

APPENDIX K

Record of Public Involvement

1. Public Meetings



**Summary of Public Involvement for the Downtown and Little Bear Creek Corridor
Master Plan (as of January 14, 2004)**

This Master Plan is the result of the most extensive public involvement process in the City's history. Since April of 2001, to date, this process has included 75 public involvement opportunities, including meetings of the City Council, Planning Commission, Parks and Recreation Commission, joint Commission meetings, Master Plan workshops, neighborhood outreach sessions and key stakeholder meetings. The documented attendance at these opportunities is 260 persons, although not all persons attending signed attendance sheets. A total of 671 written comments have been received and 232 oral comments have been noted in minutes of meetings or staff notes. Below is a summary of public involvement, followed by the number of meetings or comments received.

Summary of Public Involvement

Public Meetings

Planning Commission meetings:	37
Park and Recreation Commission meetings:	8
Joint Planning/Park & Recreation Commission or City Council meetings:	8
Master Plan workshops:	5
Key Stakeholder meetings:	5
Outreach meetings in stores:	8
Wedge Neighborhood meeting:	1
Open house at City Hall:	1
Public Hearing (12/03/03 and 12/10/03):	2
 Total Public Meetings (through January 14, 2004)	 75

Written Comments

Written comments received at Planning Commission meetings or by mail or email:	64
Written comments received at the 5 workshops (summarized in the Master Plan Workshop Appendix K-2):	188
Written comments received through the fall 2002 mailer sent to City addresses	387
Written comments received at the Wedge Neighborhood meeting:	8
Written comments received at the Public Hearing	24
 Total Written Comments (through December 17, 2003)	 671

Oral Comments

Oral comments from Planning Commission meeting minutes:	179
Oral comments noted by staff at the Wedge Neighborhood meeting:	32
Oral comments received at the Public Hearing (12/03/03 and 12/10/03):	21
 Total Oral Comments (through December 10, 2003)	 232

**Downtown and Little Bear Creek Corridor Master Plan
Public Meetings
(April 18, 2001 – January 14, 2004)**

April 2001	
04/18/01	Identified Corridor issues, items, and concepts to be addressed in the visioning process. ⇒ Planning Commission
May 2001	
05/15/01	Public Open House. Kick – off meeting for road improvements project and corridor study concept. ⇒ Public ⇒ Corridor Property Owners
June 2001	
06/15/01	Identified possibility of land use changes including allowed uses and development regulations within the (General Business) GB Zone. Planning Commission requested tour of corridor and building height examples. ⇒ Planning Commission
August 2001	
08/02/01	Reviewed Work Program for Park Department. ⇒ Parks & Recreation Commission
08/15/01	Tour of Corridor Area and building height examples. ⇒ Planning Commission
September 2001	
09/05/01	Developed Draft Corridor Master Plan Goals and reviewed Master Plan Work Program. ⇒ Planning Commission
09/06/01	Developed Draft Corridor Master Plan Goals and reviewed Study Area boundaries. ⇒ Parks & Recreation Commission
09/19/01	Reviewed revised Draft Corridor Master Plan Goals and Study Area boundaries. ⇒ Planning Commission
October 2001	
10/04/01	Reviewed Corridor Natural Systems Data presented by staff. ⇒ Parks & Recreation Commission
10/17/01	Reviewed Corridor Natural Systems Data presented by staff. ⇒ Planning Commission
November 2001	
11/01/01	Reviewed Social Systems Data presented by staff. ⇒ Parks & Recreation Commission
11/11/01	Joint meeting between the City Council, Planning Commission, and Parks Commission to discuss the vision for the Downtown Master Plan. ⇒ Council and Commissions
11/28/01	Reviewed Social Systems Data presented by staff. ⇒ Planning Commission
December 2001	
12/06/01	Reviewed presentation by University of Washington Students on corridor concepts. ⇒ Parks & Recreation Commission
12/12/01	Identified specific key features to be in the Corridor Master Plan. ⇒ Joint Commission Meeting
January 2002	
01/29/02	First Downtown Master Plan Meeting. Questions asked: What improvements would you like to see in Downtown Woodinville? What are your top two improvements? ⇒ Commissions ⇒ City Council
March 2002	
03/04/02	Key Stakeholder Interviews. ⇒ Staff
03/28/02	Second Downtown Master Plan Meeting. Evaluate and comment on alternative development concepts. ⇒ Commissions ⇒ City Council
April 2002	
04/11/02	Itemized Corridor feature priorities. ⇒ Joint Commission Meeting
04/22/02	Key Stakeholder Interviews. ⇒ Staff
May 2002	
05/23/02	Third Downtown Master Plan Meeting (First integrated DT and LBCC meeting). Evaluate and comment on refined concepts. ⇒ Commissions ⇒ City Council

June 2002	
06/10/02 Received update on Master Plan progress and approved integration with the Downtown Master Plan.	⇒ City Council
06/25/02 Individual Little Bear Creek Corridor (LBCC) Stakeholder Presentation of Master Plan concepts.	⇒ Corridor Property Owners
06/25/02 Introduction of Plan integration with Downtown Plan and draft concepts of Corridor (Open House).	⇒ Public ⇒ Commissions ⇒ City Council
July 2002	
07/11/02 Fourth Downtown Master Plan Meeting (2 nd ST and LBCC meeting). Evaluate and comment on refined concepts.	⇒ Public ⇒ Commissions ⇒ City Council
07/25/02 Final workshop to identify preferred concepts of circulation, land use, and parks/open space.	⇒ Public ⇒ Commissions ⇒ City Council
August 2002	
08/01/02 Parks and Recreation Commission: reviewed and discussed Mailer.	⇒ Staff ⇒ Parks & Recreation Commission
08/07/02 Planning Commission meeting: reviewed and discussed Mailer.	⇒ Staff ⇒ Planning Commission
September 2002	
09/03/02 Community Information Session. Public Outreach – Tully’s.	⇒ City Council ⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
09/04/02 Community Information Session. Public Outreach – Albertson’s.	⇒ City Council ⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
09/04/03 Planning Commission meeting: Draft Regulations Discussion.	⇒ Planning Commission ⇒ Staff
09/05/02 Community Information Session. Public Outreach – QFC.	⇒ City Council ⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
09/07/02 Community Information Session. Public Outreach – Barnes & Noble.	⇒ Planning Commission ⇒ Staff
09/10/02 Community Information Session. Public Outreach – Top Foods.	⇒ Staff ⇒ Parks & Recreation Commission
09/12/02 Community Information Session. Public Outreach – Barnes & Noble.	⇒ City Council ⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
09/18/02 Planning Commission meeting. Joint Meeting format discussion.	⇒ Planning Commission ⇒ Staff
09/26/02 Public Outreach for Mailer Questions – Barnes & Noble.	⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff

09/28/02 Public Outreach for Mailer Questions – Starbucks.	⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
October 2002	
10/02/02 Planning Commission meeting: Draft Plan Presentation.	⇒ Planning Commission ⇒ Staff
10/03/02 Parks & Recreation Commission meeting: Draft Plan Presentation.	⇒ Parks & Recreation Commission ⇒ Staff
10/16/02 Public Open House 5-7*. Joint Planning Commission and Parks & Recreation Commission meeting.	⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
10/16/02 Joint Planning Commission and Parks & Recreation Commission meeting. Public Roundtable.	⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
November 2002	
11/06/02 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
11/20/02 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
December 2002	
12/04/02 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
12/18/02 Joint Planning Commission and Parks & Recreation Commission meeting. Master Plan Study Session on parks, trails, & open space concepts.	⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
January 2003	
01/08/03 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
01/15/03 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
February 2003	
02/05/03 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
02/13/03 Public Workshop for Downtown Property Owners on Grid Road.	⇒ Staff
02/19/03 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
March 2003	
03/04/03 Wedge Neighborhood Forum.	⇒ City Council ⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff
03/05/03 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
03/06/03 Parks & Recreation Commission Park Blocks Revision Review.	⇒ Parks & Recreation Commission ⇒ Staff
03/19/03 Joint Commission meeting for Park Block Review.	⇒ Planning Commission ⇒ Parks & Recreation Commission ⇒ Staff

April 2003	
04/02/03 Planning Commission meeting. Working Draft Master Plan Study Session – Developer Roundtable Discussion.	⇒ Planning Commission ⇒ Staff
04/09/03 Planning Commission meeting. Working Draft Master Plan Study Session – Outstanding Issues.	⇒ Planning Commission ⇒ Staff
04/23/03 Planning Commission meeting. Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
May 2003	
05/07/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
June 2003	
06/04/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
July 2003	
07/02/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
07/16/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
August 2003	
08/20/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
September 2003	
09/03/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
09/17/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
09/24/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
October 2003	
10/01/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
10/22/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
November 2003	
11/05/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
11/12/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
11/19/03 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
December 2003	
12/03/03 Planning Commission meeting – Public Hearing on the Working Draft Master Plan.	⇒ Planning Commission ⇒ Staff
12/10/03 Planning Commission meeting – Public Hearing (continued) on the Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff
January 2004	
01/14/04 Planning Commission meeting - Working Draft Master Plan Study Session.	⇒ Planning Commission ⇒ Staff

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2. Master Plan Workshops

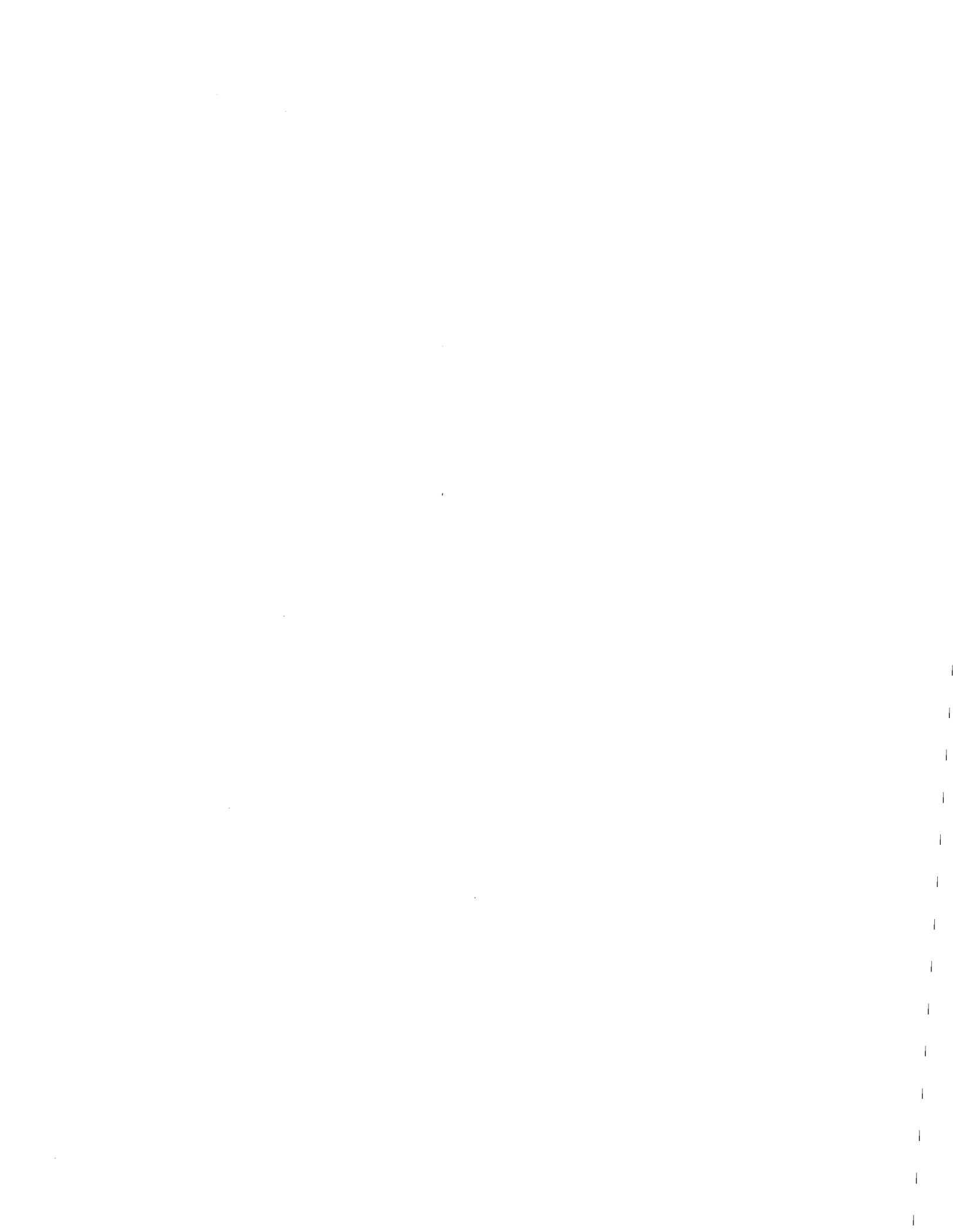
A.	Work Session 1 – January 29, 2002
B.	Work Session 2 – March 28, 2002
C.	Work Session 3 – May 23, 2002
D.	Work Session 4 – July 11, 2002
E.	Work Session 5 – July 25, 2002

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2. Master Plan Workshops

Work Session 1 – January 29, 2002



Woodinville Downtown Master Plan Work Session 1: January 29, 2002 Public Comments Received



Summary

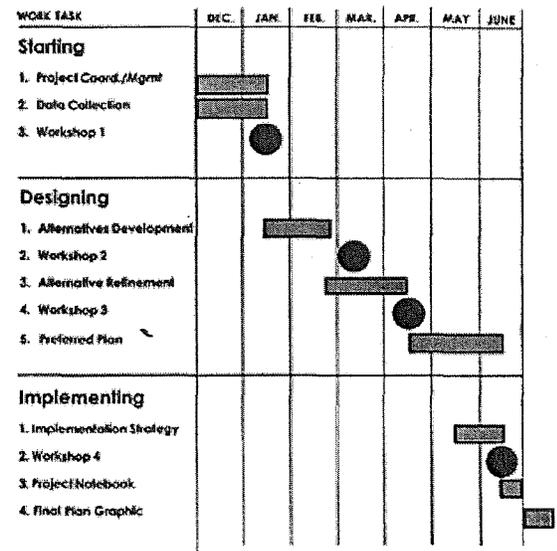
Approximately 60 people interested in contributing to the design and future development of Downtown Woodinville met for Work Session #1 of the Downtown Master Plan Study. In opening remarks, Councilperson Don Brocha said the master plan is a critical and logical next step for the City in an ongoing process. Carl Smith, City Planner explained that the basis of the downtown plan stems from the City's 1996 Comprehensive Plan vision: "...Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown that is attractive and functional."

The Work Session took place on the evening of January 29, 2002 at City Hall. The purpose of the meeting was to identify community and stakeholder desires and concerns for Downtown Woodinville. This meeting was the first of four public work sessions that will be used to generate design concepts. These concepts will be refined and presented at subsequent meetings (see work task schedule).

The meeting focused on the following questions:

1. What improvements would you like to see in Downtown Woodinville?
2. What are your top two improvements?

The table below summarizes the top ten improvements noted on the response sheets, and indicates common themes for Downtown Woodinville. **Work Session 2 is scheduled for Thursday, March 28 from 7 to 9 PM.** The purpose of this meeting will be to establish project goals, and review and evaluate preliminary design alternatives.



Top 10 Improvements Suggested by Participants

Improvement	Number of Times Noted	% of Top Ten Improvements
1) Create an attractive, pedestrian-friendly environment.	21	18%
2) Address traffic issues, particularly congestion on 175th Street.	21	18%
3) Create and improve parks and open spaces.	15	13%
4) Encourage multi-level, higher densities or taller buildings.	15	13%
5) Create mixed-uses including more residential uses.	13	11%
6) Establish a library and/or a theater downtown.	10	9%
7) Limit density and keep height to under 4 stories.	8	7%
8) Protect and enhance access to Little Bear Creek.	6	5%
9) Encourage unique shops/discourage strip-mall development.	6	5%
10) Minimize surface parking, consider structured/underground options.	5	4%
Total	120	100%

Woodinville Downtown Master Plan Work Session 1: January 29, 2002 Public Comments Received



Small Group Presentations

Participants worked in groups of four to eight people at each discussion table to address improvements they would like to see in Downtown Woodinville. Their responses and observations are summarized below:

Table 1

- Busy traffic on 175th needs to be addressed.
- TRF layout with massive parking and shopping at edge is not the desired pedestrian-friendly form.
- Green spaces with cars managed in structured parking is desirable.
- The downtown should be a destination center – not just a place for errands, or a truck route.
- Residential development in the downtown is desired.
- Downtown should have an inviting look.



Table 2

- The downtown should be pedestrian friendly.
- Downtown's design should have a garden orientation.
- Consider measuring the height limit in stories rather than in feet.
- Help manage traffic by connecting Garden Way down to the south bypass road (171st Street).
- Create a transit-oriented development at the Park & Ride lot.

Table 3

- The downtown should be pedestrian friendly.
- Park underground. Replace surface parking lot with pedestrian friendly places.
- Building heights should be no taller than the tallest tree.

Table 4

- Consider one-way auto circulation on 175th and 171st Streets to relieve traffic gridlock.
- A reparatory theater needs a downtown venue.

Table 5

- The wine clientele and tourist district present an opportunity. Give them downtown amenities to enjoy.
- No strip malls.
- Make downtown work without the need to drive.
- Establish more green and parks.

Woodinville Downtown Master Plan

Work Session 1: January 29, 2002

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Table 6

- Emphasize Woodinville's history, for example with historical markers.
- Provide multifamily residential uses.
- Provide mixed uses.
- Allow office uses.
- Grow north along Woodinville Snohomish Road meeting design guideline requirements.
- Locate a professional quality theater venue in the downtown.
- Provide a fareless shuttle.
- Explore opportunity for train station on the east side of the river.
- Provide a community gym.

Table 7

- Retain Molbak's.
- Existing scale is good. Don't go higher than three stories.
- Retain and improve the cemetery.
- Improve street capacity on 175th Street and 140th Avenue/
- Make streets pedestrian friendly. Provide attractive, pleasant outdoor seating.
- Link to bike path along river by adding bike path to 171st.
- Provide structured and buffered parking.
- Provide mixed uses.
- Add parks.

Table 8

- Create an 18 to 24-hour destination city.
- CBD zoning to allow for mixed uses.
- Woodinville Creek to be designed as a gateway to the downtown.
- Plan traffic flow to improve business viability.
- Five to seven stories for maximum heights.
- Integrate streams in the downtown.
- Encourage non-motorized uses.

Table 9

- More community uses – i.e. library, arts facilities and classes.
- Provide open space and greenery.
- Provide pedestrian and bicycle connections throughout the downtown.
- Pedestrian and bicycle supportive design
- Change restrictions so we can go up (build taller).
- Provide a fountain with seating – a downtown focal point and community gathering place.
- Use the parking availability at the Tourist District and make coming upriver an attraction: gondolas and horse-drawn carriages. Tie the districts together with complementary uses.
- Use water in the downtown as an amenity for Woodinville residents.

Table 10

- Provide visual breaks – well-placed open space.
- Improve the use of DeYoung Park.
- Address the traffic problem.
- Provide a downtown library – now that place is Barnes & Noble.
- Expand to the north with green space and sidewalks along Woodinville-Snohomish Road.
- Connect the design of architectural development to the CBD.

Woodinville Downtown Master Plan Work Session 1: January 29, 2002 Public Comments Received



Written Responses

Forty-nine written response sheets were collected and recorded below. In some cases, more than one person responded on a single sheet. Responses addressed the following questions:

**What improvements would you like to see in Downtown Woodinville?
What are your top two improvements?**

1. Improvements:

- We would like to see a more garden-friendly city. With Molbak's central to our town's identity, it only seems natural to extend the "look" of gardens throughout the city. Planters, pots, green areas that invite lingering and/or walking.
- Fountain with seating so people could meet, some similar to "the bears" fountain in Redmond Town Center.

Top two improvements:

1. More gardens, open spaces, people-friendly areas.
2. Traffic improvement down 175th to make it more pedestrian-friendly.

Comments: A wonderful forum for residents/business owners!

2. Improvements:

- Increase the number of people living in the CBD and encourage them to walk and ride bikes into the business and shopping center. To accomplish this, the height of buildings in the area should be much higher so it is economical for everyone.
- Make the CBD pedestrian friendly. Put more walkway and rest stops, perhaps a fountain, through the CBD and shopping center in the CBD.

Top two improvements:

See above.

3. Improvements:

- Reduce pedestrian impediments by putting parking underground. Reduce the "car town" feel of the TRF central plaza.

Top two improvements:

1. Add train overpasses/underpasses connecting Woodinville-Snohomish Road and Little Bear Creek.
2. Add 5 to 7 story buildings (mixed-use). Use the permit fees to fund #1.

4. Improvements:

- Road grid improvements paid by tax payers.

Top two improvements:

1. Higher density in downtown.
2. Better traffic flow.

5. Improvements:

- More green.
- Less parking spaces – change to parking garage.
- Civic Area.

Top two improvements:

1. To change the existing "parking lot" felling of downtown to a parking structure and give more green pedestrian-friendly, community gathering space.

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2. To clean up the 175th Street for more attractive green areas and utilize by-pass of 171st Street more. Add a bypass from exit to 202 over train/under train tracks.

6. Improvements:

- Make downtown a more pedestrian, garden wise and friendly city. This would be addressed by better traffic, pedestrian crossings and garden plantings and settings.
- Make Woodinville a destination place for all.

Top two improvements:

1. Put in more planters/greens/flowers focused on some pedestrian traffic and rest areas. Create more safe crossings for peds – across heavy traffic roads – 175th etc.
2. Bring in multilevel, multipurpose buildings ie: shops – condos, apartments above much like what has gone on in Redmond north of Ben Franklin.

Comments:

- Clusters of planted pots on key corners needing beautification.
- Would like to see hanging planters at some point.
- Sculpture and water (flowing) feature to enhance the city. Our Garden Club has donated pots which can be strategically used in cluster plantings.
- We have a vision of how this would work.
- 140th Avenue needs greenery.

7. Improvements:

- Make downtown area more pedestrian friendly. More vegetation. Garden friendly.

Top two improvements:

1. Traffic congestion.
2. More garden friendly. Find funding for using pots donated by the Woodinville Garden Club to enhance the pedestrian area and parks. We would also like to see water features in the pedestrian area and parks as well as artwork.

