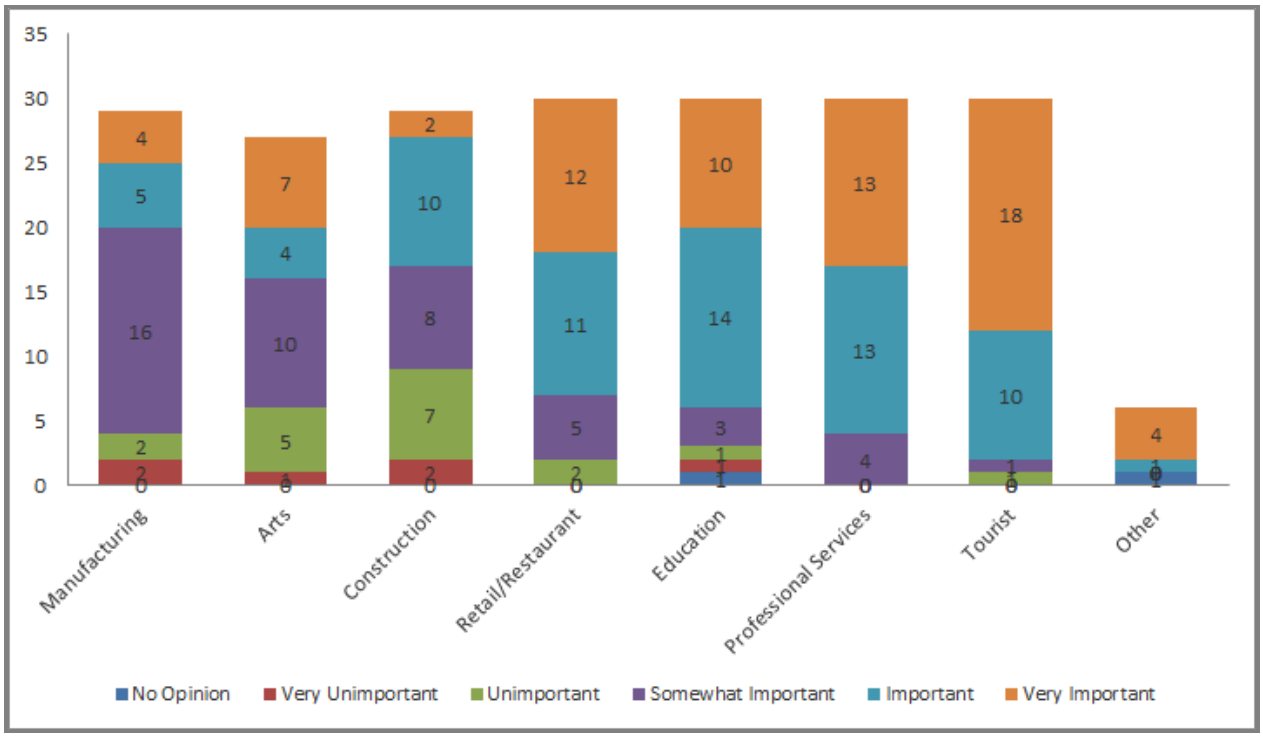
- Housing clustered together is the way forward.
- The city needs to get competent people in the public works department for this to happen. They don't know their jobs.
- Modify road ways leading into Woodinville and demand our city stop imitating an industrial dump site
- We need to mix R2 (e.g. 2 SFR/acre), R3 and possibly some R4 sized lots into the R1 zoned areas of the city (60% is R1). We can do this without compromising woodland character. Much of the R1 is already at R2 densities, it works just fine. There is much room for improvement regarding housing choice and offering something in-between R8 and R1. Recent zoning changes have made it even more difficult to introduce housing choices.
- Don't MIX housing types. Keep housing zones clearly separated.
- affordable senior housing now that Canterbury Square is gone

Question 7: What types of employment opportunities do you believe Woodinville should encourage?