8. Improvements:

- The goal of “mixed-use” multi-story uses in the downtown is a good one but is difficult to attain because of preventative height limits.
- In order to encourage housing above retail shops, perhaps a better maximum would be number of stories (rather than feet).
- In other communities, four stories of housing above retail shops has worked well. Two stories of housing is too expensive to develop and that is the difficulty with the present plan.

Top two improvements:

1. Find a way to connect Garden Way to the south bypass (171st). (Map shows new north-south connection through Molbak's.)
2. Find a more productive use for the existing Park-and-Ride lot.

9. Improvements:

- On 175th, raise height limit to 6-stories to allow for retail and a minimum of four levels of apartments.

Top two improvements:

1. Raise height limits.

10. Improvements:

- More density within main downtown area so that perimeter more natural area can be enhanced.

Top two improvements:

1. Allow for more multifamily development in main core to improve density.
2. Make guidelines such that it allows for more creative design

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11. Improvements:

- More green spaces – garden/vegetation to give visual breaks
- Make downtown walking-friendly.
- Public art/sculpture/fountain.
- Townhouses with shops on 1st/ground level.
- Downtown civic/reparatory type theater.

12. Improvements:

- Need facilities to accommodate bikes and pedestrians. Bike lanes and sidewalks need to link where people live, work and play.
- We need sidewalks with separation from fast-moving traffic.
- We need more and safer crosswalks. I'd like to see more outdoor seating.

Top two improvements:

1. Better facilities for bicyclists.
2. Better facilities for pedestrians.

Comments

- Want to see more green belt connections, planted median islands.
- Want library downtown.
- Keep building heights to three stories or less.
- Like tourist points – wineries, breweries, Molbak's, Train Spirit of Washington.
- Encourage small businesses.
- Preserve historical places.
- Add bike lane and median island (shown on map on 131st and 171st Streets up into neighborhood).
- Connect neighborhoods with downtown.

13. Improvements:

- Add more open space and parks downtown. Wilmot and DeYoung Parks are great! Need more parks and connections between these parks.
- Add separated bike trail along NE 171st (shown on map on east side of 131st, north side of 171st past 140th). Add a bike trail (separated) by removing vehicle capacity. Would also help separate walkway from vehicles. Need bike trail to provide safe connection to bike trail along the Sammamish River.
- Also add landscaped median along NE 171st.
- Add more pedestrian crossings (shown on map at 175th St, 140 Ave., and Woodinville-Duvall Road around intersection area of these streets).
- Good location for housing and mixed-use is between Little Bear Creek and Woodinville Snohomish Road but protect Little Bear Creek.
- Add more retail that serves resident's day to day needs, rather than trying to be a major retail center.
- Keep existing street trees and add street trees for any new streets.

Top two improvements:

1. Bike trail on 171st.
2. Add more pedestrian crossings as shown on map (see above).

Comments: Things that are important to protect:

- Keep building heights at pedestrian, small town scale – not more than 3 stories in certain locations and predominately 1 to 2 stories.
- Keep NE 175th and 140th Ave. at existing car capacity. Don't expand.

14. Improvements:

- More public space for social interaction.
- Hide the cars.
- Capitalize on the water.
- Get rid of the strip malls.

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- Help make the downtown district pedestrian friendly (preferred) (fussganger zone)

Top two improvements:

1. Hide the cars.
2. Get rid of strip malls.

15. Improvements:

- We have very “run down” properties (buildings) along 175th, across from the cemetery. If these eyesores could be removed, and become the location for some of the “new ideas”, their removal would be welcome.
- Item 2 (location noted on map at southwest corner of 175th and SR 202 Woodinville-Redmond Road) hosts business after business that fails. No real backing is one problem. Traffic at that location would, prevent me from frequenting anything in that spot. Again, removal of these eyesores would be great.

Top two improvements:

1. Longer term – when we begin to develop along Woodinville-Snohomish Road – to safely integrate the Little Bear Creek as a beautiful, educational element (without exposing it in any detrimental way) of our city.

Comments:

- We have many things that are unique to Woodinville and we feel, must be retained. Specifically, Molbak’s don’t lose these guys due to...anything.

16. Improvements:

- On 175th: Easy access i.e. traffic to businesses. Congestion. Friendly/wider access by pedestrians. Tie 175th to 177th by more than one road. Open feeling of 175th.
- Public parking underneath
- Library to center of town to old school. Back to learning center.
- Keep buildings from contributing to congestion of 175th. No high rise. Like Kirkland Redmond dual use.

Top two improvements:

1. Access to businesses – utilize wider pedestrian, improve public parking
2. Enlarge open space of 175th.
3. Return Library to center of Woodinville. Bothell is closer!

17. Improvements:

- Perhaps we should consider what we want this to look like. I would like to see building no higher than 3 stories, with commercial fronts.
- I would like to see flowers on poles & on curbsides, similar to that of Edmonds.
- The plans to provide access to 405 need to be completed.
- Entry ways to city need to be somewhat standardized and enhanced.

Top two improvements:

1. Keep building heights to no more than three stories.
2. More open space and enhance gateways to city.

18. Improvements/Comments:

- Increase the height limit for the Sirkin property. The Comp. Plan puts Woodinville’s multifamily requirements on this parcel. Wetlands are so pervasive that without height limit adjustments it is unlikely enough housing can be built to satisfy comp plan requirements. By raising the height limits, building footprints can be smaller, thus helping create even more open space and helping the environment. Because of the lay of the land, increased height limits will not impact surrounding neighbors. Increasing the height limit will allow more people to live there, thus increasing the tax base and customer base for business.

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- Limit the height of all residential and commercial property so that views of Mt. Rainier can be allowed. It seems like a good job has been done already.
- The civic center is a must!
- It is very important to keep Molbak's.

23. Improvements:

- Increased housing opportunities – more people living downtown.
- Gathering areas with strong/safe pedestrian connections to housing/restaurants/businesses.
- Street improvements – sidewalks, street trees, street furniture, street edge landscaping, bicycle lanes (where appropriate).

Top two improvements:

1. More housing, but need to increase height (Sirkin R-48 site) to encourage and make Woodinville marketable to housing developers and also to get work force housing/affordable housing.
2. Public amenities – gathering areas, theater, friendly and connected to transit and connected to housing. (e.g. the fountain at Rose Garden sports arena in Portland.)

Comments:

Look at expanding plan area to include property on north side of Woodinville Snohomish Road – see above. This area has positive green amenities at the creek and should be physically and visually connected to the CBD area.

24. Improvements:

- More of the goods and services provided.
- Keep us off the freeways.
- Multi-story and multi-use facilities.

25. Improvements:

- To create a much more self-contained CBD environment – business, retail, services, entertainment and residential – combined with a 21st century infrastructure.

Top two improvements:

1. Bring life to the CBD after hours – mixed use/residential/pedestrian friendly.
2. Take the majority of parking underground.

26. Improvements:

- Small town feeling that has a unique atmosphere.
- Small, unique businesses.
- Bed & Breakfasts.
- Less traffic clogging (traffic management)
- Tourist-focused shops and unique restaurants.
- Vashon Island
- Historic feeling
- Museum, art, theater.

Top two improvements:

1. Avoid strip mall feeling. Small, unique shops.
2. Woodinville theater – student theater.

27. Improvements:

- Bring back the small town country feel by putting in small shops, galleries, boutiques.
- Make the town pedestrian friendly for out of town guests.
- Replace strip mall with small shops.
- Add more green areas, parking benches, wide sidewalks.

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- Tie-in to the wine country visitors and spirit of Washington train – provide shopping and restaurants for this crowd.
- Build Bed & Breakfast homes.
- Expand farmer's market.

Top two improvements:

1. Avoid strip malls – replace with individual shops.
2. Attract small businesses as opposed to large chains and franchises.

28. Improvements:

- Pedestrian friendly.
- Small town atmosphere
- Wine country feeling
- Bed & Breakfast
- Boutiques – avoid strip mall look.

Top two improvements:

1. Destination tourist zone.
2. Traffic management – pedestrian friendly.

29. Improvements:

- Develop boat traffic on Sammamish River. Whidbey is.
- Better traffic management
- Boutique feeling (ex. Kirkland; LaConner; Temecula, CA; Carmel, CA; Sebastopol, CA; Napa Valley; Georgetown TX.)
- Dog park
- Bed & Breakfast
- Wine country
- Avoid strip mall look.
- More landscaping – open spaces – trails.
- Theater – like Issaquah theater and museum.
- Make 175th visually more attractive.
- Underground parking.
- Downtown library branch.

Top two improvements:

1. Traffic management – especially 175th.
2. Small-town motif – charm – “stroll-friendly”

30. Improvements:

- Specialty shops – key off wineries (Carmel, CA)
- Keep Molbak's
- Pedestrian friendly
- Bed & Breakfasts
- Country village style – LaConner; Langley; Leavenworth; Temecula, CA; Vashon; Snohomish.
- Traffic issues – 175th.
- Restaurants (destination, unique)
- Portland Saturday Market concept.
- Destination tourist zone.
- Avoid strip mall look.

Top two improvements:

1. Destination tourist zone. Downtown Woodinville. Connect to winery and brewery district.
2. Traffic management.

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31. Improvements:

- We need more historic flavor. For instance, street naming, area naming, artifacts here and there, parks with something historic displayed, a museum in the community center, historical markers.
- Multi-story buildings throughout town.
- Street trees, sidewalks, plantings north of Highway 9, shaded benches.
- Small, downtown transit.

Top two improvements:

1. A museum in the brick school building.

32. Improvements:

- Allow/encourage a hotel zone.
- Complete NE 195th Street interchange to aid traffic.

33. Improvements:

- More trees and small parks.
- Pedestrian sized – pedestrian friendly buildings – small scale (under 4 story)
- More historic references: buildings, historic sites and markers.
- Better pedestrian amenities- crosswalks, walk signals.
- Routes for through-traffic to go around downtown.
- Transit.
- Parking under and on top of buildings – less parking lots.
- Keep Woodinville's unique character.
- Family-friendly activities.
- More offices downtown.
- Turn Sorenson parking lot into City Square.
- Community Center/Senior Center.

Top two improvements:

1. Pedestrian scale buildings friendly to walkers (under 4 stories), set back a bit from the street with pedestrian friendly sidewalks.
2. Better focus on attracting stable businesses and retaining existing small businesses that make Woodinville unique.

34. Improvements:

- Living quarters above stores in downtown area.
- Name streets and places after people, places.
- Train station – link to other train (Snohomish).
- Large square for group gatherings.
- Trees.
- Upgrade Highway 9 to improve main street into town.

Top two improvements:

1. Trees, parks.
2. Family attractions – arts, parks, events.

35. Improvements:

- Professional level theater.
- Smooth flow/interface of traffic into and out of town onto 522, 202, others.
- A sense of charm, new/retro ambience.
- Multi-story offices/residential.
- Library.
- Community sports gym.
- Activate or remove the Snohomish Road train tracks.

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36. Improvements:

- Shaded, covered benches in areas least expected (safe areas).
- Park areas with picnic areas near Target and transit.
- More historic places, markers.
- Small van (17 passenger – not small access type) service during early spring through fall.
- Less stacking of people on top of people. Or provide adequate playground area in the development. (Small basketball court, swings, climbing areas, etc.)
- Route traffic away from town.
- Social Service Center.
- Fountains in park areas and throughout town (tie-in a gray water process).
- Community theater.
- Library @ the Park & ride development.
- Senior Center @ the Park & ride development.

Top two improvements:

1. More housing for those under %20 median income free from K.C. Housing Authority. Rent/own plan.
2. Food bank, full service Social Service area @ the transit center development.

Comments:

Best place ever was for Social Services. That is a place where all those 5 cars can very easy get there.

37. Improvements:

- Would like to see a variation of multi-story buildings sprinkled through town.
- Would like to see historical markers placed around town.
- Would like to see future comercial development continue on Woodinville-Snohomish road with same development standards as NE 175th.
- Would like to see offices and residential as a permitted use in “General Business” areas such as the Woodinville – Snohomish Road.

Top two improvements:

1. Would like to see future comercial development continue on Woodinville-Snohomish road with same development standards as NE 175th.
2. Would like to see offices and residential as a permitted use in “General Business” areas such as the Woodinville – Snohomish Road.

38. Improvements:

- History: more historic flavor. We have the history and don't want to lose it. History makes a city into a warm fuzzy house. Personality! Markers, roads, names.
- Some more pedestrian amenities such as benches, green areas.
- Multi-story buildings throughout the town for height variation.
- Woodinville's commercial has only one way to grow – same design standards as NE 175th.
- Offices and residential should be a permitted use in the business-zoned areas so that multi-story buildings are feasible to be built.

Amenities to Work For (wish list):

1. Professional quality theater.
2. Free shuttle service or local business transit.
3. Community sports gym.
4. Main station, perhaps linked with other eastside cities.

39. Improvements:

- Make all places pedestrian friendly.
- Reduce traffic congestion.

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- Try to discourage single-story strip mall development.
- Enlarge the riverfront park.
- Library/civic center in the CBD.
- Sculptures around town.
- Bicycle friendly.
- Develop boundaries to the north along the Burlington Northern Right-of-Way
- Develop residential areas in core.
- Planting throughout core to enhance the urban forest concept.
- Several commercial/residential areas throughout core.
- Restrict some businesses within core. e.g. gas stations on too many prime crossroads focal points. Shield some businesses from street.
- Meandering walks with appropriate planting – both sides.

Top two improvements:

1. A cohesive traffic plan including the core, but not confined to it.
2. More park-like center with plantings throughout rather than in pockets.
3. Developments along river.

40. Improvements:

- One-way traffic immediately on 175th – “90 day benefit”.
- Multi-story car park in TRF suitably disguised, think of Freeway Park in Seattle.

Top two improvements:

1. One-way traffic on 175th/171st Streets.
2. Second center opened east Woodinville to drain off density and traffic.

Comments:

- Can you bring statistics to the next workshop on 1) percentage through vs. destination traffic; 2) number of trips per day/day of week/time of day/etc.; 3) density of population in city limits.
- City growth is organic (best) and so plan at a high level of principle rather than a nit-picking level, plus minimal detail standards, e.g. lighting, sidewalks, signage.
- Traffic and density are the enemy.
- Scope of downtown is too small for solution: a) Traffic solution needs large area with complete isolation of through vs. destination traffic; b) Density solution requires second center, say top of avondale, anchored by major store, e.g. Fred Meyer, offering alternative to existing downtown. Density solution requires limiting further destination developments to those that are unique to a city, e.g. performing arts, library, etc.

41. Improvements:

- Very necessary to improve the entrance streets on main downtown streets (widn, coordinate stop lights, etc.) The traffic NOW is bad. To improve retail stores would encourage even more traffic making the mess even worse. Improve traffic first.

42. Improvements:

- More pedestrian friendly.
- Add more trees/greenery to 175th & 140th & 171st.
- Add trees/green to parking lots.
- Add an indoor center similar to crossroads or third place books.
- Add places like Molbak's.
- Add sidewalk to Woodinville/Snohomish Rd. (Route 9) connecting downtown to High School and industrial park.
- Develop Park & ride – Enlarge shelter – redecorate.
- Add center islands to 171st with trees (similar to 148th in Bellevue). Slow down traffic.
- Remove (or redesign) large advertisement signs.

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- Add a library!
- Protect farmlands from further development.
- More attractive art.
- Possible rail (or monorail) connection
- Farmers market – locate in a parking lot near Molbak's.

Top two improvements:

1. Add library/community center/student union (like Third Place Books) possibly at the Park & Ride area with underground parking.
2. Add center islands to 171st.

Comments:

- Convert open lot to play field or park (indicates area between Little Bear Creek and Woodinville Snohomish Road on map).
- Thanks for the opportunity to contribute!

43. Improvements:

- Less strip malls/more sidewalk retail.
- Retain old trees.
- More restaurants, galleries.
- Bury utilities.
- Route traffic around town.
- Connect City Hall to 175th.
- Bridge 522 near Home Depot.
- Protect Little Bear Creek from development.
- Protect all farmland south of South Bypass.
- Better bike paths.

Top two improvements:

1. Protect Little Bear Creek.
2. Less strip malls/more retail on the sidewalk, along the street and housing.

44. Improvements:

- Parking must be provided around perimeter and naturally feed pedestrians into the retail and entertainment facilities. I like the look and feel of Redmond Town Center – you park and then get to walk from store to store.
- It would be nice to see the library downtown.

Top two improvements:

1. Make downtown more pedestrian inviting and friendly – streetscaping.
2. Focus on development of the area immediately north of the CBD along the tracks. That is such an eyesore now.

45. Improvements:

- Alleviate car traffic (congestion) on NE 175th.
- Widen sidewalks for benches, bicycle racks.
- Leave open undeveloped space, undeveloped. More parks, green space – functional. Continuous paths for pedestrians to walk.
- Leave historical buildings, structures – build around cemetery.
- Recreational areas – tennis, basketball, volleyball.
- Buffer zones to protect salmon habitat such as Little Bear Creek.
- Downtown library.

Top two improvements:

1. Retain small town feel by leaving farmland, historical areas, open spaces, (old structures, cemetery), wetlands – permanently.

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2. Alleviate congestion, more pedestrian friendly, safe (continuous) wide walkways.

46. Improvements:

- More parks – green space – open area.
- More bike-friendly streets – bike paths.
- Better flow of traffic.
- Building or theater for Woodinville Rep to perform in.
- Keep small-town feel.
- More restaurants.
- Gym for recreational use – basketball, volleyball.

Top two improvements:

1. Improve traffic.
2. More parks.

47. Improvements:

- To reduce traffic gridlock now present at peak hours, normally around 12:00 noon and evening commute hours.
- Traffic on 175th could be one-way for 3 lanes, allowing left lane for businesses on that side, a center lane for through-traffic and the right lane for businesses on that side.
- Through-traffic coming into Woodinville from the 522 Freeway could continue on 171st to 140th. This would allow 4 lanes for this travel. I feel that one-way travel would greatly relieve the bumper-to-bumper tie-ups through Downtown Woodinville.

Top two improvements:

1. Traffic
2. New businesses such as Nordstrom Rack, hardware store, top restaurant or others, performing arts Reparatory Theater – perhaps in a vacated warehouse or other large building.

48. Improvements:

- Improvement in traffic flow.
- More attractive signage.
- More trees/floral.
- More areas in which to gather and commune, i.e. “plaza.”
- Fewer large retail stores.
- Architectural compatibility.

Top two improvements:

1. Traffic improvement.
2. Fewer large retail stores (like Top Food). Mall – looks like a big parking lot.

49. Email Response:

I was pleased to attend the community workshop session last night, where the city staff was asking for comments from residents about how they would like to see the downtown core of Woodinville develop.

There are two comments that I forgot to suggest last night, but that I feel are important to be put into the record. I left these on your voice mail earlier, and this e-mail to you is at your suggestion so that a “hard” copy would be in with the other comments that people left last night.

Comment one:

I believe that the city should actively pursue obtaining the north half of the diamond on the NE 195th street interchange. Presently, the only two accesses to Highway 522 northbound are at the interchange

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north of Woodinville in Snohomish county, and right in the downtown core of Woodinville at the NE 131st interchange.

Presently a good portion of the traffic seeking access to 522 northbound comes right through the heart of downtown Woodinville, adding substantially to the congestion during peak hours. Completing the north portion of the diamond at 195th, would certainly help with Woodinville's congestion during peak hours, which seemed to be a very common complaint during last night's community discussion.

Comment two:

The other very common wish last night appeared to be the need for more "greenery" or open space or parks in Woodinville.

The BN Rail tracks go right through the heart of Woodinville's future growth expansion area of business/commercial development, from the NE 131st street intersection north to the city limits. Presently the RR tracks are dirt, blackberries, and the like, from years of industrial use, and the previous adjoining industrial zoning. Yet, this corridor is the main entrance from the north to Woodinville. If you will recall, a couple of people made comments last night this area looked so dingy and dirty.

This is a natural location for the "greenery" and open space that will make the city much more resident friendly. This area should be green grass, street trees, bicycle path, sidewalks and all of the design elements that are presently in force for downtown Woodinville. There is a good portion of the RR right-of-way that fronts on two streets (NE 132nd and the Woodinville-Snohomish Road) that should have these same design standards applied on both sides. This will create a "boulevard" design all through town and up to the city limits, and would be very attractive.

And, at the same time, this would take some of the pressure off of the property owners along NE 131st whose land is impacted by the Little Bear Creek setback requirements on their back sides, and the road development requirements on their front sides.

The question of securing easements from BN will come up. I have found that BN

is generally hesitant to grant easements for traffic, but that they most certainly WILL grant easements for landscaping, walking paths and the like. Such a plan as this is very do-able!

Then, I would suggest that the landscaping and the like be accomplished by citizen involvement. When this happens, and citizens band together to do this kind of community work, absolutely everyone benefits! Can you imagine having a tree-lined boulevard, with walking paths and park benches, trees, and bicycle path, and street lighting right through the heart of this town? With this plan, there would be no cost of park land acquisition, no dedications required by adjoining property owners, and at the same time, being able to get rid of a dusty, dirty eye-sore down the heart of our key retail business entrance sector!

Everyone will win!

APPENDIX K

Record of Public Involvement

2. Master Plan Workshops

Work Session 2 – March 28, 2002

Woodinville Downtown Master Plan Work Session 2: March 28, 2002 Public Comments Received



Summary

More than 50 people interested in contributing to the design and future development of Downtown Woodinville met for Work Session #2 of the Downtown Master Plan Study. Work Session 2 took place on the evening of March 28, 2002 at City Hall. The purpose of the meeting was to evaluate and comment on alternative development concepts. The preferences indicated by participants on the Response Sheet 2 ballot (shown at the right) are summarized below.

Work Session 3 is scheduled for Thursday, May 23 from 7 to 9 PM. The purpose of this meeting will be to evaluate design options developed for the preferred land use and circulation concept C1. The preferred concept features linear park blocks and a main street located on a future extension of Garden Way.

RESPONSE SHEET 2

Woodinville Downtown Master Plan March 28, 2002

FRAMEWORK CONCEPTS		Indicate Preference
Main Street		Yes <input type="checkbox"/> No <input type="checkbox"/> Other <input type="checkbox"/>
Open Space Loop		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
LAND USE/CIRCULATION CONCEPTS		Indicate 1st and 2nd Choice
Base Case		
A No change from today		<input type="checkbox"/>
Central Park		
B1 Main Street on Garden Way		<input type="checkbox"/>
B2 Main Street on 175th Street		<input type="checkbox"/>
Park Blocks		
C1 Main Street on Garden Way Extension		<input type="checkbox"/>
C2 Main Street on 175th Street		<input type="checkbox"/>
Comments _____		
Name (optional): _____		

FRAMEWORK CONCEPTS

	Yes	No	Other
Main Street	90%	2%	8%*
Open Space Loop	98%	0%	2%

*Yes/Maybe if heights kept to 4 stories, Molbak's retained, & full spectrum retail offered.

LAND USE/CIRCULATION CONCEPTS

Base Case

A No change from today First/Second Choice 0%

Central Park

B1
31% First Choice

Main Street on Garden Way Extension

B2
2% First Choice

Main Street on 175th Street

Park Blocks

C1
67% First Choice

Main Street on Garden Way Extension

C2
0% First Choice

Main Street on 175th Street

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Small Group Presentations

Participants worked in groups of four to eight people at 10 discussion tables to determine their preferences for Land Use, Open Space and Circulation Concepts. Their responses and observations are summarized below:

Table 1

- Plan sounds great.
- Who can afford to develop these shops? Will only high end retail be viable?
- What about the permitting process?
- Will this be paid by taxes? Developers?
- Plan concepts are good.



Table 2

- Half of our table goes with the Main Street concept C1 – half is not certain.
- The concern is that the Main Street in concept C1 is on Molbak's property which is our downtown destination.
- Need to configure this plan for Molbak's.



Table 3

- We like C1.
- There are some concerns about this not connecting directly enough with the anchor (TRF).

Table 4

- We prefer B1.
- We recommend extending the Main Street down to 171st.
- We're going to have to go up and increase density.
- Green loop concept is good. There are concerns where it crosses to the east where the land is steep and fully developed.

Table 5

- We like C1 best because of park block connecting to City Hall.
- What type of housing would be planned for?
- What is Molbak's doing?

Table 6

- We like C1.
- The park blocks stand out. They will invite people to walk and provide a good residential amenity.
- The park blocks also provide a good pedestrian connection from west residential uses to the Main Street.
- For visitors, the park blocks will also be attractive.
- Why not relocate Woodin Creek to the south of 171st.

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Table 7

- We like C1 with the linear park linking civic uses.
- We like the Main Street extending to the south but what is the south anchor?
- We also support additional height.

Table 8

- Our first choice is C1 and C2 is our second choice - we like the linear park.
- Why take out McDonalds?
- Consider 1-way vehicle access.
- The Garden Way extension is a natural and will relieve congestion.
- What about connections to the north along Woodinville-Snohomish Road?
- Is the new retail for destination shoppers (like Molbak's) or for residents?

Table 9

- C1 and B1 are favored (Main Street on Garden Way extension).
- The linear park and pedestrian connection is favored.
- B1 can allow for some retail development on 175th.
- Consider old City Hall for library and/or historical museum.
- What about a trail through downtown instead of looping around the edge?

Table 10

- We like C1.
- We think Molbak's is an anchor and should not be removed.
- Bottlenecks into town are a problem to consider.
- We advocate high density.
- Consider pedestrian bridge over 175th.

Additional Comment

- I have a strong concern about congestion. No one uses SR 202. The state should provide freeway access. The intersection design and function must be resolved. Solve access and congestion.
- For historical perspective, it took 15 years for the north bypass to be built and 15 years for the south.

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Written Responses

The following preferences, choices and written comments were included on the 42 Response Sheets submitted. In some cases, more than one person responded on a single sheet. Some respondents indicated multiple first and/or second choices, or did not respond to some of the items. Land Use/Circulation Concept "A" Base Case indicating no change from today was unanimously overlooked by all respondents as neither a first or second choice.

1. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension and C1 Park Blocks with Main Street on Garden Way Extension were both marked as first choice for the land use/circulation concept, and both B2 Main Street on 175th Street and C2 main Street on 175th Street were both marked as second choices.

No comments.
2. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.

What will drive development? The CIP to put basic amenities? Developers responsible through zoning codes. What is the impact on property taxes? What is the benefit to homeowners and existing small businesses? How affordable will the new retail spaces be? If development costs are too high, how will it be affordable to small, unique business owners? Small support services such as personal services like childcare, private schools, nail salons, hair salons, dry cleaners, etc.? Where do these businesses relocate to? Need tiered permitting to make room for small, unique businesses. Land is so heavily regulated as it stands, how will you balance land owner rights (both residential and commercial)?
3. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B2 Central Park with Main Street on 175th Street the second choice.

I love Molbak's. I would hate to see them to and would not want to do anything to send them away! They are the only business that gives the current downtown individuality!
4. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.

Retain Molbak's as an anchor retailer on Main Street. Fix bottle-neck at 131st, 175th and 522. Higher density. Pedestrian bridge over 175th to connect.
5. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B2 Central Park with Main Street on 175th Street the second choice.

Bicycle traffic to and from downtown area and Main Street. Slough trail stop.
6. Respondent indicated "other" for the Main Street framework concept with the following qualification: Only if building heights can be limited to four stories to maintain a pleasing scale to the community. Respondent indicated "yes" for the Open Space Loop framework concept. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.

Molbak's should be shown as an anchor. Will the Main Street concept be affordable to the small retailer without losing the scale of community and going above four stories? It seems difficult to maintain Main Street continuously across 175th. I'd like to learn more about the traffic concerns in making 175th the Main

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Street and forcing traffic to use the south by-pass. The location of the TRF anchor is misleading. A grocery store Top Foods is not an anchor. If the anchor symbol is placed where shops are located, the Main Street options proposed are not connected with the anchor.

7. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
I like park on C1. Important: Woodinville needs a library! How does mass transit fit in? Can the park and ride be utilized? Sidewalks along Woodinville-Snohomish Road. Add more greenery – center island with trees on 171st. An indoor gathering space like 3rd Place Books/Crossroads. Possibly locate at Park & Ride – underground parking. Would serve as bus depot too.
8. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension and C1 Park Blocks with Main Street on Garden Way Extension were both marked as first choice for the land use/circulation concept, and both B2 Main Street on 175th Street and C2 main Street on 175th Street were both marked as second choices.
No comments.
9. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, no second choice indicated.
No comments.
10. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept with Main Street on Garden Way extension the second choice.
No comments.
11. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
I especially like the linear park anchored by civic facilities. This would give Woodinville a real sense of place. The lifestyle – street pedestrian-oriented retail could be 50,000 to 100,000 more square feet.
12. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
Do your traffic control first. Useable property not tourist.
13. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
Extend Garden Way to south by-pass.
14. Respondent indicated "yes" for the Main Street framework concept and "other" for the Open Space Loop concept with the following qualification:
Can it really be connected? If not, no.
B1 Central Park with Main Street on Garden Way Extension was the first choice for the land use/circulation concept with the following qualification, and B2 Central Park with Main Street on 175th the second choice.
Main Street on Garden Way Extension extended to 171st.
15. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.

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- I would like B1 providing that Garden Way would be extended on the south and tie in (intersect with) to NE 171st Street.
16. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
No comments.
 17. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, no second choice.
No comments.
 18. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, no second choice.
No comments.
 19. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
No comments.
 20. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, no second choice.
No comments.
 21. Respondent indicated "yes" for the Main Street with the following comment:
Or a "hybrid" version.
Respondent indicated "yes" for the Open Space Loop framework concept. C1 Park Blocks with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
 22. Respondent indicated "maybe" for the Main Street and "yes" Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
Too much traffic on 175th for pedestrian oriented street.
 23. Respondent indicated "yes" Open Space Loop framework concept, no indication for Main Street Concept. B1 Central Park with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, C1 Park Blocks with Main Street on Garden Way extension the second choice.
No comments.
 24. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension and C1 Park Blocks with Main Street on Garden Way extension were both indicated.
Need traffic reduction at the railroad underpass and traffic light at 175th & south bypass.
 25. Respondent indicated "Other" for Main Street framework concept with the following comment (no indication for Open Space Loop): Yes if feasible at about 4 stories, Molbak's stays, and we keep a full spectrum of retail, specialty and basics for residents. C1 Central Park with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
I don't support heights higher than 4 stories – particularly for the Main Street concept area.

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26. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
Affordability of retail space, crossing 175th Street, 3-story max, Molbak's!!!! 3000 lb. gorilla.
27. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
Really like C1 but have these concerns: do not want to lose Molbak's in Woodinville. Retail space must be affordable to assure profitability and longevity of shops; Main Street is segmented – potential for north segment to be less vibrant, would like to keep buildings at 3 to 4 story maximum to preserve small downtown feel.
28. Respondent indicated Open Space Loop framework concept and provided no indication for Main Street. , B1 Central Park with Main Street on Garden Way extension and C1 Park Blocks with Main Street on Garden Way were both indicated for the land use/circulation concept.
Small shops – who can afford to start a new business. How many businesses would have to be moved if C1 is adopted.
29. Respondent indicated "no" for the Main Street and "yes" Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
It is absolutely vital to know the cost effect of each of these improvements. So all of the above responses are conditional to: maximum building height, density, cost. Retaining Molbak's is a must do.
30. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
The only problem with this is main street would be too short if a left turn lane is put in to turn to 175th and the part separated by 175th could be too detached.
31. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension was the only choice for the land use/circulation concept with the following qualification:
B1 modified with linear park like C1. Flip civic to west side of street at east end of 173rd. Need other uses above shops on Main Street (residential floors above retail/restaurants first floor with 3-4 stories above.
32. Respondent indicated "yes" for the Main Street framework concept and "no" Open Space Loop framework concept. B2 Central Park with Main Street on 175th Street was the first choice for the land use/circulation concept, C2 Park Blocks with Main Street on 175th Street the second choice.
Push 175th south as south of 175th develops. This approach makes room for parking on 175th. Main Street already started on 175th! New overpass will relieve downtown traffic. I support limiting building heights on downtown buildings to four stories.
33. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
Add trail through downtown (Open Space Loop). Like the idea of a round-about; incorporate art, water, statues, etc. Save Molbak's.
34. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way Extension was the second choice.
Left turn on C-1 to 175th.

Woodinville Downtown Master Plan

Work Session 2: March 28, 2002

Public Comments Received



35. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension was the only choice for the land use/circulation concept.
No comments.
36. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. B1 Central Park with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B2 Central Park with Main Street on 175th Street was the second choice.
Want to design connectivity to the Bear Creek corridor.
37. Respondent indicated "yes" and "other" for the Main Street framework concept with the following comment: Multiple main streets? Respondent indicated "yes" for the Open Space Loop framework concept with the following comment: More attention to how people move from Open Space Loop to Retail Center(s).
Property along Little Bear Creek should be considered in any "downtown" development. Perhaps a second "main street" there. Transportation and traffic control are key to any successful downtown development. Don't need more retail – we need better retail. Consider various one-way streets to facilitate flow. Much more attention to downtown access from the open space loop. Pedestrian, bicycle, skaters, etc.
38. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
Relocate service businesses (i.e. Goodyear, firestone, etc.) to the area adjacent to Little Bear Creek. The linear park is a great idea – Garden Way extension for shopping – creates a better thruway using 140 Avenue. A library would be too expensive to operate and unnecessary. Traffic at the railroad underpass needs to be addressed.
39. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, C2 Park Blocks with Main Street on 175th Street the second choice.
I like the idea of attracting boutique shops and restaurants to a Main Street concept with a downtown "center." I like the long park linking the civic areas – with the Main Street area completing a kind of mall or loop. "Spreading the town out instead of too centralized. I do like the idea of the open space loop. I love to see Garden way go through to 171st Street. One concern would be that this way to route traffic may be limited by the pedestrian area of a narrower Main Street. Perhaps a short cut through the open space loop so you can do 1/2 the loop is an option.
40. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
I really like the tie from Civic Center to Main Street in the C1 plan. It seems to be the most pedestrian friendly of the plans.
41. Respondent indicated "yes" for the Main Street and Open Space Loop framework concepts. C1 Park Blocks with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, B1 Central Park with Main Street on Garden Way extension the second choice.
Height limit needs to be raised to promote mixed-use density in CBD.
42. Respondent indicated "yes" for the Main Street framework concept and no indication for Open Space Loop framework concept. B1 Central Park with Main Street on Garden Way Extension was the first choice for the land use/circulation concept, C1 Park Blocks with Main Street on Garden Way extension the second choice.
Why wasn't the Little Bear Creek Master Plan Area/corridor considered as a potential Main Street area?
Its no more an "edge" than Redmond Town Center is to Redmond.

Woodinville Downtown Master Plan Work Session 2: March 28, 2002 Public Comments Received



Additional Written Comment

The follow letter was submitted on March 28, 2002:

My proposal is an ambitious plan that aims to remedy three problems. The basic premise is that the downtown core can never grow properly until the "bone Structure" issues are addressed. We also have minuses currently that could be transformed into big pluses with creative collaboration. This proposal attempts to address three problems:

1. The need for a **permanent home for the historical society** and its artifacts.
2. A home for the **Woodinville Repertory Theater** and destination for the Dinner Train
3. The need for **better traffic flow** on the north side of downtown

We have a cemetery in the center of the downtown that fails at all levels. It is ugly, unkempt and inaccessible to the citizens of Woodinville. Can we imagine how the early settlers of this town would feel if they knew their graves would create such a blight in the heart of town?

We must open this area up by creating a memorial park using the resources of the Parks commission and the historical society. This park could be the keystone for a lineal greenbelt that extends along the railroad tracks.

We have a dinner train that has no destination in downtown Woodinville. The track is ugly and creates traffic flow problems. We could take this minus and use it to our benefit. I think it is possible to get development rights to the air space above the track. It would serve everyone's interests if we built destination attraction that serviced the needs of the Dinner Train. The theater group's dream of a permanent home could be a part of this complex. Parking and even condominiums rights could be sold to offset costs.

There is inadequate connection between the post office and the area to the north of the tracks.

In conjunction with this destination complex, an underpass could be built that would connect the post office with the other side of the tracks. This would improve the "bones" of the town a facilitate development on what is currently the "wrong side" of the tracks. The road along the north side of the railroad tracks could help reduce congestion on 175th if it was better connected to the rest of the town.

Woodinville Downtown Master Plan Work Session 2: March 28, 2002 Public Comments Received



The following letter was submitted March 12, 2002. The proposals attached to the letter is available through Carl Smith at the City of Woodinville (425) 489-2757, ext. 2282.

Dear Sirs:

We attended the city sponsored public workshop kicking off the Master Plan in January, which in turn kicked off a family discussion of what we would like to see Woodinville become.

Some of our desires follow:

- Woodinville as a destination town that offers activities other than shopping and “fast food.” They are important inclusions but not the end all.
- Improved traffic flow, especially on 175th, at noon and late afternoon/evening.
- Less of a strip mall appearance – though we understand the historical reasons for the development as it has occurred.
- Tourist attraction in town – so that it does not become the “truck-loop” as tourists and attractions end up gravitating to the “winery district”.
- A permanent location for the Woodinville Heritage Society treasures.
- Some unique personality – related to its pioneer history. “Out of towners” often comment to me that they thought our town was named after all the trees here – and that someone just didn’t correctly spell wooden, originally!
- Beautification of the Woodinville Cemetery, perimeter included.

Our family would like to share its vision of the future of Woodinville, as you continue to work on the Downtown Master Plan, Comprehensive Plan and the Capital Projects Budget. We have attached our proposal for a rather grand vision which we think also addresses some of the major points that arose at the January meeting. At the bottom of the cover sheet is a list of people and organizations to whom we are also sending copies.

As a family, we strive to search “outside the box” for solutions to problems, to dream big, to respond beyond ourselves, to be resourceful and think analytically. We hope to get some feedback from you; and, would like to offer our time and resources if there is anything we can do for you. We would be happy to gather or research information. We look forward to hearing from you, and seeing you again at the March workshop.

APPENDIX K

Record of Public Involvement

2. Master Plan Workshops

Work Session 3 – May 23, 2002



Woodinville Downtown Master Plan Work Session 3: May 23, 2002 Public Comments Received



Summary

Approximately 60 people interested in contributing to the design and future development of Downtown Woodinville met for Work Session #3 of the Downtown Master Plan Study. Work Session 3 took place on the evening of May 23, 2002 at City Hall. The purpose of the meeting was to evaluate and comment on refined alternative development concepts. The preferences indicated by citizens on the Response Sheet 3 ballot are summarized below.



Work Session 4 is scheduled for Thursday, July 11 from 7 to 9 PM. The purpose of Work Session 4 will be to present the Draft Land Use & Circulation Plan. Potential project phasing will be identified, and a financial strategy for implementing the plan will be discussed.

RESPONSE SHEET

3

Woodinville Downtown Master Plan

May 23, 2002

57 Response Sheets were submitted. In some cases, respondents did not indicate a preference for all items listed. The figure for percentage of "Yes" votes reflects the total number of respondents to that specific item.

CIRCULATION CONCEPT

	% "Yes" Votes	Yes	No	Other
Public Street Grid	81%	46	5	6
Off-Street Pedestrian/Bicycle Loop	88%	48	2	4
175th Street Improvements	92%	46	2	2

OPEN SPACE

Open Space Concept	83%	45	4	5
Park Block Location	81%	42	4	6

LAND USE

Land Use Concept	71%	38	6	9
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DISTRICTS

1 GARDEN WAY Garden Way Retail Street	94%	44	2	1
2 PARK BLOCKS Park Block Character	84%	41	5	3
3 CIVIC New Intersection at 173rd Extension	85%	44	6	2
4 WEST END New Train Station & 132nd Improvements	89%	48	4	2
5 LITTLE BEAR CREEK Railroad Crossing at 132nd & Enhanced Mill Place Crossing	94%	48	3	-
6 MILL CROSSING Garden Way Pedestrian Improvements & Street Retail	83%	43	7	2
7 NORTH END Pedestrian Railroad Crossing at 140th	90%	44	2	3
8 EAST END Mixed Use Residential/Office Use on Park & Ride Site	78%	38	8	3

Woodinville Downtown Master Plan

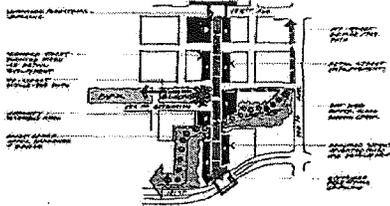
Work Session 3: May 23, 2002

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Districts

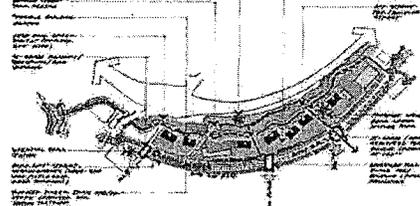
1 - Garden Way Garden Way Retail Street



94% "Yes" Votes

Yes	No	Other
44	2	1

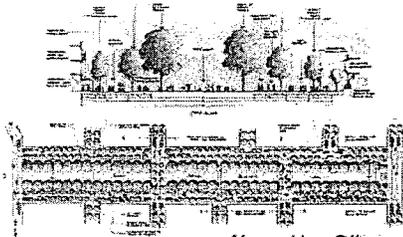
5 - Little Bear Creek Railroad Crossing at 132nd & Enhanced Mill Pl. Crossing



94% "Yes" Votes

Yes	No	Other
48	3	-

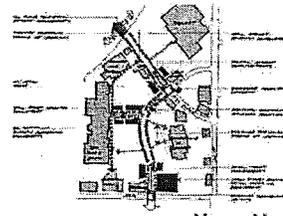
2 - Park Blocks Park Block Character



84% "Yes" Votes

Yes	No	Other
41	5	3

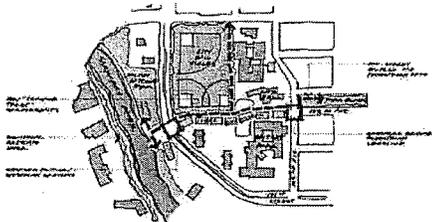
6 - Mill Crossing Garden Way Pedestrian Improvements & Street Retail



83% "Yes" Votes

Yes	No	Other
43	7	2

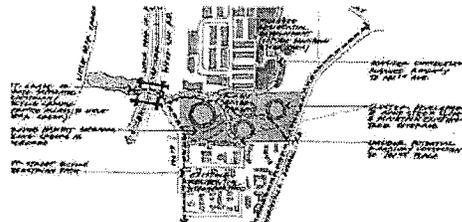
3 - Civic New Intersection at 173rd Extension



85% "Yes" Votes

Yes	No	Other
44	6	2

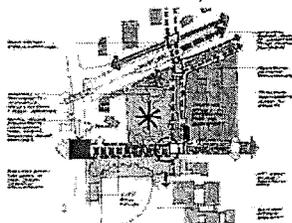
7 - North End Pedestrian Railroad Crossing at 140th



90% "Yes" Votes

Yes	No	Other
44	2	3

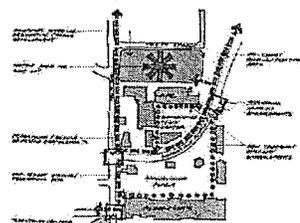
4 - West End New Train Station & 132nd Improvements



89% "Yes" Votes

Yes	No	Other
48	4	2

8 - East End Mixed Use Residential/Office Use on Park & Ride Site



78% "Yes" Votes

Yes	No	Other
38	8	3

Woodinville Downtown Master Plan Work Session 3: May 23, 2002 Public Comments Received



Small Group Presentations

Participants worked in groups of six to eight people at 9 discussion tables to determine their preferences for Plan Concepts. Their responses and observations are summarized below:

Table 1

- Good vision and ideas. For example, the train station.
- Who pays? The City? The developer? And how?
- Need to address height, density and parking.
- The old school and cemetery are vitally important.



Table 2

- We love the concept.
- How will it be paid for?
- Suggest putting concepts on website, or publish in the weekly paper.
- Add the Schucks building to DeYoung Park

Table 3

- The concepts are good – we voted all “yes” votes.
- Economics will drive what is practical.



Table 4

- We like the plan.
- We have cost concerns.
- Join the Little Bear Creek plan with the Downtown Plan.

Table 5

- We like alot of the plan.
- Who pays?
- We like the grid and small blocks.
- We like the green lanes.
- On the Off-Street Pedestrian/Bicycle Loop, maybe some of it is pedestrian only.
- We like the Land Use Concept.
- We ran out of time discussing the Districts.