Thirty respondents provided their opinions about the types of employment opportunities Woodinville should encourage. Top responses included the following:

- Tourist
- Professional Services
- Education
- Retail/Restaurant

Figure 7. Type of Employment Opportunities Woodinville Should Encourage



Source: BERK 2013

Those that selected "other gave additional thoughts:

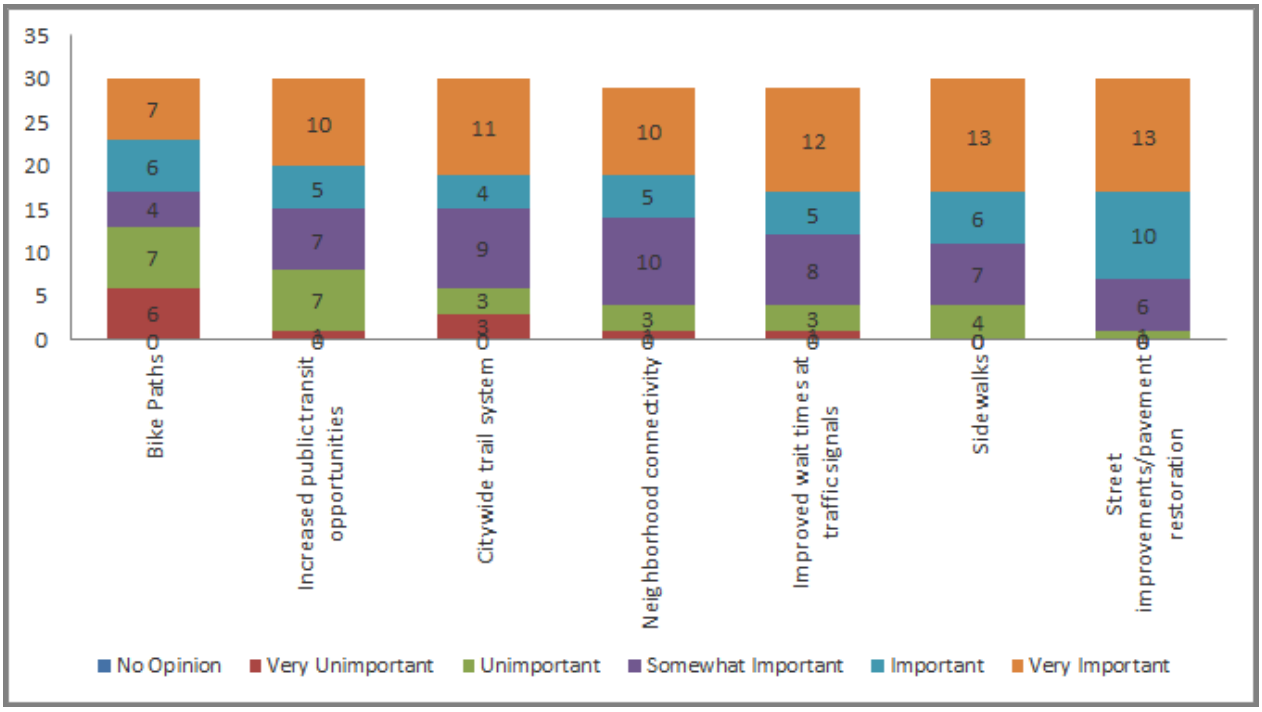
- Tourist - think wine industry and what has the City done for this lately?
- LOWER small business taxes and remove bureaucracy/permit hell
- Some small to medium-sized, business and professional offices. For instance, Cypress Semiconductor used to have an engineering center in Woodinville until they relocated to Lynnwood.
- Technology
- Supporting our local wine, beer and distillation companies
- High tech

Question 8: How important are the following traffic investments to you?

Traffic investments were rated in terms of importance by thirty respondents, with the following top rated as very important or important:

- Street improvements/pavement restoration
- Sidewalks
- Improved wait times at traffic signals

Figure 8. Important Traffic Investments



Source: BERK 2013

Those that gave information under "Other" said:

- Look at the sidewalks on the east side of 166th Ave NE. What a complete joke! The city of Woodinville should be embarrassed. The city needs competent people in the public works department.
- Improve aesthetic look of our city, outside of 175th street, initiate overhead walkways for students, bring in Kirkland developers and follow their example.
- Lighting is important also, maybe that goes dim in the later evening to reduce light pollution
- No voting buttons for this one. Are you trying to trick people into saying city wide trail system is important? It is not.