Woodinville Downtown Master Plan Work Session 3: May 23, 2002 Public Comments Received



Table 6

- We are pretty happy. Some were not as happy but they left. We like it.
- Train station concept good but the location is hard to tie to the downtown.
- We like boutique shops.

Table 7

- We answered "yes" to the questions.
- Building height – maybe 4 stories that are designed well (terraced) could be OK.
- Do we need all the streets shown through Canterbury Square?
- We need underground parking.

Table 8

- We like the plan – visionary.
- We would like a civic plaza at the east end – maybe swap DeYoung Park.
- The train station is good.
- Density and small blocks are good. Trade-off is required. Put value back by allowing increased density and height.

Table 9

- We like it with reservations.
- Provide a walking plaza (like 3rd Street Promenade)
- There are density issues.
- Provide for parking, entry and egress for businesses.
- How would CIP improvements overlay on these concepts?
- Cost issues – Should we scale back and spend money elsewhere?

Woodinville Downtown Master Plan

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Written Responses

The following written comments were included on the 57 Response Sheets submitted.

Respondent 1.

Circulation Concept Respondent indicated:

- “Other” for Public Street Grid with comments: *Grid “OK” as long as Canterbury is able to stay if they want. Grid above Canterbury OK to begin with.*
- “No” for Off-Street Pedestrian/Bicycle Loop with comments: *We’ve got the Sammamish Trail already.*
- “No” for 175th Street Improvements with comments: *We need more traffic lanes not trees in the middle of the road.*

Open Space Respondent indicated:

- “Yes” for Park Block location with comments: *Do shadow analysis to make sure there is enough sunlight even with buildings on the sides.*

Land Use Respondent indicated:

- “Yes” for Land Use Concept with comments: *Yes with the exception of housing – leave housing out.*

District Respondent indicated:

- “Yes” for New Intersection at 173rd Extension with comments: *Use an elevated (above street) pedestrian bridge vs. the existing.*
- No indication for Garden Way Pedestrian Improvements and Street Retail with comments: *No street retail unless roads/parking are bigger. Theater parking takes up Top Foods parking as it is.*

General Comments: *“Library” is needed in downtown. Please don’t allow anymore parking lots where we can’t maneuver around at a speed that allows traffic to back up into Street. Example: Top Foods – across from theaters – when you pull in off of Garden Way and need to make an immediate right to get to the 1st row (handicapped parking in front of Top Foods), there’s hardly any lane room and you have to slow down enough to back up traffic on Garden Way. On Mill Place/Target, there needs to be driveways – not just off Garden Way and the north end of the Target parking lot. Underground parking is good. No paying for parking anywhere in Woodinville. I don’t go to Bellevue because of having to pay for parking.*

Respondent 2.

General Comments: *Loop sidewalk/trails from Sammamish Trail around Redhook, Willows, etc and back down 140th. Keep focus on connectivity. No one-way streets! Yes! Underground parking.*

Respondent 3.

Circulation Concept Respondent indicated:

- “Yes” for Public Street Grid with comments: *Shops and stores below, housing above. Try to reduce streets by 30%. I want green/pedestrian streets.*
- “Yes” for Off-Street Pedestrian/Bicycle Loop with comments: *Needs excellent connection to Gilman bike path/trail.*

Open Space Respondent indicated:

- “Yes” for Park Block location with comments: *DeYoung Park will probably work better with 175th Street. More pedestrian friendly.*

Land Use Respondent indicated:

- “Yes” and “Other” for Land Use Concept with comments: *Why “Retail Mixed Use” Can’t also be “High Density Housing/Mixed Use..*

District Respondent indicated:

- “Yes” for New Train Station and 132nd Improvements with comments: *Everyone loves a train station.*
- “Yes” for Railroad Crossing at 132nd & enhanced Mill Place Crossing with comments: *Nature parks will really enhance Woodinville and can become a model of community-enviro interaction..*

Woodinville Downtown Master Plan

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- “Yes” for Garden Way Pedestrian Improvements & Street Retail with comments: *Definitely needs improvement..*

General Comments: *Re: economics/ who pays and meeting/ exceeding enviro/wetland considerations: Suggest “Youth Enviro Corps” run by King County to restore Little Bear Creek, along Sammamish river etc. Educational program that utilizes cheap youth labor while training them in return. Many areas that are restored haven’t been maintained and have become overrun by noxious invasive plants. Many, many other areas are overrun by invasives where native plants could self-restore if the noxious plants were cleared out.*

Respondent 4.

Open Space Respondent indicated:

- “Yes” for Open Space Concept with comments: *Expand DeYoung Park into old Schucks property.*
- “Yes” for Park Block location with comments: *Create park on East side of Metro lot.*

Land Use Respondent indicated:

- “Yes” for Land Use Concept with comments: *Do not like area of commercial use in pink. Limit height in high density to 3 floors-stories. Underground Parking.*

Districts Respondent indicated:

- “Yes” for Park Block Character with comments: *Great idea*
- “Yes” for New Train Station & 132nd Improvements with comments: *Can we enhance cemetery so more can enjoy park-like setting?*

General Comments: *Rezone north area of CBD to get rid of (rezone) commercial area between Little Bear Creek lineal park and Woodinville-Snohomish Road.*

Respondent 5.

General Comments: *In order for street and pedestrian friendly areas, the land use and density must be addressed. The economics are going to be difficult without more density. More residential if the sidewalks will be used. 41% of land for streets need higher density.*

Respondent 6.

Circulation Concept Respondent indicated:

- “Other” for Off-Street Pedestrian/Bicycle Loop with comments: *Yes but encourage bikes, etc..*

General Comments: *I like the general concept in general. Off-Street Bike/Ped Loop: I am not a biker. But I think bikers have been treated as second class citizens. Other than the one existing bike path, it is very difficult to get around town. The development should encourage bikes throughout downtown. Provide one very good bike/ped trail from existing trail towards Mill Place crossing. Public Street Grid: May consider 1-way streets in grid. Traffic may be simpler.*

Respondent 7.

Circulation Concept Respondent indicated:

- “Yes” for 175th Street Improvements with comments: *Yes make more pedestrian friendly, better crossings, and street scaping..*

Open Space Respondent indicated:

- “Yes” for Open Space Concept with comments: **Please buy Schucks & add it to DeYoung Park.*

Land Use Concept Respondent indicated:

- “Other” for Land Use Concept with comments: *Concept good but don’t like where each large group is*

District Respondent indicated:

- “Yes” for Garden Way Retail Street with comments: *OK but also want more east-west..*
- “Yes” for New Intersection at 173rd Extension with comments: *Great improvement..*
- “Yes” for New Train Station & 132nd Improvements with comments: *Interesting..*
- “Yes” for Railroad Crossing at 132nd & Enhanced Mill Place Crossing with comments: *Interesting..*

General Comments: *Please increase size of DeYoung Park. Like idea of “a city within a park.” This plan follows this idea pretty well. Want to connect Burke-Gilman to downtown. Like linear park. Want street-*

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scape to tie city together: park benches, tree grates, trees, etc. Yes, get rid of bike lanes of 175th but please sidewalks large enough that bikes can go on it also. Can we add street front retail to TRF? Like idea of trying to improve this area so more walking friendly. Enhance historic aspects – i.e. cemetery. Can it be tied into Civic Center. Sorenson old brick school house can go away as far as I am concerned. East side destination plaza is a great idea! Train station idea interesting. My only negative comment was on location of “downtown” area/residential/etc. I would like to see more retail going east-west, like around lineal park rather than Garden Way. We do need more residential downtown. Little Bear Creek – Please, no industrial giant parking lots. Want more street-front businesses. Want a linear park along railroad tracks.

Respondent 8.

General Comments: Public street grid – don’t want so many new streets, perhaps create ½ the number of street in the Canterbury Square area. Park Block Character – Never thought I’d say this, but I’d prefer fewer trees. I’d rather maximize the amount of space in this thin park. Could we increase the width of the park? Make sure there is enough sunlight in the park, and it won’t be shaded. West End – Great idea on the train station. We would need to add some small retail in the area to give evening visitors something to do. How about a fountain or plaza at the end of the park? Pedestrian crossings are a great idea to connect one district to another.

Respondent 9.

Circulation Concept Respondent indicated:

- “Yes” and “Other” for Public Street Grid with comments: *Don’t run Canterbury out of town.*
- “Yes” for 175th Street Improvements with comments: *Want the sidewalks and greenery down the middle of the street.*

Land Use Respondent indicated:

- “Other” for Land Use Concept with comments: *4-story building near park should be retaced backwards to allow maximum sunlight, less shadow.*

Respondent 10.

Districts Respondent indicated:

- “Yes” for Mixed Use Residential/Office Use on Park & ride Site with comments: *To the one in Overlake.*

General Comments: *Re 1) Park block adjacent building with adjacent building with commercial/residential use: the architecture (4 stories) should be stepped back (i.e. terraced – to allow maximum light to all apartments/businesses and reduce the verticality and canyon-like effect which usually happens with rows of buildings facing each other across the space of a linear park. 2) All new structures should have underground parking mandated by City Council.*

Respondent 11.

General Comments: *How can anyone give more than a quick opinion on these items, let alone vote on them seriously with a very quick presentation. I would hate to think you would put so much weight on these responses after being able to view each slide for less than a minute. There are some great ideas but this info should be in a newspaper an on a website so people can evaluate in detail and then make a recommendation. No one at the table I talked to felt comfortable with understanding each category. I need more time to look at all of these longer before I can respond. Downside to some of these wonderful ideas is that it is more than we can afford or have space for in such a small town. Still selecting some of the best of these ideas into a more modest plan.*

Respondent 12.

General Comments: *Cost(?). Buy Schucks – enlarge DeYoung Park. Put info on web site. Advertise. Allow people to email their comments. Where do people park? Hook Bear Creek Park plan to Downtown plan. Underground or structured parking? 4 stories max.*

Woodinville Downtown Master Plan

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Respondent 13.

Circulation: Respondent indicated:

- “Yes” for Public Street Grid with comments: *Make as many green streets as possible.*
- “Other” for Off-Street Pedestrian/Bicycle Loop with comments: *Try to separate bike from pedestrian, don't think loop makes sense though I like the idea.*

Open Space: Respondent indicated:

- “Other” for Open Space Concept with comments: *Like extension of 173rd great start. But try to link up with as many green spaces as possible and pedestrian ways.*
- “Yes” for Land Use Concept with comments: *Garden Way extension is best part of this. The rest seems pretty much what is already there.*

Respondent 14.

General Comments: *Love the concept if it was starting from scratch. Concerned about traffic, no parking for incoming consumers buying from stores, transit seems to be disappearing, while more cars being brought in. Keep the school (Sorenson) and the pool. Like the linear park idea, but wondering, why not use Woodin Creek at the East End as an enhancement rather than narrowing it and putting stores right next to it. That area would be great for a plaza and more green space adjacent to the creek for a more natural park to contrast with all the man-made structures. Noticed that all the slides that were shown showed buildings no higher than 4 stories. Since there seems to be such a push to raise height limits, perhaps the slides that are shown should have these taller buildings in them. I hope this plan is for looking far into the future and that it will be phased slowly. There are several cities in King County that have next to no retail, and very low density – they are surviving very well. The most beautiful cities in Europe and the U.S. grew “organically.”*

Respondent 15.

Land Use: Respondent indicated:

- “Other” for Land Use Concept with comments: *What is it? Not well defined.*

Districts: Respondent indicated:

- “No” for Mixed Use Residential/Office Use on Park & Ride Site with comments: *Needs more study.*

General Comments: *It's not clear from the presentation – land use – what does “high density” mixed use look like? What does “medium density” mixed use look like? I don't understand the purpose of the bike loop where does it go? There is enough like facilities with the trail. I am concerned about the proposed street improvements. Who pays? Who benefits? Tran stations? Where would people go? What happened to the Little Bear Creek Plan? I am in favor of limiting building heights to 30/40 feet. Woodinville will not get ‘passed by’. Developers will most assuredly not suffer. The small grid is not realistic. Development occurs just like we see at Woodinville's TRF development – few streets, parking lots, minimal pedestrian amenities except on pedestrian-oriented streets. Who is going to pay for all this?*

Respondent 16.

Districts: Respondent indicated:

- “Yes” for Park Block Character with comments: *How do you pay for it?*
- “Other” for Garden Way Pedestrian Improvement & Street Retail with comments: *Not enough parking to meet tenant requirements.*

General Comments: *Good ideas! Like to discuss how to realistically implement ideas. Good use of Little Bear Creek but look closely at how (it parks).*

Respondent 17.

General Comments: *Changing the Little Bear Creek Area to office will put some pressure on businesses that operate General Business. Will businesses have to leave because we have a scarce amount of General Business?*

Respondent 18.

General Comments: None.

Woodinville Downtown Master Plan Work Session 3: May 23, 2002 Public Comments Received



Respondent 19.

General Comments: None.

Respondent 20.

Districts Respondent indicated:

- “Yes” for New Intersection at 173rd Extension with comments: *Especially a commuter rail service.*

General Comments: *Connectivity from Little Bear Creek across 522 to upper Woodinville and the High School is a great idea, such as (see sketch). Ideally this would be an extension of the bicycle loop and spokes.*

Respondent 21.

General Comments: None.

Respondent 22.

General Comments: *Excellent overall vision. Cost concerns. Economic viability. Timing. Compare to examples of in-city development around the U.S. Are there cases showing this works on a similar scale? Pull Little bear Creek Corridor in more strongly to downtown.*

Respondent 23.

General Comments: None

Respondent 24.

General Comments: *The concept is good. May need modification as we proceed with the study. Economics will drive the plan as to what will be practical.*

Respondent 25.

General Comments: *Could train station be in the “old part of town” where DeYoung’s mill was located – with a hotel – restaurant at the site also to help tie in that end of town to the core area. Woodinville needs a Park & Ride and to lose that space may be a problem in the future. Railroad crossing needs to be a bridge over – not ground level.*

Respondent 26.

General Comments: *1) Did not go into the individual districts – felt I need more time to evaluate each item. 2) Like the overall concept of the various districts having access to “downtown” feeding that area. 3) Would also like to see data on proposed traffic flow. 4) Costs? 5) Underground parking.*

Respondent 27.

General Comments: *Allow higher buildings in the #3 Commercial/Office Mixed Use Area to the developer can achieve an economic use. Otherwise it will not be developed until years later and probably with even higher buildings at that time. Woodinville now is at a time when high buildings in the central core would be appropriate.*

Respondent 28.

Circulation Respondent indicated:

- “Other” for Off-Street Pedestrian/Bicycle Loop with comments: *I like the idea but not the exact location.*

Respondent 29.

General Comments: *1) Train Station good idea – difficult to implement. 2) With 14 wineries in Woodinville, it would be nice to see them represented in boutique shops in town. Also, good draw for train.*

Respondent 30.

No Comment.

Woodinville Downtown Master Plan Work Session 3: May 23, 2002 Public Comments Received



Respondent 31.

No Comment.

Respondent 32.

No Comment.

Respondent 33.

No Comment.

Respondent 34.

No Comment.

Respondent 35.

Circulation Concept Respondent indicated:

- “Other” for Public Street Grid with comments: *Looks good cost, timing, implementation, density.*
- “Yes” for Off-Street Pedestrian/Bicycle Loop with comments: *(?) Phased.*
- “Other” for 175th Improvements with comments: *Left/right turns, traffic congestion a concern.*

Open Space Respondent indicated:

- “Other” for Park Block Location with comments: *Long, narrow residential square, more space to run, gathering. Role of DeYoung Park. Move DeYoung Park to civic area. Make DeYoung Park retail. Attached Park to stream buffer well.*

Districts Respondent indicated:

- “No” for Garden Way Retail Street with comments: *Depends on how it is done.*
- “No” for Park Blocks Character with comments: *Narrow vs. public gathering.*
- “Yes” for Mixed Use Residential/Office Use on Park & Ride Site with comments: *Co-locate train station and Park & Ride.*

Respondent 36.

Open Space Respondent indicated:

- “Other” for Open Space Concept with comments: *Yes to land use. Is the linear park the right configuration. Larger open space at East end? .*

Districts Respondent indicated:

- “Yes” for Park Blocks Character with comments: *Concern with width. Is it wide enough to accomplish its purpose?*
- “Yes” for New Train Station and 132nd Improvements with comments: *Parking? Closer to train/Park & Ride.*
- “Yes” for Garden Way Pedestrian Improvements & Street Retail with comments: *Is this feasible?*
- “Yes” for Mixed Use Residential/Office Use on Park & Ride site with comments: *Good idea.*

General Comments: *Good plan overall. Implementation? Timing? Cost – Who pays for this?*

Respondent 37.

Open Space Respondent indicated:

- “Yes” for Open Space Concept with comments. *Need public gathering space at east end.*

Respondent 38.

Open Space Respondent indicated:

- “Other” for Park Block Location with comments: *Concern about reality of development based on land purchase.*

Land Use Respondent indicated:

- “Yes” for Land Use Concept with comments: *Consider a land swap - relocate DeYoung Park.*

Districts Respondent indicated:

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- “Yes” for Garden Way Retail Street with comments: *But real businesses – no cute shops.*
 - “Yes” for Park Block character with comments: *Narrow is OK. Needs anchor on the east end.*
 - “Other” for Mixed Use Residential/Office Use on Park & Ride site with comments: *Relocate to proposed new train station. Note concern – Cost? Affordable? Real Need?*
- General Comments:** *Really like pedestrian/bike trail loop that links to destination.*

Respondent 39.

Open Space Respondent indicated:

- “Other” for Open Space Concept with comments: *Linking concept good, also should consider adding a town square gathering spot at one end. Plaza/gathering place could even be accomplished as part of the retail (as Westlake Center is a gathering place in downtown Seattle.)*

Districts Respondent indicated:

- “Other” for Park Block character with comments: *See above.*
- “Other” for Mixed Use Residential/Office Use on Park & Ride site with comments: *If relocate park & ride, yes. Don’t see the concept of development over Park & Ride working in Woodinville in the near term.*

Respondent 40.

Circulation Concept Respondent indicated:

- “Yes” for Public Street Grid with comments: *Concerned about the height of buildings. 2-3 stories rather than 4? Density is important to allow the owners a trade off but? Concern about shadows from 4 stories.*
- “Yes” for 175th Street Improvements with comments: *Smaller trees in the center landscape strip would be better.*

Open Space Respondent indicated:

- “Other” for Park Block Location with comments: *Park Block need a larger public gathering space at the east end with retail around it which runs in the east west direction maybe all the way to 143rd Avenue.*

Districts Respondent indicated:

- “Yes” for Park Block character with comments: *Width seems narrow. Also see above.*
- “Yes” for New Train Station & 132nd Improvements with comments: *Train station a great idea but where do you park? North across road?*
- “Yes” for Garden Way Pedestrian Improvement & Street Retail with comments: *Yes, great but retail at Top Foods is going to create parking problems.*
- “No Response Indicated” for Mixed Use Residential/Office Use on Park & Ride site with comments: *Maybe in the future a good idea. But much more density would be needed.*

General Comments: *How do you pay for this?*

Respondent 41.

General Comments 1) *Remove road south of City Hall;* 2) *No need to purchase additional property for a city center;* 3) *Use park money to purchase property in residential neighborhoods instead of commercial land.*

Respondent 42.

General Comments: *Circulation-Good road plan could use some revisions. 175th Street Improvements – What is the impact on businesses?*

Respondent 43.

General Comments: 1) *I will like to see the recommendations on a phasing timeline/cost.* 2) *What could the public spaces around the cemetery become? It is a great asset that can become part of a library or theater space.* 3) *Please highlight. How capital (private) projects will interact with these recommendations.* 4) *Parking and egress/entry issues.* 5) *Continued density issues.* 6) *Walking tour of some of the key points.* 7) *Walking Plaza.*

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Respondent 44.

General Comments: *Let's not block the view of Mount Ranier. Address the underuse of DeYoung Park and vacant building next to it. Perhaps putting grass and a play structure would help. Where would a theater and library go? Maybe at the civic center. I like the idea of underground parking. I do not like the train station idea. Why would anyone want to exit at 132nd Avenue? Overall, the plan is great. I'd love to know the cost.*

Respondent 45.

Circulation Concept Respondent indicated:

- "Other" for Public Street Grid with comments: *Grid concept wider.*

Open Space Respondent indicated:

- "No response indicated" for Park Block Location with comments: *Maybe with modifications to concept.*

Land Use Respondent indicated:

- "No response indicated" for Land Use Concept with comments: *Partially.*

Districts Respondent indicated:

- "Yes" Garden Way Retail Street with comments: *With some changes.*
- "No" for Park Block character with comments: *Use large blocks. Maintain current zoning in CBD area.*

General Comments: *Block concept using 200' x 200' blocks too small to promote active business development. 40,000 sf blocks reduce property values and increase the cost of development to the public. "Commercial" primary zoning needs to be maintained throughout the CBD and any residential to be vertical, high density and secondary to commercial development.*

Respondent 46.

General Comments: *None.*

Respondent 47.

General Comments: *None.*

Respondent 48.

General Comments: *None.*

Respondent 49.

General Comments: *Raise building height limit to at least 6 stories – not by feet height.*

Respondent 50.

General Comments: *Has to be economically feasible..*

Respondent 51.

General Comments: *Good ideas – good vision, train station. Who is going to pay for this? City? Developer? Consideration to height, density and parking have to be addressed to make it economically feasible. Buy roads – right-of way, parks, street improvement. If you substitute buildings for parking, where are people going to park and who is going to pay for it? Of course, add old brick school and cemetery.*

Respondent 52.

General Comments: *The cemetery needs parking for about 10 cars. I am all for a train dept. Are there any other possibilities?*

Respondent 53.

General Comments: *None.*

Respondent 54.

General Comments: *None.*

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Respondent 55.

General Comments: *None.*

Respondent 56.

General Comments: *1) Part of what is pegged as Little Bear Creek Area should be included with the downtown study area rather than to divide the two areas down the center line of a roadway. 2) Small blocks are great, but higher rises must be allowed to make that kind of development feasible. 3) Train station should be located along siding or R.O.W. area in front of Fire Station. Location as suggestion is too small, too hidden. 4) Possibility of a commuter rail/car line/system from Monroe to Woodinville to Redmond. 5) We are already ahead of our housing requirements under GMA – So stop promoting residential.*

Respondent 57.