Question 9: Is there anything else related to Woodinville's 2015-2035 Comprehensive Plan you would like us to know?

Thirteen persons shared the following opinions about transportation, businesses, housing, and other topics:

- Roads are very narrow. We have very few highways. We have worst roads in the country. At lease make 4 lane roads.

- Until the city employs competent people and purges the city council, this survey is of no use. Based on the city's history, it's very clear that the people in public works and city hall are completely incompetent.
- REMOVE the mound of dirt and construct something, around the first 202 circle. Hazardous and unsightly
- no
- City vision has often been interpreted that the only way to maintain woodland character is to keep R1 zoning only; there are viable alternatives to this way of thinking. City vision also is often interpreted that housing must be concentrated downtown; this completely ignores the market for single family homes and all the benefits it provides for a community, and completely ignores viable options that would serve both existing and new residents.
- Your plans to stop re-zoning to cram more homes per acre.
- No thank you.
- Trolley connecting the Tourist District, Warehouse Wineries, and CBD is an excellent idea. Commuter rail and/or more road capacity to Redmond, Kirkland, and Bellevue would be great.
- improve freeway access to industrial area
- Many bicyclist groups use 156th for cycling. Please consider either restricting their usage or making a wider road with bike lanes. There is not enough room for the bikes and cars to travel safely together. Often bikers are 3 x 3 on the road and I have almost been hit several times head on by cars trying to pass them.
- public education
- na
- Please worry less about the streets and housing, and focus more on helping local business people start up their wineries, micro-breweries and craft-distilleries. Unblock (or ease) regulations and permitting to help businesses start and succeed.

Question 10: Would you like to join our contact list to receive information and notices on future meetings related to Woodinville's Comprehensive Plan Update? If so, please include your email address.

Eighteen persons provided their email addresses to be contacted in the future. The Development Services Department has added these addresses to a contact list for future public input opportunities.

Woodinville Comprehensive Plan Update
Vision 2035 Public Meeting

Meeting Summary: November 13, 2013

OVERVIEW

The City of Woodinville held a public meeting on November 13, 2013 from 6:30 to 9 pm in the City Council Chambers, 17301 133rd Avenue NE, Woodinville. Notice of the workshop was placed in City View a newspaper insert in the Woodinville Weekly issued November 4, 2013. The insert is delivered to every address in Woodinville. An agenda and press release were also provided to the media and posted on the website. Approximately 11 persons participated at the workshop including Planning Commissioners and a City Council person.

The purposes of the meeting were:

- To invite the public to provide input on the vision for the City's Comprehensive Plan Update.
- To gather information from citizens on their desires and preferences for future development in the City.
- Share information on:
  - Growth Management Act Requirements
  - Project Objectives and Schedule
  - Growth Targets & Horizon Year

An open house was held for about 30 minutes followed by a presentation. After an introduction by Dave Kuhl, Development Services Department Director, Lisa Grueter, with BERK Consulting, presented information on the purpose of the Comprehensive Plan Update and trends. Bob Bengford, with MAKERS, provided an overview of the workshop exercises. The small group exercises included Interactive stations with facilitated 30-minute small group exercise with questions and boards.

Stations included the following topic areas:

- Visioning
- Character and Quality of Life
- Housing & Jobs
- Facilities, Services, Transportation, and Taxes
- Natural Environment and Sustainability

Facilitators at the stations included: John Owen and Bob Bengford, MAKERS; Lisa Grueter and Kevin Gifford, BERK; and Alexandra Sheeks, Tom Hansen, and Sarah Ruether, City of Woodinville. Notes from the facilitated discussion are provided below.

Persons could fill out a questionnaire or participate in the small group discussion on all the above topics. No persons returned a hard copy questionnaire at the meeting. However, nearly 45 persons have filled out a questionnaire at the City's website to date where questions similar to the above topics are found. The online questionnaire is summarized under separate cover.

VISION STATEMENT

The group engaged in a robust discussion on the existing vision statement. Below are comments and possible changes for future discussion:

In the year ~~2015~~2035, Woodinville is a safe, friendly, diverse, and family- oriented community that supports a successful balance of neighborhoods, parks and recreation, tourism, and business. We have preserved our Northwest woodland character, our open space, and our clean environment. We have enhanced our strong sense of community and our ability to move freely ~~throughout the community~~ by all modes of travel. Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown that is attractive and functional.

Other notable visioning related discussion comments:

- Woodinville is very unique in the region – with our "close in rural character." This refers to the following aspects:
  - The large R-1 zones – as such areas are very rare this close to Seattle/Bellevue urban centers.
  - The large open spaces/farmland in the Sammamish River Valley south of Downtown, which are largely outside of the city and the urban growth area, and largely protected as permanent open space/farmland use (via Transfer of Development Rights).
- How do we measure success?
  - Metrics & Growth
- Discussion on "Northwest Woodland Character"
  - Much of downtown doesn't exemplify the Northwest Woodland Character look, though most of the buildings were built before the city's guidelines were in place.
  - Exemplified by the preservation of natural areas within and surrounding the city, by the design of new developments, notably City Hall, and by the type of landscaping (heavy emphasis on native plants) used for new and remodeled developments.
  - Blending of natural and man-made character.

Comment [b1]: Participants felt that by just saying "family-oriented" that it might be excluding others and that perhaps we add the term "diverse" to be more inclusive and recognize evolving demographic changes here and within the region.

Comment [b2]: Greater recognition/emphasis on growing wine tourism and its impact on the character and identity of Woodinville

Comment [b3]: Participants still thought this term was appropriate and that it was exemplified by the preservation of natural areas within and surrounding the city , by the design of new developments, notably City Hall, and by the type of landscaping (heavy emphasis on native plants) used for new and remodeled developments.

Comment [b4]: By open space, participants noted that the farmland and open spaces that surround the city are extremely important to the character and livability of the city.

Comment [b5]: Participants felt that a greater focus on creating a stronger sense of community was important, not just in the look of the community, but in terms of programs and activities.

Comment [b6]: Participants noted that more work here is needed and wondered if "moving freely" is the appropriate wording here.

Comment [b7]: Group discussion clarifying that this means walking, bicycling, transit, and vehicles.

Comment [b8]: And vibrant riverfront mixed-use & tourist district.

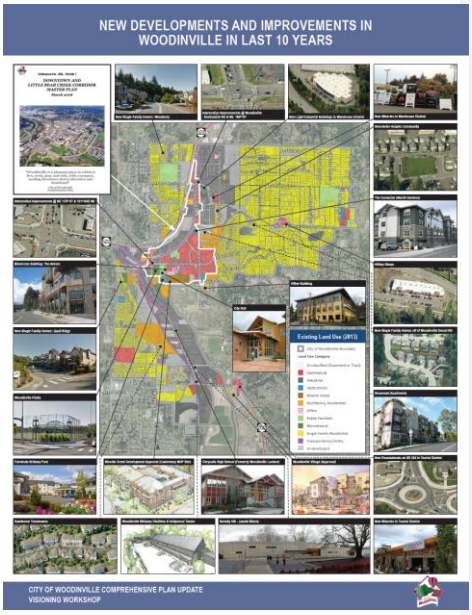
- Discussion on housing diversity.
  - The R-1 type lots/housing add to the diversity of housing stock in region.
  - City has more jobs than housing. More housing needed for newer generations, particularly in appropriate areas served by transit and good access to services.
  - City currently lacking land areas for new multifamily (except for CBD via redevelopment) and other compact forms of single family housing
- Perhaps to expand on the vision statement in the Comprehensive Plan, we create a chart that expands upon the key concepts in the vision statement. Example:

Priority	Goal	Progress	Measure	Where Go
	Safe			
	Friendly			
	Diverse			
	Family-friendly			
	Tourism			
	Move freely			
	Inviting Downtown			

CHARACTER DISCUSSION

The group reviewed a poster that included images and examples of new development and actions that have occurred over the past ten years and were asked (1) whether the City was moving in the right direction given these changes and (2) what other changes/actions are desired to improve the character and quality of life in the city?