Circulation Concept Respondent indicated:

- “Yes” for Public Street Grid with comments: *Identify key grid streets. Like small blocks but allow flexibility of some small blocks to emerge – allow alleys, green streets.*
- “Yes” for Off-Street Pedestrian/Bicycle Loop with comments: *Some segments may be better as pedestrian only (steep; sensitive area constrained segments.).*

Open Space Respondent indicated:

- “Yes” for Open Space Concept with comments: *Connections; Wayfinding from park to park.*

Land Use Respondent indicated:

- “Yes” for Land Use Concept with comments: *Need higher density to implement; \$ for parks, grid streets, street improvements, structural/underground parking.*

Districts Respondent indicated:

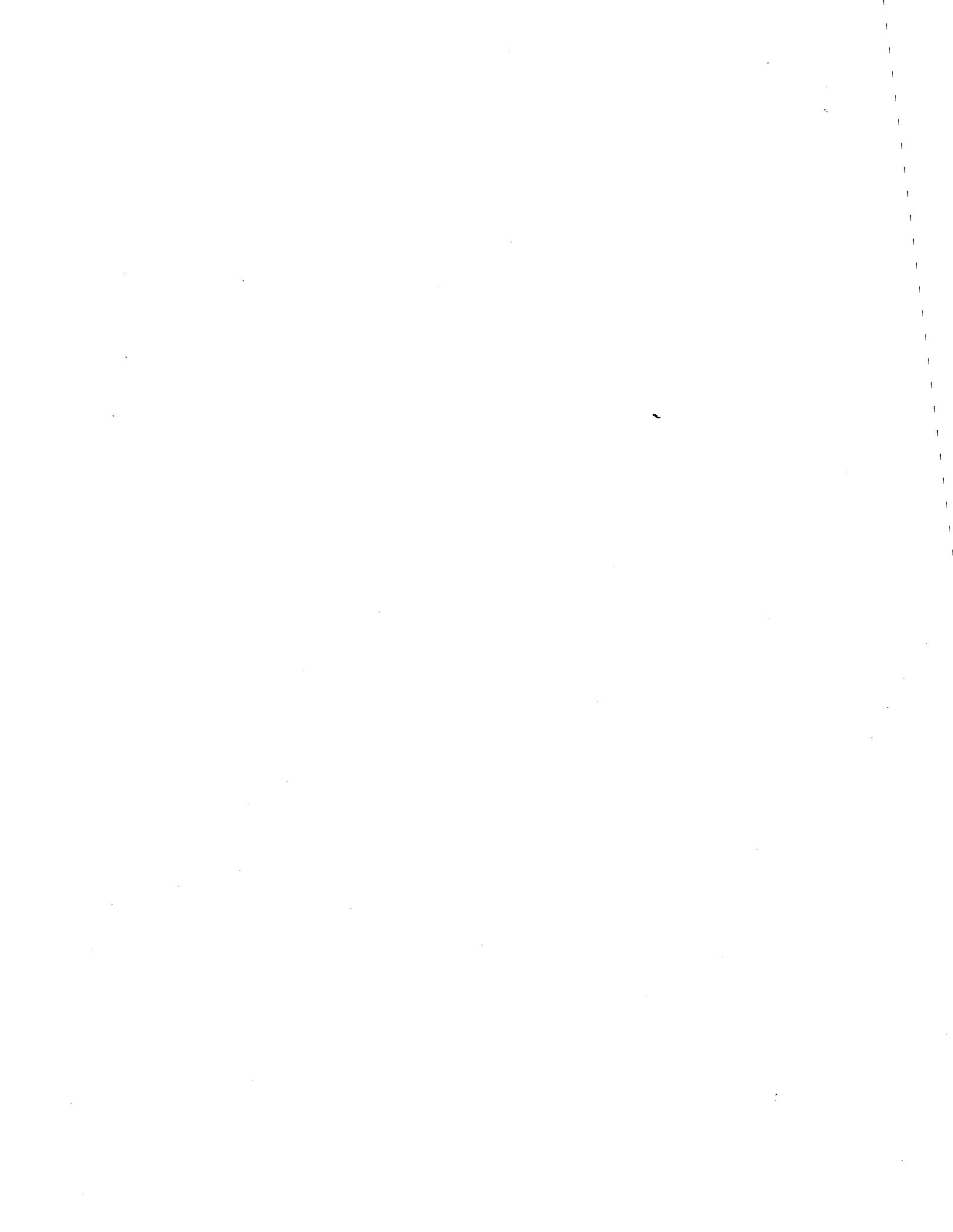
- “Yes” Garden Way Pedestrian Improvements & Retail Street with comments: *Strong pedestrian link to 240th.*
- “Yes” for Pedestrian Railroad Crossing at 140th with comments: *Needs to work with property owners.*

APPENDIX K

Record of Public Involvement

2. Master Plan Workshops

Work Session 4 – July 11, 2002



Woodinville Downtown Master Plan

Work Session 4: July 11, 2002

Public Comments Received



Summary

Approximately 50 people interested in contributing to the design and future development of Downtown Woodinville met for Work Session #4 of the Downtown Master Plan Study. Work Session 4 took place on the evening of July 11, 2002 at City Hall. The purpose of the meeting was to present the Draft Land Use & Circulation Plan, and to evaluate and comment on project phasing, essential street designations, and building heights. In addition, a financial strategy for implementing the plan was presented. The preferences indicated by citizens on the Response Sheet 4 ballot are summarized below.

RESPONSE SHEET 4

Woodinville Downtown Master Plan July 11, 2002

40 Response Sheets were submitted. In addition, 6 sheets responding to 1 of the 4 questions were submitted and are included in the tallies below. In some cases, respondents did not indicate a response to all 4 questions. The figure for percentage of "Yes" votes reflects the total number of respondents to that specific question.

CATALYST PROJECT PHASING PROPOSAL

Do you support the proposal?

% "Yes"	Yes	No	Other
70	28	6	6

ESSENTIAL STREET FRAMEWORK

Do you support the essential street designations?

% "Yes"	Yes	No	Other
76	29	3	6

CORE AREA BUILDING HEIGHT

Do you support the 55' proposal?

% supporting height increase*	Yes	No	Other
78	25	12	8

*3 of the "No" and 7 of the "Other" votes commented that height should be greater than 55', allow for architectural projections, and/or expand to area north of 175th.

LITTLE BEAR CREEK AREA BUILDING HEIGHT

Do you support the 67' proposal?

% supporting height increase*	Yes	No	Other
68	22	6	9

*3 of the "Other" votes commented that height should be greater than 67'.

Woodinville Downtown Master Plan Work Session 4: July 11, 2002 Public Comments Received



Small Group Presentations

Participants worked in groups of six to eight people at 8 discussion tables to determine their preferences for Plan Concepts. Their responses and observations are summarized below:

Table 1

- Confirm water table allows for 1 to 2 levels of underground parking.
- Office uses seem segregated from residential. Need to mix uses.
- Suggest a height based on 5 stories.
- 173rd to 171st connection an issue.
- Both sides of street needed for good retail. Include both north and south side of 175th Street.
- Consider parking under the Park Blocks.

Table 2

- We like proposals.
- Height proposal would make Little Bear Creek properties more developable.
- Make sure buildings are parked.

Table 3

- Plan has a very positive direction.
- There will be challenges, yes and good lessons to learn.

Table 4

- We liked all the proposals.
- Maybe give a bit more height for visual variation at the roof.
- We like the Redmond Town Center model.
- The water table may require case by case exceptions.

Table 5

- We have mixed comments on height.
- We agree with the essential streets.
- Little Bear Creek should extend up to the north boundary – provide a gateway.
- Step or modulate buildings above 3 floors.
- No subsidized housing in the downtown.
- Modulate flat walls.
- Fine-tuning needed. Not all building will be built to the maximum height.
- Some at this table oppose height proposal.
- Mechanical equipment should not exceed 5' to 6'.

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Table 6

- We support the catalyst projects.
- The planning framework is good.
- Consider parking under the Park Blocks.
- I would like density to go up to 65' in the core area – higher in Little Bear Creek area.
- Higher density supports more parks and is related to lower infrastructure costs.

Table 7

- All at this table are negatively impacted by this plan. The property owners here would have a road go through their property.
- Is it necessary to wipe out businesses with a park mall? Move it south.
- I have a small medical practice and I am trying to sell by business. The plan could prevent this immediately. There are real human consequences that could affect people right now.

Table 8

- that it does not. There is a concern about traffic with the new uses – it would only get worse.
- Little Bear Creek proposal may need more parking than shown.
- Does this speak to Woodinville's motto for a compact, efficient downtown? Our concensus is

Woodinville Downtown Master Plan Work Session 4: July 11, 2002 Public Comments Received



Written Responses

The following written comments were included on the 40 Response Sheets, 6 single issue sheets, and 1 page of written comments prepared prior to the work session:

Respondent 1.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Yes" with comments: *I think because of ESA problem, this is a very good idea.*

Respondent 2.

Catalyst Project Phasing Proposal Respondent indicated "Yes" with comments: *Agree with framework but am concerned about underlying economics for tenants/ developers.*

Essential Street Framework: Respondent indicated "Yes" with comments: *We the public need to understand the tax/ bond etc. implications of implementing these improvements and related road enhancements. Spell out your assumptions clearly when you mail this to the general public. Good suggestion to make use of space under park for additional parking.*

Core Area Building Height: Respondent indicated "Yes" with comments: *Agree as long as underlying assumptions make this viable for development of 5 stories above ground for developers and tenants.*

Little Bear Creek Area Building Height: Respondent indicated "Yes".

General Comments: *I am a small retailer who would love to think I could move to "Main Street."*

Respondent 3.

Catalyst Project Phasing Proposal Respondent indicated "Yes."

Essential Street Framework Respondent indicated "Yes."

Core Area Building Height Respondent indicated "Yes."

Little Bear Creek Area Building Height Respondent indicated "No."

Respondent 4.

Catalyst Project Phasing Proposal Respondent indicated "No" with comments: *Traffic is very bad now. With high density, it seems it will be much worse.*

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "No" with comments: *Density too much.*

Little Bear Creek Area Building Height: Respondent indicated "No" with comments: *Again too high density.*

Respondent 5.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes" with comments: *Parking under Park Blocks. 65'?? More dense. What is the economics? Expand to include more of area north of 175th.*

Little Bear Creek Area Building Height: Respondent indicated "Yes" with comments: *Possibly higher.*

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Respondent 6.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes" with comments: *My only concern is saving the views of Mt. Rainier, but economically it makes sense..*

Little Bear Creek Area Building Height: Respondent indicated "Yes".

General Comments: *I did not see anything about how to improve the use of DeYoung Park and what to do with the vacant building on 175th Street near Hollywood Video. Perhaps that building could be torn down and expand the park. Another idea: Build a walking bridge from the civic center area over 132nd Avenue to connect the big park next to the Sammamish River. I didn't see anything about the library. I think this would be great for civic center. Same with a community theater which could house the Woodinville Reperatory.*

Respondent 7.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "No".

Little Bear Creek Area Building Height: Respondent indicated "Other" with comments: *55'*

Respondent 8.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "No".

Little Bear Creek Area Building Height: Respondent indicated "Other" with comments: *55'*

General Comments: *Underground parking would kill some small businesses such as dry cleaners, photo stores. Water table. What about the gateways? From Plan A + B 170,000 more cars on streets. Stepped 2-3-4 stories. Most of all, why can't we stay as a small town without growing up?*

Respondent 9.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Yes".

General Comments: *1) The Little Bear Creek Study Area should continue all the way up to the city limits! 2) The 67' building height and all amenities should be the same on both sides of the Woodinville-Snohomish Road.. 3) Building heights as suggested appear to be very acceptable.. 4) Buildings of 3 or more floors should be stepped or modulated in on upper floors, with greenery and landscaping encouragements. 5) Walls of certain lineal lengths should be broken or modulated in or out. 6) Walls of certain linear lengths should be painted various colors for variation.*

Respondent 10.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "No".

Little Bear Creek Area Building Height: Respondent indicated "Other" with comments: *Would support 55'*

General Comments: *Little Bear Creek at 55' should be a stepped structure, ie, 3 stories in front, then 4 and then to 55'. Continue up to City Limits.*

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Respondent 11.

Catalyst Project Phasing Proposal Respondent indicated “Yes” with comments: *Land acquisition seems minimal.*

Essential Street Framework: Respondent indicated “Yes” with comments: *NE 173rd Street should be extended to the west with head-in parking to increase cross flow of traffic to 131st Avenue. Freeway access must be improved.*

Core Area Building Height: Respondent indicated “Yes” with comments: *However, parking is a must – under the park? Camouflaged structure.*

Little Bear Creek Area Building Height: Respondent indicated “Yes” with comments: *The business Parks would promote use of the trails in the Little Bear Creek Park and useful weekend parking for the trails – similar to Redmond.*

Respondent 12.

Catalyst Project Phasing Proposal Respondent indicated “Yes”.

Essential Street Framework: Respondent indicated “Yes” with comments: *I would like to see one street section as essential – western extension of 173rd from 133 to bypass for traffic circulation – important even with no Town Center project.*

Core Area Building Height: Respondent indicated “Yes” with comments: *I’d like to see 5 story approval if the 5 story building included parking. I’d hate to see a multitude of 5 story without parking. Perhaps tie parking to height in code somehow.*

Little Bear Creek Area Building Height: Respondent indicated “Yes” with comments: *With some parking in building as in Carillon Point Kirkland and in the new section of Bellevue Square Mall at new corner with Crate & Barrel (8th/Bell Way).*

Respondent 13.

Catalyst Project Phasing Proposal Respondent indicated “Yes”.

Essential Street Framework: Respondent indicated “Yes”.

Core Area Building Height: Respondent indicated “Yes”.

Little Bear Creek Area Building Height: Respondent indicated “Yes”.

Respondent 14.

Catalyst Project Phasing Proposal Respondent indicated “No” with comments: *Let development pay for development.*

Essential Street Framework: Respondent indicated “Yes” with comments: *More ‘essential’ streets should be added! Something needs to be done about traffic.*

Core Area Building Height: Respondent indicated “No” with comments: *Generate too much traffic. No differentiation from other communities. Support existing 35’ to 45’ height.*

Little Bear Creek Area Building Height: Respondent indicated “No” with comments: *Too high – out of character for Woodinville. Support existing 35’/45’ limits.*

Respondent 15.

Catalyst Project Phasing Proposal Respondent indicated “No” with comments: *Does not match our slogan “Country living, city style.”*

Essential Street Framework: Respondent indicated “No” with comments: *Why support one downtown property owner at the expense of others?*

Core Area Building Height: Respondent indicated “No” with comments: *No higher than 48’.*

Little Bear Creek Area Building Height: Respondent indicated “No” with comments: *48’ office is best – consider the salmon! The set-back has been in effect since 1979, so no harm to property owners by keeping the setback and building heights.*

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Respondent 16.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "No".

Little Bear Creek Area Building Height: Respondent indicated "Other" with comments: *You need a parking building for that much office space.*

General Comments: *More people downtown, living here or working here will bring more cars. The traffic will be much worse.*

Respondent 17.

Catalyst Project Phasing Proposal Respondent indicated "No".

Essential Street Framework: Respondent gave no indication.

Core Area Building Height: Respondent indicated "No" with comments: *Extend 65' height to everything on both sides of 175th Street.*

Little Bear Creek Area Building Height: Respondent gave no indication.

Respondent 18.

Catalyst Project Phasing Proposal Respondent indicated "Other" with comments: *Reprioritize South Garden Way anchor location. Parking garage needs to be assessed. Put garage under Park Blocks.*

Essential Street Framework: Respondent indicated "Other" with comments: *Concern about size of street along park blocks – too big. Make each side one-way.*

Core Area Building Height: Respondent indicated "Other" with comments: *Need to limit height to 5 stories, mixture of office, residential and retail. 55' penalizes office.*

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 19.

Catalyst Project Phasing Proposal Respondent gave no indication with comments: *\$. You are going to have to buy property and businesses. It will take all the property.*

Essential Street Framework: Respondent indicated "No" with comments: *Too many streets. Makes property unusable. Who is going to pay for them? Idea of essential streets good. Should be mix of commercial, office and residential through grid.*

Core Area Building Height: Respondent indicated "Other": *Should be higher. Should be stories rather than feet and all should be 5 stories.*

Little Bear Creek Area Building Height: Respondent gave no indication with comments: *Should be 5 stories.*

General Comments: *I want to look like Woodinville, not Portland. Ignoring 175th. It is the main street!*

Respondent 20.

Catalyst Project Phasing Proposal Respondent indicated "Yes" with comments: *We want north side of 175th to 140th included in new height allowance – 65' or 5 stories.*

Essential Street Framework: Respondent indicated "Yes" with comments: *But add extend 173rd to 131st Ave.*

Core Area Building Height: Respondent indicated "Yes" with comments: *But increase to 65' or 5 stories.*

Little Bear Creek Area Building Height: Respondent indicated "Yes".

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Respondent 21.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Other" with comments: *Extend 173rd to 131st.*

Core Area Building Height: Respondent indicated "Other" with comments: *5 stories both sides of 175th.*

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 22.

Catalyst Project Phasing Proposal Respondent indicated "No" with comments: *Streets on either side of park block should be one way going east and one way going west thus not taking so much property.*

Essential Street Framework: Respondent indicated "No" with comments: *Reason above.*

Core Area Building Height: Respondent indicated "No" with comments: *Should be 65' high in the core area.*

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 23.

Catalyst Project Phasing Proposal Respondent indicated "Yes" with comments: *Woodinville needs to grow. Areas on the city perimeter need to be looked at for small village centers. Where is Canterbury going?*

Essential Street Framework: Respondent indicated "Yes" with comments: *Transit routes should be moved along those areas with highest density.*

Core Area Building Height: Respondent indicated "Yes" with comments: *Necessary height for pedestrian/transit efficiency.*

Little Bear Creek Area Building Height: Respondent indicated "No" with comments: *Height is dependent on stream buffer and habitat quality desired. If habitat is devoured by public access & building encroachment, then fish will disappear.*

General Comments: *My concerns are regarding the Little Bear Creek Corridor and stream protection. Increased development does degrade streams, in particular where buffer width and quality are insufficient to protect from excess storm flows and public (people) exploitation. Buffer width needs to be a minimum of 200 feet. Storm water runoff needs to be infiltrated. 80% of food source for fish is terrestrial so how you manage your park strip and developments needs to be carefully studied from a science basis rather than a planning basis.*

Respondent 24.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 25.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 26.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Yes".

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Respondent 27.

Catalyst Project Phasing Proposal Respondent indicated "Yes" with comments: north civic center is a good place for public parking (e.g. Kirkland).

Essential Street Framework: Respondent indicated "Yes" with comments: *Don't particularly care for the additional traffic lights.*

Core Area Building Height: Respondent indicated "Yes" and "Other": *Raise roof heights to allow for variation in roof lines – avoid all flat roofs. Also, allow for contingency if can't get 2 parking floors underground.*

Little Bear Creek Area Building Height: Respondent indicated "Yes" with comments: *Nice job integrating the two plans.*

General Comments: *I like the idea of building housing on top of the Park & Ride. Seems to have worked well in Bellevue (Overlake). Allow north side of 175th to increase height restriction.*

Respondent 28.

Catalyst Project Phasing Proposal Respondent indicated "Yes" with comments: *Great. Let's go!*

Essential Street Framework: Respondent indicated "Yes" with comments: *Essential street framework is great. I question the uniformity of the 200 x 200 final grid. Maybe some – a couple of blocks. Could be 200 x 400?*

Core Area Building Height: Respondent indicated "Other" with comments: *Have building heights vary from 45' to 65', maybe promote a variety of roof designs and heights.*

Little Bear Creek Area Building Height: Respondent indicated "Other" with comments: *Same as above – go from 55' to 80'.*

Respondent 29.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 30.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 31.

Catalyst Project Phasing Proposal Respondent indicated "Yes".

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes" with comments: *5 stories – don't focus on measurement in feet; allows more flexibility in use/design; extend core area to north of 175th.*

Little Bear Creek Area Building Height: Respondent indicated "Yes".

Respondent 32.

Catalyst Project Phasing Proposal Respondent indicated "Yes" with comments: *City must make a strong statement on what the city is committed to build with tax \$'s.*

Essential Street Framework: Respondent indicated "Yes" with comments: *Yes on Garden Way and 173rd to 131st Avenue NE.*

Core Area Building Height: Respondent indicated "No" with comments: *55' only if roof and finish vary to break up facades and roof lines.*

Little Bear Creek Area Building Height: Respondent indicated "Yes" with comments: *Yes. This area fits business, commercial redevelopment..*

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Respondent 33.

Catalyst Project Phasing Proposal Respondent indicated “Yes” and “No” with comments: *Leave the trailer park alone.*

Essential Street Framework: Respondent indicated “Yes” with comments: *No thru road south of Sirkin.*

Core Area Building Height: Respondent indicated “No” and “Other.”: *55’ for TOD only.*

Little Bear Creek Area Building Height: Respondent indicated “Yes” and “Other.”: *55’ for only for business and 45’ for TOD.*

General Comments: Please look over the miss spelled words – I’m a thinker, not a writer. What can be done to bring back the Birds to Woodinville? Bellevue has many, many more. Please go beyond ADA guidelines and make wheel chair ramps less steep and wider. Not everyone has an 18” wheel chair. Keep in mind that even a small (1/2 inch) difference in heights of cement for street can cause any wheel chair to tip over or throw person to the ground. Why can’t the Mobile Home Park stay and be worked in to overall plan. Very derogatory – prejudicial to keep low income from living downtown. We are people too.

Respondent 34.

Catalyst Project Phasing Proposal Respondent indicated “Yes”.

Essential Street Framework: Respondent indicated “Yes”.

Core Area Building Height: Respondent indicated “Yes”.

Little Bear Creek Area Building Height: Respondent indicated “Yes” with comments: *Go higher!*

Respondent 35.

Catalyst Project Phasing Proposal Respondent indicated “Other” with comments: *But I do not intend to sell my property which is partially in the East Park Block.*

Essential Street Framework: Respondent indicated “Other” with comments: *More details needed about how abutting property owners will be compensated for leaving them with unusable fragments of land.*

Core Area Building Height: Respondent indicated “Yes”.

Little Bear Creek Area Building Height: Respondent indicated “Other” with comments: *I have not thought about this section enough to comment.*

Respondent 36.

Catalyst Project Phasing Proposal Respondent indicated “Other” with comments: *Overall idea is good, but I think we need some alternative ideas provided, especially where existing businesses are being displaced. The park issue needs to be readdressed. Alternative design...perhaps in mobile park area.*

Essential Street Framework: Respondent gave no indication.

Core Area Building Height: Respondent indicated “Yes” with comments: *Contingent upon the water table issue being thoroughly researched and resolved.*

Little Bear Creek Area Building Height: Respondent gave no indication.

Respondent 37.

Catalyst Project Phasing Proposal Respondent indicated “Other” with comments: *I am an owner of property in the Park Block. I intend to stay in business for many years and would oppose being forced to sell the land to accommodate the Park Block.*

Essential Street Framework: Respondent gave no indication.

Core Area Building Height: Respondent indicated “Yes” with comments: *As long as the water table issue is addressed. Also, Parkway must be addressed for each of the buildings.*

Little Bear Creek Area Building Height: Respondent gave no indication.

Woodinville Downtown Master Plan

Work Session 4: July 11, 2002

Public Comments Received



Respondent 38.

Catalyst Project Phasing Proposal Respondent indicated "Other" with comments: *Who pays? How is this financed?*

Essential Street Framework: Respondent indicated "Other" with comments: *I agree with the grid and plan from the planning standpoint, but do not understand the costs. Sounds like the plan comes out of our pockets.*

Core Area Building Height: Respondent indicated "No" with comments: *Height restriction will no allow the project to go forward.*

Little Bear Creek Area Building Height: Respondent indicated "No" with comments: *Economics. Does this area need more height than the downtown.*

Respondent 39.

Catalyst Project Phasing Proposal Respondent indicated "Other".

Essential Street Framework: Respondent indicated "Other".

Core Area Building Height: Respondent indicated "Yes".

Little Bear Creek Area Building Height: Respondent indicated "Other".

Respondent 40.

Catalyst Project Phasing Proposal Respondent indicated "Yes" with comments: *Let's Go!*

Essential Street Framework: Respondent indicated "Yes".

Core Area Building Height: Respondent indicated "Yes" with comments: *Why not raise entire 175th Street (both sides)? Prefer 4-story at highest. 5 seems awfully high.*

Little Bear Creek Area Building Height: Respondent indicated "Other" and "No" with comments: *"Yes" if it has to be business park. I prefer "No" and consider some other type of development. Buildings closer to road and mixed use (housing and commercial). Definitely want linear park there, walking paths along river and maybe along RR. RR linear park too like Snoqualmie. If it has to be business park, make many park-like amenities like Bothell (Bear).*

General Comments: *See front. I don't like business park for Bear Creek area. I understand idea of getting anchor projects, however I see no current need for parking garage to go in first. All current businesses have their own parking lots. (Yes, we do want to get rid of the "sea of parking lots.") Your attempt to make Garden Way through TRF more walkable is good, but want to see more store fronts done. (Not just the few little building's suggested. (ie make the new Garden Way downtown extend better through already developed TRF.) Is this clear? I am saying to continue this Garden Way idea further north. The proposed red buildings are not nearly enough.*

The following are single issue sheets of the questions printed from the PowerPoint presentation. Some people marked and commented on these sheets. The following summarizes their response:

Catalyst Phasing Proposal: "No - Why should the public pay for private profits?"

Essential Streets: "No - Too many streets."

Building Height Core Area Proposal (55): "No - Change to 65' and include both sides of 175th to 140th as shown."

Building Height Little Bear Creek Proposal (67): "No - Change to 65' and include both sides of 175th to 140th as shown."

Catalyst Phasing Proposal: "Other - Add 5 or 6 stories on both sides of 175th Street from 135th to 140th."

Building Height Little Bear Creek Proposal (67): "Yes."

Woodinville Downtown Master Plan

Work Session 4: July 11, 2002

Public Comments Received



The following comments were submitted at the Work Session:

Comments on Proposal to Convert Canterbury Office park into a Public Park

By Sarah K Weinberg, M.D.

I am a pediatrician who has maintained a small medical practice in Canterbury Office Park for 18 years. I am also a part owner of the building complex. Thus I am VERY interested in the City of Woodinville's plans for the downtown area. As best as I can tell from the copy of the "Park Block Location" sent to Stacie and Daryl Ekland with a letter of 6/19/02, the current draft of the Downtown Master Plan includes the removal of Canterbury Office Park and the creation of a Park Block on that property. I have a few comments about this plan that I think are important for city officials to consider before finalizing it:

1. Why remove functional small business office space, already in short supply in downtown Woodinville, for a park? There are other properties very close by that could be converted to park use with minimal disruption – Canterbury Mobile Home Park, for example.* How much other small business office space south of 175th Street will also be removed for this Park Block? Many of these businesses will be forced to move out or close. Is this good city planning?
2. Let me tell you about the consequences of your actions for me. I am trying to sell my practice right now. Ethically, I must tell my prospective buyer that my building may be torn down and he will be forced to relocate the practice at some unknown time in the future for unknown compensation. Buyers for small medical practices are very scarce these days. This sale may fall through merely on the rumor that the city might take the property for a park. If that happens, I am economically damaged, right now, before you have finalized anything, and certainly before you have even considered paying for any consequences of your plans. I have trouble considering this good city planning.
3. If I cannot sell my practice, there are other consequences for the City of Woodinville. The city will lose two pediatricians, who are providing medical care for 2,500 families. The large pediatric practice in the Woodinville Medical Center does not have room to expand and is not seeking new patients. Where will these families, many of them from Woodinville, take their children for medical care? Is this good city planning?
4. There is more to creating an attractive downtown area than creating extensive parks. To quote Carl Smith from the City's website: "These Plans are tied to Woodinville's first community vision to have a downtown area that balances economic development opportunities with commercial and residential uses, a pedestrian-friendly place and an area that supports mixed uses." This city has practically been paved over north of 175th Street by a behemoth of a parking lot with a ring of large chain businesses, not locally owned. The only area left for small businesses, professional offices, and small service providers (such as hairdressers, escrow offices, clothing repair and alteration shops, etc.) is south of 175th Street. These kinds of businesses don't fit in large strip malls, and many of them can't afford the high rents of such locations. The people who own these businesses are your neighbors, and some of them are Woodinville voters. I don't think this plan does very well at supporting mixed uses, never mind balancing huge developments like that mall with other commercial uses. Is this good city planning?
5. I think parks are great. I think Woodinville needs more green space to balance the sea of asphalt out there. There are other ways to obtain more property for parks without needlessly destroying affordable office space when the city actually needs more of it, not less.

Thank you for your time and attention.

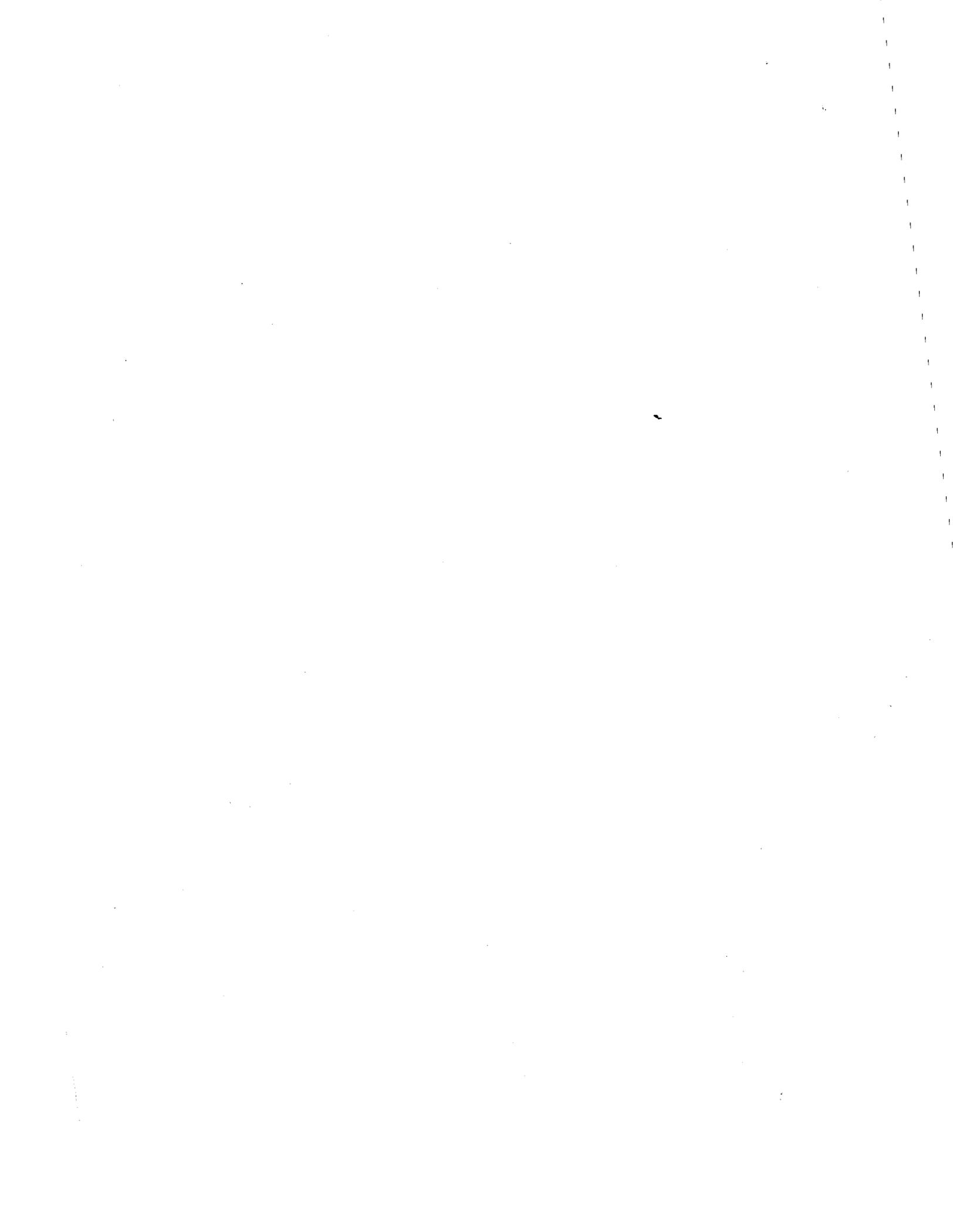
Additional comment added at Work Session: *For instance, the park block mall could be just south of 173rd instead of just north of it.

APPENDIX K

Record of Public Involvement

2. Master Plan Workshops

Work Session 5 – July 25, 2002



Little Bear Creek Corridor Master Plan

Final Work Session: July 25, 2002

Draft Public Comments Received



Summary

Approximately 40 people interested in contributing to the design and future development of the Little Bear Creek Corridor Area met for the Final Work Session. The Work Session took place on the evening of July 25, 2002 at City Hall. The purpose of the meeting was to evaluate and comment on refined circulation, open space, land use and phasing concepts. The preferences indicated by citizens on the Response Sheet ballot are summarized below.



RESPONSE SHEET

Little Bear Creek Corridor Master Plan

July 25, 2002

21 Response Sheets were submitted. In some cases, respondents may not have indicated a response to all questions, or may have indicated 2 responses to a single question.

TRAIL OPTIONS/PARK CHARACTER

Do you agree with a natural "soft trail" on the west, and a groomed "paved trail" on the east sides of Little Bear Creek?

Yes	No	Other
18	2	1

Indicate your preference for City Park:*

Passive	Active	Other
15	4	3

Do you support the 131st Avenue Little Bear Creek trail passage proposal?

Yes	No	Other
9	6	4

*Active - Tennis and basketball courts and lawn games.

Passive - Picnic, interpretive and natural areas.

SR-522 CROSSING

Do you support the pedestrian and bicycle overpass connection?

Yes	No	Other
16	3	2

LAND USE

Do you agree with the policy of encouraging office uses (amend codes)?

Yes	No	Other
17	3	2

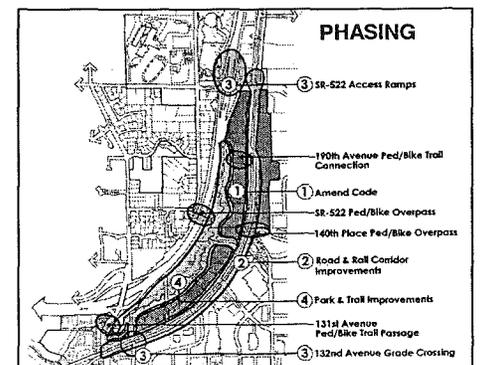
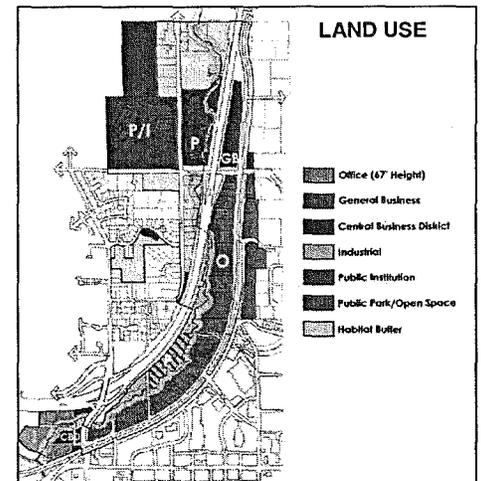
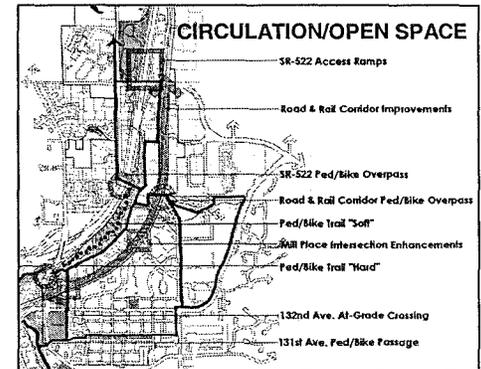
Do you agree with increasing the allowable building height from 45' to 67' (3 floors to 5 floors) for office uses only?

Yes	No	Other
13	7	1

IMPLEMENTATION

Do you agree with the project phasing proposal?

Yes	No	Other
9	3	6



Little Bear Creek Corridor Master Plan Final Work Session: July 25, 2002 DRAFT Public Comments Received



Small Group Presentations

Participants worked in groups of two to six people at 8 discussion tables to determine their preferences for Plan Concepts. Their responses and observations are summarized below:

Table 1

- Yes for the soft and hard trails.
- Not yet clear about City Park.
- Concerned about security on the passage proposal.
- We support 522 crossing.
- We support land use and phasing.
- Concerned for displaced office workers.



Table 2

- The height of buildings will be exceeded over time by tall trees.
- Water table and expense are concerns for parking structure.
- When planning trail locations, think about avoiding dissection of properties.
- Trails are good for both office workers and the public.
- Property Owner - We own 12 acres in the area. We can't develop on the west side. On the east side, height may be necessary. We try to work with people and understand the facts of the circumstances. Over the time we have owned the property, the 25' setback from Little Bear Creek was expanded to 50'. Recent discussion has talked about expanding to as far as 300'.



Table 3

- Not informed enough to comment on trails.
- Not informed enough to comment regarding the passage.
- 522 crossing, yes.
- For land use, office seems OK.
- Not informed enough to comment on phasing.

Table 4

- I like the proposal.
- Prefer to direct growth.
- As a business, you have to invest. Each time I invest, it has come back.. This proposal generates an income.

Little Bear Creek Corridor Master Plan

Final Work Session: July 25, 2002

DRAFT Public Comments Received



Table 5

- Generally agreed with parks proposal.
- Definitely passive use for City Park, especially with salmon.
- Overpass is good and goes well with the park.
- Concerned with buildings. Water table and underground parking an issue.
- Concerned with congestion from office development – especially around the High School. Improving roads around High School is a major issue.
- Where is mitigation for new streets from new housing? This is not addressed in proposal.

Table 6

- Office development may have to precede development in downtown core.
- I live here because I like to live close to work and do not have to use the freeway.
- Parks are important in a city
- Many businesses may have to move from the core. They can go to (proposed office area?)

Table 7

- I represent perhaps the largest property owner in the Little Bear Creek Corridor area. I'm pleased with the number of people here.
- I like a lot of the plans.
- A big concern is the High School. Look at it – it's part of our city.
- Regarding the creek, we need to acknowledge legal setbacks. My property legally has not addressed this.
- There are some really good ideas here and it needs to be sold to the public who will actually do this.

Table 8

- Trails, yes.
- City Park – no concensus.
- Passage – cost concerns.
- SR-522 crossing – need input from the wedge area. Would it be used?
- Office land use, yes.
- Height – pretty adamant about 55'.
- Office use should probably extend up into GB.
- Provide a little entry park at the north.

Little Bear Creek Corridor Master Plan

Final Work Session: July 25, 2002

DRAFT Public Comments Received



Written Responses

The following written comments were included on the 21 Response Sheets submitted.

Respondent 1.

City Park Preference Respondent indicated "Passive" and "Active" with comments: *Each use.*

Respondent 2.

General Comments: *I would like to see the plan reworked more closely to the CBD Plan and the Parks & Recreation Commission Plan for Little Bear Corridor.*

Respondent 3.

City Park Preference Respondent indicated "Passive" with comments: *Need to have picnic and open space but no "organized" recreation area.*

Passage Proposal Respondent indicated "Yes" with comments: *Great idea.*

Encouraging Office Uses Respondent indicated "No" and "Other" with comments: *Should be more mixed use – housing, office. Leave general business with 45' height.*

Increasing Height for Office Uses Respondent indicated "No" with comments: *No No No No.*

Implementation Respondent indicated "Yes" with comments: *Has to be.*

Respondent 4.

General Comments: *Go higher in "O". Underground, 2 stories may not work. May require more open parking.*

Respondent 5.

Passage Proposal Respondent indicated "No" with comments: *? Don't understand the passage proposal.*

SR-522 Crossing Respondent indicated "Other" with comments: *With ADA lift.*

General Comments: *Not related question: Where is the Woodinville Senior Center that we voted on? Why not use the full 45' – what are the costs and why was it not presented? Why was the flyer not put in Woodinville Weekly. Make a tri-fold, pre-stamped, return flyer for lot more response. Why not do underpass to cross rivers? All trails should be able to provide firm ground for all wheelchairs, etc.!!! Most definitely tennis courts and lots of basketball! The river does not show up very well, which is hard to follow what's what. Is there going to be extra parking in the business lots for people that want to go to the park during the day? How wide are the roads going to be that are going in? Will all the streets have a two-way center lane? If need more parking, put it in the center of the building with offices around, so parking is bid. Why can't a parking lot be put along the edge of the west area park to ease school parking and add parking for the park. Why do the land owners have to continue to pay land taxes when the city takes the land? (Please call or write answer).*

Respondent 6.

SR-522 Crossing Respondent indicated "No" with comments: *Combine with a road crossing makes more sense.*

Increasing Height for Office Use Respondent indicated "Yes" with comments: *But only with enough supporting road development.*

Implementation Respondent gave no indication with comments: *Development of Little Bear Creek Corridor should precede any park development.*

General Comments: *The Park Block planned for the center of Woodinville S/B located and planned for development with the future sale of Canterbury Mobile Home Park. Displacing 30+ businesses does not make sense and would be much more costly than locating the park block along the northern boundary of the mobile home park. Perhaps the stream that runs along the southern boundary of the mobile home park could be relocated to the south side of the south bypass to give more land room for the future development of the mobile home park.*

Little Bear Creek Corridor Master Plan Final Work Session: July 25, 2002 DRAFT Public Comments Received



Respondent 7.

Trail Options Respondent indicated "Yes" with comments: *Why do we have to have 2 trails though. Paved trail would be fine.*

Passage Proposal Respondent made no indication with comments: *Need a passage somewhere. 131st may or may not be best place.*

SR-522 Crossing Respondent indicated "Yes" with comments: *Actually, really should have an actual road overpass.*

Increasing Height for Office Use Respondent indicated "Yes" with comments: *Not really but guess we have to.*

General Comments: *Agree that "Office" should extend up to "GB" area also. Want to connect this green space with trails – Burke-Gilman on up to Snohomish. Need to develop railroad right-of-way into a linear park. Need access to water somewhere in Woodinville. (We need a beach somewhere.) Also need to have street front requirements: nice sidewalks with landscaping between street and sidewalk.*

Respondent 8.

Trail Options Respondent indicated "Other" with comments: *Soft trail on both*

City Park Preference Respondent indicated "Other" with comments: *No City Park..*

Passage Proposal Respondent indicated "Yes" with comments: *In 50 years.*

General Comments: *Needs to be extended out for a longer period of time. In fact, you could have soft trails directly adjacent to the buffer area without having to purchase that much land adjacent to business.*

Respondent 9.

Passage Proposal Respondent indicated "No" with comments: *No tunnels.*

Implementation Respondent indicated "Other" with comments: *See General Comments*

General Comments: *1) The north borders of Little Bear Creek Study Area should be clarified to extend up to the City Limits to keep the city design continuous and cohesive. 2) The zoning of the land in Little Bear Creek Corridor should be "O" in its entirety. The design currently shows very northern tip of the Little Bear Creek Study Area as being "GB". This should be changed to "O". 3) Little Bear Creek development should be phased first for development. A) It is largely vacant or has temporary or interim users and is ready for immediate development. B) It is Woodinville's "northern gateway" and should be improved.*

Respondent 10.

Passage Proposal Respondent indicated "No" with comments: *Security issue.*

Implementation Respondent indicated "Other" with comments: *Little Bear Creek development should be done first. That way displaced office workers from downtown would have a place to go.*

Respondent 11.

Passage Proposal Respondent indicated "Other" with comments: *Over. No tunnel. Safety issue.*

Implementation Respondent indicated "Other" with comments: *Move ahead of some of CBD development.*

Respondent 12.

Trail Options Respondent indicated "Yes" with comments: *Paved or groomed trail..*

Passage Proposal Respondent indicated "No" with comments: *Security issues. Only do it if you have no other option*

Implementation: Respondent indicated "Other" with comments: *Yes, if we are talking about phasing "within" Little Bear Creek..*

Little Bear Creek Corridor Master Plan

Final Work Session: July 25, 2002

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Respondent 13.

Trail Options/Park Character Respondent gave no indication for the 3 questions with comments: *Park should be passive use only. Woodinville has other sites for active use recreation. A business locale is more conducive to passive recreation.*

Increasing Height for Office Use Respondent indicated "Yes" with comments: *Absolutely necessary for both recreation and commercial uses.*

General Comments: *To have recreation and open space at LBC, you need to do commercial must build vertically (especially at north end of town) – not enough parking even with 1.5 dpsvrd; probably additional parking should be considered with a 5-story garage. Business needs to trust government in order to implement this or any other enhanced park/business plan. Perhaps government should begin any new program by starting with business considerations first before recreation, when and where feasible. It is imperative that the business community come on board first – the rec land will always be there. People first!!!*

Respondent 14.