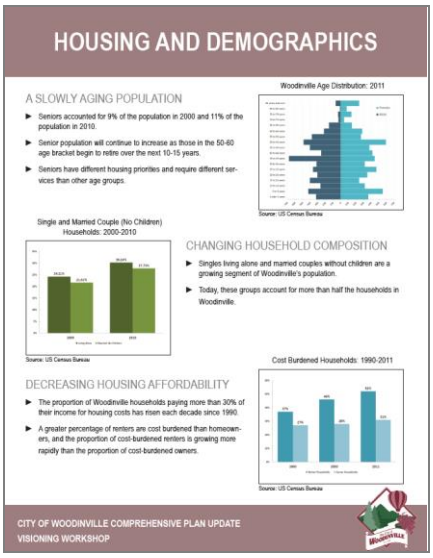
- Recession held back a lot of development over the past decade
- Perception that not much has happened over the past decade, but it's not necessarily true when examining the number and types of new development listed in the workshop poster. Perhaps there's a way to point out those things that have changed to the community.
- The main drag needs to be re-done (175th) (current businesses do not fit with desired character)
- Hard to access SR 522 – need work with state and Bothell to improve connections

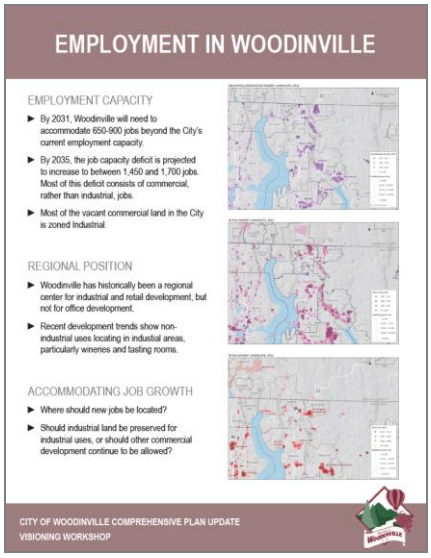


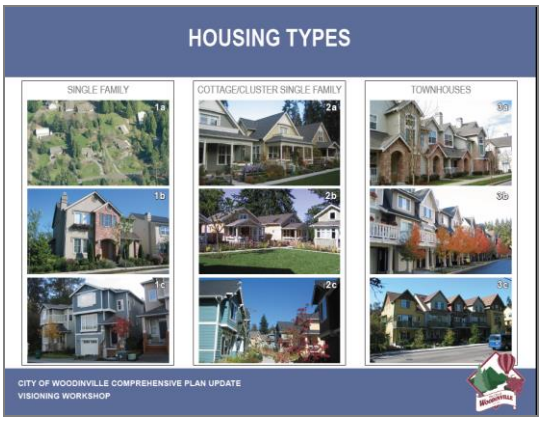
- Discussion of the industrial areas – both accommodating increasing wineries and other uses, but the southern industrial is particularly ripe to transition to a mixed-use tourist district, given recent changes and its location adjacent to the Sammamish River and Trail
- See Northwest Woodland Character comments/discussion above.
- Museum (?)

HOUSING AND JOBS DISCUSSION

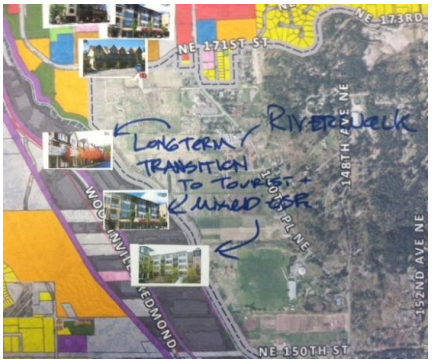
The group reviewed housing and employment capacity and growth targets for 2031/2035, demographic statistics and trends, discussed the need for a broad range of housing types in key locations, and discussed ideas on adding employment capacity in the next twenty years.







Discussion:



- Future pressure for housing may require review of building heights limits – even in Downtown where heights were recently increased.
- Residential uses may begin to encroach into industrial areas.
- Consider integrating housing together with wine tourism and mixed uses in the South Industrial area to bring in more jobs and create a more attractive district with direct access to the Sammamish River.

PARKS AND RECREATION

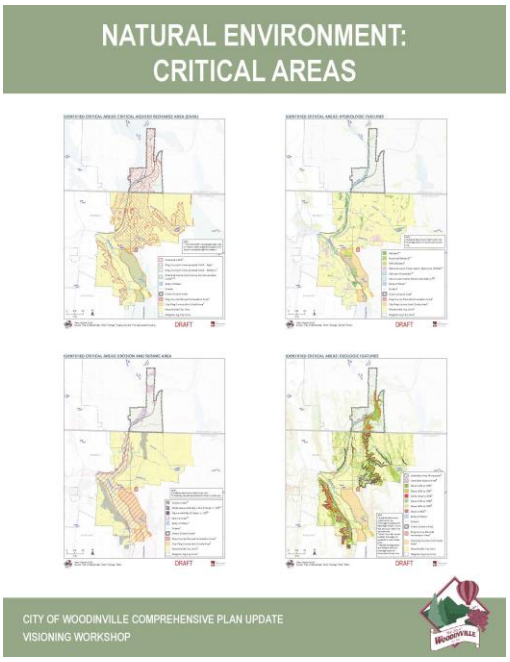
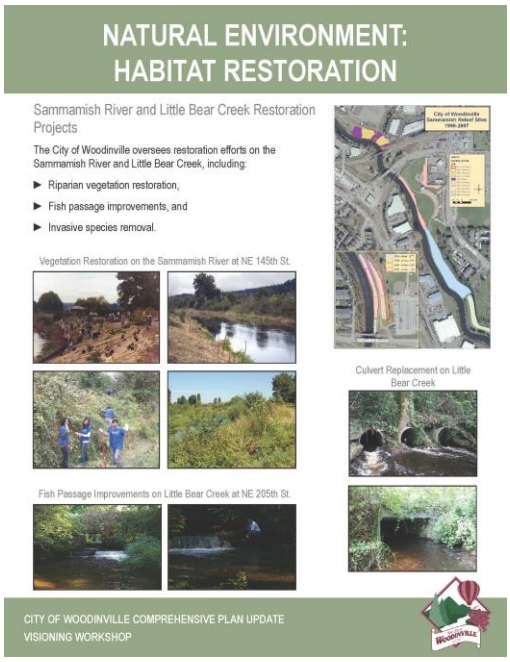
Participants were asked: *Over the next ten years, what are the 2 most important priorities for the City to focus on and dedicate financial resources to when it comes to parks/recreation?*

- Trails were discussed as the most popular feature – (particularly for walking)
- Cooperate with King County especially regarding trails in the southern Tourist District
- Pursue Powerline Trail
- Use parks for concerts
- Retain reserves in case park/open space opportunities come up

TRANSPORTATION

Staff summarized planned/proposed transportation improvements and parallel transportation planning efforts and asked participants for their thoughts on major transportation concerns, requests, and suggestions.

- Funding Priorities:
  - Motorized vs. Non-Motorized
  - Where's the balance?
- Lack of regional transit facilities. Existing park and ride is in the center of town, but not convenient to SR-522 access.
- Keep traffic moving through choke-points, but find ways to let non-motorized use the corridor, as well
- Interest in a shuttle connector between tourist district and Downtown

NATURAL ENVIRONMENT

Background information on City Natural Environment activities was discussed, particularly restoration, though a small group discussion was not held. Posters available at the workshop are shown below.