No Comments.

Respondent 15.

General Comments: Continue the "O" zoning north through the "GB" zoning to the northern city limits.

Respondent 16.

General Comments: *1) Need to understand what the cost is and how it will be funded. 2) Conditional cost crossing on NE 70 and ? seldom used as is one NE 12th in Bellevue. 3) Also retail uses; food services.. 4) Max should be 55'. 5) "GB" on land Use Framework (Draft) should be "O". Max should be 55'. 5) parcel west of letter "GB" should be "park".*

Respondent 17.

Passage Proposal Respondent indicated "Yes" with comments: *Cost?*

City Park Preference Respondent indicated "Passive" with comments: *No (active)! The tennis courts on the Sammamish Trail not used now.*

SR-522 Crossing Respondent indicated "Yes" with comments: *Would like to know what people living in the 'wedge' think.*

Encouraging Office Uses Respondent indicated "Yes" with comments: *Possibly should include retail uses. Also printing/deli, Starbucks, etc.*

Increasing Height for Office Uses Respondent indicated "No" with comments: *4 floors, 55' – 56'.*

General Comment: *All office and other buildings in Little Bear Creek Corridor must have 2 faces – one facing freeway and other facing Little Bear Creek Parkway and/or Woodinville-Snohomish Road. GB (Woodinville Auto Auction) and north etc. should be rezoned "O" – as rest of Little Bear Creek Area is. Note: Northeast corner of 195th (small parcel) should be acquired by Parks. Signage, passive park, landscaped "GATEWAY".*

Respondent 18.

General Comment: *I am coming into the process late so I may have missed a lot. I would like to know what you have planned for all of the new kids that will be in the schools after all of this growth. What is going to happen to all of the people living in the downtown area. Wouldn't it be prudent to fix all of the problems created by the city and all of the developers to this point before embarking on more growth?*

Little Bear Creek Corridor Master Plan

Final Work Session: July 25, 2002

DRAFT Public Comments Received



Respondent 19.

General Comment: *Phasing agreement is qualified: Need to put revegetation/ reforestation of parkland and riparian zone on front burner. Trail system later is fine. But need salmon habitat restoration to begin soonest. Trees, shrubs to provide shade to water temperature in creek and food web for juvenile/ pairing fish need years to grow before providing benefit as intended. Salmon programs in rest of watershed depend in part on successful transit of this reach of Little Bear for trip upstream to spawn, and downstream for early life cycle rearing and lake time Needed. This must take salmon (Chinook – ESA endangered specie) viability/ safety into account. This is the “gateway” into the rest of our salmon rearing watershen upstream for 17 square miles of stream habitat.*

Respondent 20.

Trail Options/Park Character Respondent indicated “No” with comments: *One is enough.*
Encouraging Office Uses Respondent indicated “Other” with comments: *Some fine businesses exist in concrete tilt-ups. Leave attractive business buildings alone.*
General Comments: *Don not consider using 132 Avenue NE for trail access. Do use 134 Avenue NE for trail access. Here's why: 132nd Avenue NE: Public benefit – 5 parking spaces. That's it! Private Benefit – None. Entirely adverse. 134th Avenue NE: Public Benefit: Unlimited parking, rest rooms, water, garbage, lights, unlimited future expansion, located in the open flat park; “a signature park entry”; “an active park” is possible using this street access; It can be made into a freeway crossing. Private benefit – no businesses are disturbed. Problems at 132 Avenue NE: Will eliminate street parking for business traffic congestion; no place to turn around 40' trucks use the street; cars often have to be moved; conflict with businesses and the public; no bathrooms; no parking; it is fenced on both sides of the street; the street ends at a 20' bank (culvert will be removed); street vacation will be sought by abutting owners.*

Respondent 21.

Increasing Height for Office Uses Respondent indicated “Yes” with comments: *With underground parking with low impact development, permeable paving.*
Implementation Respondent indicated “Other” with comments: *Vegetation should be done at outset in buffer area.*
General Comments: *Preserving habitat in and along Little Bear Creek is critical. Adequate shade, undisturbed stream flow, and avoidance of all pollution must be observed to protect this habitat which is key to our fish stocks.*



APPENDIX K

Record of Public Involvement

3. Mailer Responses

Downtown Little Bear Creek Master Plan
 Mailer Response
 Total cards received as of 12/05/02: 387

Response
 I Agree With:

		Yes	No
1.	Office Park Land Use	262 73%	97 27%
2.	Pedestrian Bicycle Bridge	193 69%	86 31%
3.	Protect Little Bear Creek	332 86%	53 14%
4.	175 th Street Beautification	354 79%	95 21%
5.	Civic Campus Improvements	257 70%	108 30%
6.	Train Station	234 63%	139 37%
7.	Road Access Improvements	347 90%	39 10%
8.	Trail Under 131 st Street	294 80%	74 20%
9.	Offstreet Ped/Bike Loop	288 77%	85 23%
10.	Five Floor Maximum Heights	214 57%	161 43%
11.	New Local Streets	274 75%	93 25%
12.	Central Park Blocks	268 72%	105 28%
13.	Transit Oriented Housing	194 53%	174 47%
14.	Garden Way Retail Street	262 73%	98 27%
15.	Restore Woodin Creek	314 83%	64 17%
16.	Downtown Residential	222 60%	146 40%

Please note: Comments are verbatim from response cards.

Comments:

1. It's hard to disagree with any of these proposals but most should be put on hold until economy becomes solid again.
2. The roads are unable to handle traffic now and this plan does not address that issue but adds to it.
3. The resident of Woodinville is great all these improvements are looking for the future. Good luck. God Bless this Plan!
4. Just do it!
5. What are you people smoking? If the City Council doesn't stop bright water, the above improvements won't matter. Only two of the above items address any of the real problems facing Woodinville.
6. We love this plan! When can we get started?
7. This could make Woodinville a really special place for residents and tourists (low impact source of income) while some may sprawl outside of Woodinville. Keep the growth central so we can save as much land as possible to be green. A beautiful way to do this.
I don't have a lot of money but would be willing to pay to move here (Transit Oriented Housing).
8. Fix the intersection on 132nd & 145th before you consider these expensive projects. Needs signal very badly. Dangerous corner.
9. Where are facilities for our youth? Skateboard Park, Pool, Tennis, Clubhouse, etc.?
10. Leave things the way they are. Fix or upgrade what we have. Avoid using concrete. I like the non-ostentatious look of downtown.
11. Keep buildings at a 2-story level. Don't want a downtown Everett.
12. I really like the downtown residential ideas, but I'm very wary of #13 if it means eliminating the park & ride. If #14 includes the P&R, then I'm fully supportive.
13. I don't want Woodinville to look like downtown Redmond and the mass of apartments over businesses. Stop Already!
14. A real Woodinville public library is needed downtown within walking distance (the Cottage lake library is badly located).

Please note: Comments are verbatim from response cards.

15. Redmond is a good model for a downtown development.
16. There is already too much congestion and you are proposing more?!
17. Somewhere I would like to see a “Grand Blvd” with grand trees – tall, canopy, spreading trees, not just the smallish pears and red maples that are so over used these days.
18. #4 – to vague, this street was just paved. Molbaks has lot of flowers.
19. Please keep the small town feel of Woodinville by not increasing heights. My car was broken into at the P&R. If you cover it, the parking lot will make cars even more vulnerable and subject women to parking in a less safe environment. Someone saw our car being burgled and called 911, but in a dark garage that would not have been possible. Too many women will become subject to having their travel patterns become known by would-be assailants.
20. Encourage better metro bus route to encourage more ridership- cheaper than dealing with traffic congestion.
21. Looking forward to all of these exciting changes!
22. Library downtown! Municipal court satellite office!
23. Keep light pollution down more street lanes through town.. Thanks.
24. I think this is great! Everything Redmond tried to do with the Town Center but failed with too much sprawl. Great job guys/gals!
25. How much do our taxes go up? They already are quite substantial.
26. I feel most of this will not matter if the sewage treatment plant is built. Stop Ron Sims!
27. #2 too expensive at this time. #7 a priority. #9 not a priority / well thought out plan.
28. Thank you for the opportunity to respond.
29. As someone who works and lives near downtown Woodinville, this looks great!
30. Please a dog park so truly there is something for all Woodinville residents – Seattle, Redmond, Kirkland, all have one – we should too. Please! Don’t forget our dog’s pals.
31. Where is “Brightwater” on this map?

Please note: Comments are verbatim from response cards.

32. Traffic congestion is bad. More business - more traffic. Stop!
33. Great job planning!
34. You did not show #9 & 10 on large map (Oh! Just saw on this post card) – Correct on next map. #10 has ugly colors like new fire station. 67” office – why must look like plain ugly office design?
35. Looks like a great plan!
36. Overall outstanding plan! 3-story max building height 5 is a bit much. Great job planning staff.
37. Yes on #6 provided they have a parking area near the train station.
38. I suggest punching Mill Place through to SR-522. I don't think people will use #2 especially for what it costs to build it. I like the train & road plans! Thanks for caring about citizen's responses.
39. I disagree that this plan will reduce auto trips during the peak traffic hours. I'm sure this is based on a high percent of people working & living within walking distance. I wouldn't plan for that. I like the city street expansion idea. This is much needed.
40. Woodinville has a nice variety of stores already. I wouldn't choose to build from the ground up. I would strive to remodel what we already have.
41. The city needs a pedestrian overpass on 171st between Waterford Place & Brittany Park. Potential new train routes were not discussed.
42. How is transit oriented housing different than housing?
43. Provide senior housing in Canterbury square area.
44. Why not reach out and put a light at a road intersection (175th & 132nd) instead of a ped. light a block up? Would relieve a lot of congestion if people used 132 Wood-Sno Rd.
45. This handout/brochure glosses over the entire Molbak survival issue. With taxes at “highest & best” and the dramatic increases in profit value due to high density. They won't survive!

Please note: Comments are verbatim from response cards.

46. Very nice work with lot's of diversity! 1. Transporting cars through during rush hour is biggest concern with only main intersection at 522 & 132nd NE. 2. Parking at train station? 3. Improve intersection near Mcroys!
47. We strongly support this vision for Woodinville's future!
48. I'm pleased to see city planning and request for citizen comment. Good Work!
49. Lets Go Woodinville!
50. A very bold, broad, ambitious and perhaps visionary proposal. The explanation of how we will pay for it is a fit fuzzy.
51. I'm impressed with the foresight and planning and how citizen input is valued. Of course traffic flow control is critical to making this plan work well.
52. Where do you intend to get the funds for changes that very few residents will use?
53. Excellent plans, which should keep downtown alive and healthy! We strongly support this.
54. Need to improve intersection 175th Woodinville rd. Soon! Major traffic area.
55. Have King Co. put their sewer treatment plant in their own county.
56. Great Plans.
57. 2-story height restriction. No low-income housing.
58. Two story height restriction. No low-income housing.
59. Building beyond the current 35ft limit is not acceptable. Cost of any of this has not been defined. Section 1 does not even come close.
60. We have needed a plan. Great makes perfect sense.
61. I don't like homes and apartments in downtown areas. If we build over the transit parking where will transit riders park? Where will residents park? Nice brochure and good planning work.
62. More details on financing needed.
63. Sounds great as long as it pencils out and meets the cost/benefit test; it all needs to be pedestrian oriented and human scale; not real enthused about the train depot.

Please note: Comments are verbatim from response cards.

64. Do not destroy trees currently growing along 175th. Do not move Molbaks. Ride the train? About time! Keep Canterbury. Ped's instead of cars? Amen!
65. Freeway sound barrier walls along ST522 for residential area, between SR202 & 195th highly desirable.
66. Really appreciate all environmental efforts. Really appreciate push to increase pedestrian friendliness. People do not walk because the streets don't welcome them only their cars. New Yorkers pulled together through 9/11 in part because they walk together on the streets everyday.
67. I don't want to live in Bellevue. I moved here for the "small town" feel.
68. One of the main traffic problems in Woodinville is not being addressed (SR202 & 175th).
69. I would like the money raised to solely be accomplished through sales.
70. Whatever happened to country living? Don't want to be another Redmond. Let's cut down on the density & traffic.
71. Please, no on-street parking and lower maximum building heights. I do not want Woodinville to be like Kirkland!
72. #4- What about the congestion. How are trees going to help? #7 – Okay but what about 175th & 202 towards old granary? Have you tried to go west in the morning? #14 – Shops tend to offer over priced items.
73. Location of "park blocks" will displace many existing businesses. Relocate to south side of 173rd when Canterbury Mobile Home Park sells and put Woodin Creek under ground.
74. Ask how many people who live in Woodinville work in Woodinville. Otherwise you create office space and more traffic! #16- Will they live and work here?
75. Where do people park for #10? #14? #16? Is Molbaks going away? What about parking??! #12-Keep Molbaks.
76. Aren't you putting the "cart before the horse"? How can I vote or choose without knowing an estimated cost for each proposal? What if I say, "yes" to proposal #1 and later find out it's very expensive to do. Will I be able to change my vote?
77. City is too fixated with "civic center" area. Nobody lives there! Favor zoning changes to increase density – adopt road mitigation policies to let "Growth pay for Growth"

Please note: Comments are verbatim from response cards.

78. Please don't turn Woodinville into Redmond!! The above-mentioned changes will turn our city into a Yuppie Haven, losing the country charm. The plan does NOT reflect the vision of Woodinville residents.. It is over board!!
79. I think more housing would only further congest the area. There is enough local & surrounding population to support these other improvements.
80. Do not save old school house or pool but do create a new campus on old site.
 #4: 175th Street Beautification- does not decrease roadway area!
 #6: Train Station – Why?
 #11: New Local Streets – Maybe, depends where.
 #12: Central Park Blocks - Do not need a high rent district.
 #13: Transit Oriented Housing – Absolutely!
1. There are no prior provisions in the questionnaire for degree of agreement/disagreement. Therefore, results can never measure what you are seeking (even with censuses) – opinions differ weekly.
2. There is a basic implied assumption that downtown needs major “fixing” I disagree with the basic premise.
81. A high density pedestrian city center will require ample parking for people who need to drive there to park and walk.
82. Fund these projects with existing tax rates. I will not support increased taxation for this plan. Beautification west of 131st ave. is needed, as the view from Highway 522 is not ideal.
83. We're very pleased to see a master plan developed! The city must grow with a plan in place! Nice work! There are a large number of affordable housing options downtown, currently. If it's too affordable downtown, there will not be the resources to support specialty shops, etc. Make downtown a destination. The housing options need to reflect that and support that image.
84. #5 Civic Campus Improvements: Old school house should go if cost is too high to renovate. #10 Five Floor Maximum Heights: Do Not raise heights on buildings anywhere in Woodinville above “45. #11 New Local Streets: Do not like on-street parking.
85. #4 174th Street Beautification: Please keep the poor “Butched” London Plane Trees on 175th Street as they offer shade in the summer and a bit of a noise barrier from the busy road. We need large trees on this road now and always. #11 New Local Streets: We need to use whatever part of this valley we can to form a grid of roads.

Please note: Comments are verbatim from response cards.

86. I am new in Woodinville area. I do not feel qualified to judge but your plan seems good.
87. #16 Downtown Residential: Are you going to kick 80 & 90 year old people out of their homes? Terrible!!
88. Where is Molbaks!!!! Do not remove Molbaks. It is the town's center. Do not build housing at Park & Ride! Library? Theater? Where are they?!
89. Need downtown dog park for downtown residents. Need civic center to be open on Saturday's and evenings.
90. Love #2, Pedestrian Bicycle Bridge Excited about #3, Protect Little Bear Creek. Intrigued by #12, Central Park Blocks. Interested by #13, Transit Oriented Housing, #11, New Local Streets, #14, Garden Way Retail Street, #16, Downtown Residential. Absolutely #15, Restore Woodin Creek. Will be so amazing even if only half of the 1-16 items come true. If they all eventually happen – that would be too entirely awesome!!!
91. No comments
92. No comments
93. No comments
94. No comments
95. No comments
96. No comments
97. No comments
98. No comments
99. No comments
100. No high rises of any kind; better traffic flow – one way streets; better parking lot designs, Garden way area horrible.
101. Great presentation! Some concern regarding funding.
102. How secure will this area be (Transit Oriented Housing)? No parking is pictured – an underground haven for theft. What passenger train? There are no stations in adjoining communities. There are not enough safe bike lanes. Woodinville needs to provide safe ways for residents who already live here and pay taxes to ride into

Please note: Comments are verbatim from response cards.

- town (from Hollywood Hill, Wellington area, etc... Where is the plan for this? It is as if these areas don't exist on your plan.
103. Too much too fast. Better let the economy stabilize. 32-year resident. You've all ready screwed up. Your Planning Commission has no real foresight. No New Taxes.
 104. Transit Oriented Housing? Do you really want to bring in low income trash to break into cars we leave at the park & Ride? What a joke. Who thought this one up?
 105. Great forward thinking.
 106. We are very concerned about the noise pollution (warning horn) generated by the train and we are worried by the possibility of additional train crossings.
 107. The plan sounds terrific and I am really excited and look forward to living in a vibrant and lively Woodinville. Good Work.
 108. Items 7, 11, 9 are most important to me.
 109. I feel all this is a waste of our tax dollars if Brightwater is built within a mile of our downtown.
 110. Fix 175th traffic gridlock first, or fewer people will come to downtown to shop. It's easier to go elsewhere than our own city. Fix the awful 4-way stop at the slough. It's the worst!
 111. We don't want to be Bellevue! We wanted Carmel; you gave us Renton for our "Shopping center" Woodinville – oh, what you might have been...

What's wrong with Canterbury square – leave it alone.

New City Taj Maha (Doesn't need more \$ spent on it's beautification. Hold down expenses – it's our money, not yours!

112. #2, Pedestrian Bicycle Bridge: encourages traffic on a dangerous corner.

#7, Road Access Improvements: Off ramp to 195th dumps traffic into an area with limited roads. We are a residential area that is already being used for by pass traffic and speeding is a major factor.

#9, off street Ped/Bike Loop: do not agree with portion in Wedge.

#10, Five Floor Maximum Heights: We have already lost the trees. Buildings will be even uglier.

Please note: Comments are verbatim from response cards.

- NE 186th street is used by everyone as a by-pass road. There is a hairpin corner with many accidents. High school traffic is bad (speeding, garbage, etc.) in morning, open lunch and after school. Also, a lot of commercial vehicles.
- Raising building height, Garden Way Espresso, and Promenade, Train, Downtown living etc. will discourage, not encourage me to shop in Woodinville.
113. #6 - Train station should be located with in easy walking access to the Park & Ride. Train service should connect with regional transportation system.
- #11 – Not if it means losing Molbaks. Why not use the area between 135th Ave. and the Civic Center Campus for the proposed “New Local Streets”.
- #12 – The east end of Central Park Blocks needs an appealing destination.
- #13 – How much parking would be lost? Won’t the new residents there use up a good bit of parking too?
- #16 – Concerned about uprooting current residents...Afraid they won’t be able to afford to live in your proposed housing.
114. Any and all road improvements to flow traffic are good.
115. Would like more information about the future of Canterbury Square.
116. #1, Office Park, No more 2-3 stories!
- #6, Train Station, Yes to Seattle or SeaTac.
- #10, Five Floor Max – No, it would look like Bellevue.
- #16, Downtown Residential – Canterbury is good too!
- I think we have enough of downtown housing with #13 and apartments nearby.
117. All of this is too much for a City with as bad traffic problems as Woodinville has. Move people not money!
118. Make It So!!!
119. #1, Office Park, as long as adequate water quality protection.
#6, Train Station, really like the Train Station idea.
120. Dream on.

Please note: Comments are verbatim from response cards.

121. Looks like a major improvement.
122. Woodinville taxes area already higher than virtually every other city in Western Washington. Any decision must have zero impact on residential property tax.
123. Thanks for asking.
124. Still concerned about traffic through town and 522 chokepoints (on and off ramps)
125. This is a great looking plan. But, it leaves out the most important thing! If you bring in more density, you need more active sports fields to accommodate the people! You need to think about the added kids and their needs – more play fields.
126. What percent of this will come from property tax increase? What is the time frame? Enough parks – costly to maintain over years.
127. I live in Kingsgate and reject this silly yuppie “walk to work and shop” nonsense. 175th is a disaster and tree planting won’t make it any better. You pay for it!
128. I’m a fairly new (1- yr) resident and I’m all for the proposed changes as drafted. Keep up the Good Work! (Thanks for this way to learn and respond)
129. The cemetery off 175th should be fixed and made a historic park that citizens can take pride in.

Intersection @ 175th & 131st needs help, what about the 4-way stop on 175th just west of there? And what about parking – will there be enough space? Please keep Molbaks! Please consider the interests of Canterbury Square Residents.

130. We would like to thank you for the outstanding job you’ve done in putting your proposal before the citizens. In particular, thank you for the extraordinary effort you’ve gone through to communicate your proposal clearly, and to collect feedback from as many people as possible. We’re proud to live in a city that demonstrates such a strong commitment to inclusiveness and participation.

Suggest change: locate train station and bus station as close together as possible.

Suggest change: Preserve park & Ride.

Suggest change: Preserve Molbaks as Woodinville’s prime cultural icon.

Suggest change: No raising of maximum building heights.

Suggest change: Scale back the proposed downtown residential units.

Suggest change: Make any new local streets through streets

Suggest change: Improve traffic flow on 175th street at the Sammamish River

We support your effort to plan wisely for Woodinville's future. Thank you.

131. Where is Molbak's going? Keep to a 3-story/floor limit – Need examples? See Orenco in Oregon – 3 stories, 2 stores, and transit all in one!
132. This material was not put in my mailbox. I received it at City Hall. (Good Job!)
133. Where is Molbak's? Don't mess with it. Where is a stop light or any help on 202 (4-way stop by McCrory's). I recall hearing our "Garden Way" shopping would be like University Village. It sure isn't. Will new changes be? I'm skeptical.
134. Thank you for this "very easy to understand" voting card... I really Hope my and others votes count.
135. #4- 175th Street Beautification: This is the main bottleneck in our town! It needs to be expanded more than any other area. Please widen – not take away space with planters! This is critical.
136. What happened to Country Living? We don't have to emulate Redmond. No 5-story buildings! The one's I've circled don't give enough information to decide. Unfortunately, I can't attend night meetings to get more information.
137. Pretty but, fatal flaw. Oops, you forgot to fix current congestion! Grid roads won't hardly fix the bottlenecks and just because this plan produces fewer trips than the current zoning potential doesn't fix the traffic problems!!!
138. Will there be any place (Parks?) to ride horses? Are horses being considered in these new plans at all?
139. What train? To where? #14 Garden Way Retail Street, Okay if Ben Franklin and a fabric store came in.
140. Mill Place: On/Off ramp needed for Mill Place & SR522. It will relieve traffic at 132nd & SR522.
141. #6, Train Station: When you say "Train" I hope you mean a commuter train and not that tour train.
142. I do not see where you deal with the current horrible problems of too much traffic in too little space. Currently, once you pull into any place of business – you can't

Please note: Comments are verbatim from response cards.

get out. Also, it takes forever to get out of Woodinville. The existing parking areas are horrendous, especially the Top Foods/Movie lots!

143. The plan seems too ambitious to me in the current economy. It is really impossible to evaluate most of these ideas without any kind of idea on the cost to tax payers. People will complain about the noise and try to get rid of the trains!
144. Budget should determine when and how priority is set. Don't go too fast in slow economy.
145. Four floor max height.
146. If any sewage plant is here and stick, no one will want to live, work or come to Woodinville.

Don't block territorial views like Heated Storage does.

Where's Molbak's?!

Get Stock Pot to emit zero odor! It's a real big problem! When they are cooking, nobody wants to be outside.

147. 175th needs to be wider, not more beautiful. #7, Toad Access Improvements: Not enough. #11, New Local Streets: Prefer Molbak's.
148. We can have all this without the height. Just stop taking more growth than is required by law!
149. They all sound like great ideas – nice job. I am concerned about the prospect of raising property taxes to pay for it though. They are already high!
150. As pretty as it looks on paper – there are a lot of questions and concerns. So unfortunately we can't vote for any of the designs, least of all, any raising of building heights over 3-stories. Please don't rush and try again.
151.
 1. Keep Molbak's
 2. Train Station only if there will be trains (Passenger)
 3. Widen 175th entire way.
 4. Solve 202/175th intersections – nothing in this plan makes me believe it won't make 175th traffic worse.
152. No way to transit oriented housing. I'll fight this on ballot.
153. Please improve traffic along 131 Ave – 132nd and over pass. Stop odor from Brightwater.

Please note: Comments are verbatim from response cards.

154.
 1. Train station for commuters or dinner train only.
 2. Want to make sure this plan is fair for existing businesses.
 3. Want to see how expensive taxes will be before final vote.

155. We voted “No” on all but one item because the presentation lacked 3 components.

The Exact Total Cost to the City for each of the 16 items
 Te Exact Cost to Each Homeowner.
 The Proposed Schedule (Time Line) to complete each item.
 Traffic Congestion: Due to Hi-Rise Offices & Hi-Density Homes/Apartments & add the Added Intersections 70% to 85% of New Home Owners will not work in Woodinville – thus Congestion.

156. Avoid too many street Lights, prefer stop sign intersections. 5-story buildings in downtown will make city cramped. Prefer wide-open spaces to above city.

157. This plan doesn’t include the resident’s opinion. It’s a city planner/developer driven plan that will only bring in more big business, create higher taxes and fail to benefit existing residents. Your small businesses are failing.

158. 5-floor max height in the Office Park (#1) area is fine but a maximum of 4-floors should be defined for downtown area.

159. I would like more info on #16, Downtown Residential. Hope for this to be available soon at City Hall.

160. Do the Little Bear Creek Corridor first. Yes for trails, bridges, tunnels for walking/cycling. No businesses (convenience, gas, etc) at 195th & 522. No business rail corridor. It’s ugly and cuts town in two.

161. I don’t agree with any building in the downtown area being more than 3 stories high. Let’s not look like Redmond or Bellevue.

162. I liked the mixed-use idea of retail on 1st floor with multi-family above but not 5 stories in downtown area okay for Little Bear Creek Office Park. Motto: Country living, City Style.

163. This restricted comment space proves to us you are not interested in our input & ideas..just our tax money and fees. Ray Ball, Jr.

164. #6, Train station, wrong location.

165. #6 – will I be able to “go” somewhere? Like Downtown? If you do nothing else, improve the Traffic problem! We need another south bound on ramp to get to 405. Keep Molbak’s!! They are one reason people come to Woodinville.

Please note: Comments are verbatim from response cards.

166.
 1. Keep Canterbury safe for long term residents.
 2. Give Molbak's anything they want.
 3. Don't forget Kingsgate is park of Woodinville – we need a park too - and decent roads.
167. With Costco and large stores can small businesses survive? Recommend priorities instead of Yes/No for responses to get a better feel for community priorities. If affordable, want everything but don't know impact on dollars.
168. Fix traffic congestion first grid system.
169. Woodinville is a rare community. These changes would detract from that and the tax increase would severely damage the residents.
170. #11, New Local Streets, looks like Bothell's main drag.
171. How do we pay for all of this? Paul M Shannon
172. Great Ideas!
173. This is “Motherhood & Apple-Pie” but traffic solutions are incomplete/inadequate for density proposed – FAQ's are misleading / untrue – Traffic, T.O.D./Park & Ride, 4-5 Stories, Costs...
Don't use our Sound Transit \$\$ for #13 (Transit Oriented Housing)!!
#7, Road Access Improvements – How? Way too vague.
#2, Ped/Cycle Bridge Nice idea but not a priority.
#4, 175th Street Beautification – No Medians.
#13, Transit Oriented Housing – No Way
174. Not clear what Train Station Project is about – are trains going to run again?
175. Don't spend any money – Government should be on budget exactly like the rest of us!
176. We strongly support this vision for Woodinville's future!
177. Stop the mess.
178. I agree we could “do better” (#7) but don't feel the real ‘community’ (residents of Woodinville), have had adequate input. I'm concerned this is more a ‘developers’ plan that is moving fast and has their interests in mind. Do we really want this quaint, relatively quiet community to become a bustling ‘high rise’ district? I like to ‘escape’ to my Woodinville. Where did Molbak's go? Please don't fo so fast. Figure out a way to get more residents inputs than we've had thus far. If 50

Please note: Comments are verbatim from response cards.

- people attend a meeting, how many were council, developers, business people etc., vs. residents (homeowners). How are we going to PAY for this? Not revealed anywhere!
179. I'm against reuse of the Old School House – it's too expensive and doesn't blend with the city.
 180. The changes to our downtown corridor are a good start – we need to continue to make our city better now!
 181. No Absolutely Not – Too expensive. I want choices & not this. This is not Woodinville.
 182. Looks good. Who was it that said, “Streets should be as wide as buildings are tall”?
 183. 6 – Nice but not high on my list.
10 – I think 5 floors are too high.
16 – I'm not sure this works very well in Redmond – there are not very many businesses at street level that I can see.
 184. More housing in downtown! Don't you drive our streets?
 185. Access seems to be at a premium – More thought B/4 implication!!
 186. Canterbury should be able to stay as is with affordable living in mobile homes.
 187. #10 – Height restrictions – 3 stories or less!! We don't want ugly hi-rises a.k.a Kirkland, Juanita & Redmond.
#11 – Not if it wipes out Molbak parking.
 188. This is a plan for a successful and thriving town! Well thought out – all aspects covered. Kudos!
 189. I have lived in Woodinville since 1980 and I love the improvements already made. Keep up the good work!
 190. We love all the proposals. #6 Train Station are top “like” Hwy improvements will benefit as a whole. Thank you!
 191. All this would be fantastic if Brightwater goes someplace else. If it does come here – no use beautifying Woodinville!
 192. Please trash this plan and start with real public input!

Please note: Comments are verbatim from response cards.

193. Please make 175th & the bypass one way streets! Otherwise the traffic will still be terrible!
194. Where are the details to help me decide? Too vague – too many maybes & promises you can't keep. I want a plan that fits Woodinville – not Woodinville fitting this plan.
195. This is Kirkland at best – Alderwood or Tukwila at worse – I disagree with it's appeal to “All Incomes” not affordable to local business or residents
196. No Five Story Buildings!
197. You would ruin our beautiful Woodinville with 5-story buildings.
198. Woodinville is too beautiful to erect 5-story buildings.
199. No comment.
200. I believe that IF Brightwater is approved; all of Woodinville's residents should be put on sewers.
201. No on the five-story buildings! We don't want to look like Kirkland or Bellevue.
202.
 1. Traffic circulation has a deep flaw that will compromise all else.
 2. Some development should take place at east end of city limits.
203. Entrance/Exit from Top Foods to Garden Way must be modified immediately.
204. Great idea for more office use SPA use in General Business zone.
205. Redo with more citizen input please. #2 Pedestrian/Bicycle Bridge yes, but different location – closer to 131st. #10, 5-floor max heights = more traffic. More activities/events for public; upkeep and redesign city sign by Dairy Queen; Additional areas needing to be addressed: theatre- surrounding shops (including Top Food) Parking entrances and spaces need to be redesigned; somehow redesign traffic flow to push shoppers to travel onto wood/Sno Rd instead of 175th; hire more police to issue speeding tickets; a new pool; more programs for kids (i.e. U.Village play yard). Biggest concern of all is speeding on 171st/131st & in neighborhoods.
206. I am concerned that established retail such as Molbak's & DeYoungs would be displaced & not come back
207. Keep new housing out of Woodinville – there is enough congestion.
208. Make Max height higher.

Please note: Comments are verbatim from response cards.

Connect Woodinville-Duvall Rd. to Mill Place Road.
Widen – not narrow 175th St.
Connect 133rd Ave to 175th St.
The traffic problem is not adequately addressed.

209. Quit spending money!
210. Avoid central planning. We do not need another Redmond. The Private sector and citizens will do better in the long run.
211. Where's Molbak's? Please don't do anything to jeopardize Molbak's wanting to stay in Woodinville. They are a classy major business in our town.
212. You've done well so far. This should be interesting.
213. Looks great!
214. Beautiful but where is the parking? There is not enough now – too many bottlenecks, too much for too few.
215. Great job! I'm especially happy to see the huge parking lots ala Top center gone.
216. Train station – where will the trains go? I strongly doubt the building height increase “will encourage greater open space.”
217. Redevelopment must be economically feasible. Building height should be 5 stories in both Bear Creek and Downtown – more flexibility. Save the old school.
218. Need additional height and density to provide impact fees to pay for improvements. Be clever on how development pays & contributes to transportation fix.
219. Keep Molbak's the way it is – even expand it! Subsidize it.

New development should maintain the agricultural theme.

Add a downtown library.

Add a facility like ‘Third Place Books’ or ‘Crossroads Mall’

- Indoor local restaurants
- A gathering place
- Music, dancing areas
- A place for kids to go
- Locate it along Garden Way or at the Park & Ride, or QFC.

Add more trees, greenery.

Please note: Comments are verbatim from response cards.

Add “green” islands to 171st.

220. In January 2002, our group at one of the tables suggested a possible answer to our traffic problems. Make 175th a one-way (heading west) street through downtown and make 131st to 171st one-way east to 140th. This would relieve the traffic tie-ups, especially during commute hours. And on weekends when traffic sometimes becomes very congested.
221. We do not have the money to do anything with the city right now.
222. I would like to echo the gentleman’s comment about planning based on projected tax dollars. Please make sure that cheaper projects that have the highest impact are done first.
223. 5 year resident of Woodinville, girlfriend here 14+ years. I am undecided on all this. What would help me at these meetings is more recognizable landmarks on all these maps/charts. My responsibility to educate myself on area and street names. But could use a little help. Thanks
224. The plan does not propose a design for the bottleneck between 522 exit and the 4 roads roughly parallel to 175th. A spur with multiple exits could work. The cemetery needs attention. It should be an outdoor historical museum.
225. Move pedestrian overpass over 522, north to NE 188 (or 189th) street rather than the driveway at NE 186th & 136th Ave NE.

Proposed building height increase along Little Bear Creek to 65 ft? way too high – are you not concerned about the higher light level and ___ by Many Local Residents

This may be “necessary” for developers to be enticed to develop, but what about the residents – people who actually live here and care about the integrity and character of our city.

226. Concern #1 – ADA issues. Do you have a person or persons in a wheelchair continuously on your committee? If not how can you effectively plan? Experience tells me a regulation followed by an ambulatory person does not make something accessible. Please call me for information. Karen King 486-7948.

Concern #2 – 5 story buildings don’t fit into “Country Living, City Style’.

Concern #3 – High-density housing = need for schools. Where? Who pays?

Concern #4 – Who pays for all the fancy stuff i.e. train station, parks, etc.?

Please note: Comments are verbatim from response cards.

227. My real estate taxes are already higher than on my Mercer Island home, Who is going to pay for this. I can't afford it.
228. No - Lower
229. Woodinville is fine- Leave it alone.
230. Great Ideas – Lets Roll.
231. #2 Pedestrian/Bicycle Bridge: Agree as long as cost reasonable. Lower priority
#7 Road Access Improvements: Definitely needs work. 131st yes. 195th not that important.
#9 Offstreet Ped/Bike Loop: Also need better bike trail down Woodinville-Duvall Rd.
#10 Five Floor Max: Prefer 4.
#13 Transit Housing: With park attached – Orchard trees.
232. We moved here from Capital Hill in Seattle due to many problems such as over population, too much traffic and too much retail space that becomes abandoned. Don't repeat that here. How does taking away P & R “Reduce Auto Trips”?
233. #1: More compact, taller buildings, no surface parking.
#6: Commuter rail? Where's the parking?
#13: Better tie the transit terminal to community activities like library, public assembly, and adult educ.
234. - 385. No comment.
387. My household is opposed to increased building heights of any kind. We also oppose the loss of open space from transit-oriented housing.

Please note: Comments are verbatim from response cards.

APPENDIX K

Record of Public Involvement

4. Planning Commission Meeting Minutes Related to the Master Plan

*As of October 2002 – 1st Draft Master Plan Presentation
to the Planning Commission*

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
October 2, 2002

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:34 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners John Janson, Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: None.

Also present were Mick Monken, Public Works Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Patrick Lynch, Transportation Planner; Charleine Sell, Senior Administrative Assistant; Elizabeth Chamberlain, Planning Intern, and Jeff Taraday, City Attorney.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, September 18, 2002

Commissioner Eigenberg moved for approval of the Regular Meeting Minutes of September 18, 2002 as submitted. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

6. NEW BUSINESS

(a) **PUBLIC HEARING: Transportation Impact Fee Ordinance**

Chair DePolo described the procedures for the public hearing.

Commissioner Amegatcher moved to open the public hearing regarding Transportation Impact Fee Ordinance. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Transportation Planner Patrick Lynch entered the following exhibits into the record:

Exhibit 1: Staff Report for Meeting of October 2, 2002

Exhibit 2: Transportation Impact Fee Workbook

Exhibit 3: 20 Year Transportation Facilities Plan

Exhibit 4: Neighboring Jurisdiction Transportation Impact Fee Comparison Table

Exhibit 5: SEPA vs. Impact Fee Comparison Table

Exhibit 6: Comprehensive Plan – Capital and Public Facilities, Goal CF-5

Exhibit 7: Draft Ordinance No. 326

Exhibit 8: Selected Slides from October 2, 2002 PowerPoint Presentation to the Planning Commission

Mr. Lynch explained the issue before the Planning Commission was, should the City adopt the proposed Transportation Impact Fee Ordinance to ensure compliance with the State Growth Management Act. He explained GMA granted local governments the authority to impose transportation impact fees for the purpose of supporting roadway improvements. He explained the City currently relied on the SEPA process to mitigate for traffic impacts. He noted only development with ten or more peak trips was captured under the SEPA process and no mitigation was collected, despite the trip generation, unless a CIP project was impacted. He explained under the SEPA process, developers were required to submit a traffic analysis which the City reviewed to ensure completeness and accuracy, a time consuming process for the City as well as the developer. Under the proposed Transportation Impact Fee, the fees could be calculated at the counter without a traffic impact analysis, reducing time for staff as well as the developer. He explained the proposed Impact Fee program was a resource based program – the more resources that were used, the higher the impact fee.

Mr. Lynch explained the Institute of Transportation Engineering (ITE) Trip Generation Manual 6th Edition was the industry standard for calculating trip generation. He explained different types of development were measured differently per the ITE Manual and the size of the development determined the trips generated. He displayed and reviewed the components of the impact fee formula, explaining the size of development (units, square feet, etc.), multiplied by trips generated per the ITE Manual, multiplied by the Vehicle Miles Traveled (VMT) per land use, per impact fee area (zones) equaled the VMT Impact for this development. The VMT Impact was then multiplied by the adopted fee per VMT to determine the Transportation Impact Fee for the development.

Mr. Lynch reviewed examples of how the Transportation Impact Fee would be calculated for a residential, retail, and non-retail development. Chair DePolo asked how the Transportation Impact Fee would be calculated for mixed use. Mr. Lynch explained the Transportation Impact Fee would be calculated based on the square footage of each use.

Mr. Lynch provided a comparison of how the proposed Transportation Impact Fee compared with the Transportation Impact Fee in other cities noting Woodinville was within the range of the impact fee charged by other cities. He summarized the Transportation Impact Fee provided consistency between developments, protected existing and potential development, and was easy, predicable and upfront. He explained the alternatives were for the Planning Commission to, 1) approve the proposed Transportation Impact Fee Program, 2) modify the proposed Transportation Impact Fee Program and

return it to the Planning Commission, or 3) continue to mitigate transportation impacts using the environmental review (SEPA) process.

Discussion followed regarding the calculation of the cost of the average vehicle mile traveled using the Transportation Facilities Plan, credits, requirement to expend funds collected within six years, requirement to expend the fund on a project within the zone with the exception that 25% could be expended in the downtown area, recent traffic modeling, mixed use development resulting in fewer peak trips, implementation, and when during the process the Transportation Impact Fee would be collected.

Jens Molbak, 13625 NE 175th Street, inquired about how the Transportation Impact Fee would be collected for redevelopment; for example, whether an impact fee would be collected if there were no net change in the number of peak trips. Mr. Lynch answered the Transportation Impact Fee would be calculated on the net change. Mr. Molbak suggested including an incentive for mixed use development particularly in view of the indication that mixed use resulted in fewer peak trips. Mr. Taraday advised that if the ITE Manual did not provide a credit for mixed use, a developer could propose a lower amount by documenting that the development resulted in fewer peak trips and then appeal the Transportation Impact Fee to the Hearing Examiner.

Mr. Molbak expressed concern that the proposed Transportation Impact Fees were the highest in the area, explaining, if the City wanted to attract development, there should be incentives in place to encourage development. He expressed concern with the increase in the fee illustrated on the comparison of SEPA mitigation to the proposed Transportation Impact Fee.

Tim Schriever, PO Box 2596, Woodinville, agreed with Mr. Molbak regarding the effect the Transportation Impact Fee could have on development. He suggested the Transportation Impact Fee be paid at the time a building permit was issued. With regard to the comparison of Transportation Impact Fees between jurisdictions, he noted the retail Transportation Impact Fee in Woodinville was the highest, and development would likely choose to locate elsewhere. He agreed with the suggestion for incentives for mixed use development rather than an appeal process.

There were no other members of the public present who wished to address the Planning Commission.

Vice Chair Jarvis moved to close the public hearing. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Vice Chair Jarvis explained her discussions with small business owners indicated the Transportation Impact Fee was more equitable than SEPA, but she found the amounts to be too high, particularly for retail. She agreed with the suggestion regarding an incentive for mixed use and suggested the proposed Transportation Impact Fee be reduced by approximately half which would allow the City to collect Transportation Impact Fees and still encourage businesses to locate in Woodinville.

Mr. Lynch explained the average cost per vehicle mile traveled was calculated by using half of the developers' share of projects on the Transportation Facilities Plan (18% of the total cost of project on the Transportation Facilities Plan). He explained the developers' share was then reduced by half to

calculate the average cost per vehicle mile traveled so that the Transportation Impact Fee would be in line with other jurisdictions.

Discussion followed regarding the impact on transportation projects and potentially further development by further reducing the funds generated by Transportation Impact Fee, why Transportation Impact Fees differed by jurisdiction, new businesses' concern with customer base and access versus development fees, the Transportation Impact Fee for retail being proportionate to their impact, and whether the proposed Transportation Impact Fee would be sufficient to keep up with transportation demand.

Following a suggestion for staff to provide a comparison with a reduction in the Transportation Impact Fee retail and non-retail, Mr. Taraday advised an across-the-board reduction would not raise a legal issue but selecting a category of development to further subsidize may present a problem. He noted the City Council could exempt a type of development from impact fees but any exemption from impact fees must be paid from the General Fund to ensure adequate funding remained.

It was the consensus of the Planning Commission to direct staff to prepare a comparison with an across-the-board reduction of 10%, 30%, 40%, and 50%. Discussion continued regarding the possibility of building moratoriums if transportation improvements were not adequate to accommodate growth and why a Transportation Impact Fee was not proposed previously. It was the consensus of the Planning Commission to schedule another public hearing regarding the Transportation Impact Fee because the proposal may be changed significantly.

(b) Study Session: ZCA2002-0032, Tree Preservation Code Amendment

The Commission agreed to defer this item to a future meeting.

(c) Presentation of Draft Master Plan Document

City Planner Carl Smith provided each Commissioner with a binder containing the draft Downtown Little Bear Creek Corridor Integrated Master Plan. He reviewed the contents of the binder including the table of contents; and sections regarding motorized circulation; park, open space, and trails; and land use for Downtown and for the Little Bear Creek Corridor. He explained text had been incorporated into the graphics presented at the workshops. He highlighted capital improvement projects for Downtown and Little Bear Creek Corridor, and information provided in the appendices including implementation schedule, matrix of existing city vision and how it was addressed in the Master Plan, list of public meetings, record of workshops, and background reports. He reviewed other information contained in the binder including analysis of ESA issues, items in the PRO Plan that applied to the Master Plan, and articles regarding Smart Growth.

Ms. Perkins advised copies of the draft Master Plan would also be provided to the Parks & Recreation Commission and copies would be available at the library and at the counter. Commissioners suggested copies be available for checkout at the library and at the counter.

Ms. Perkins encouraged Commissioners to call/email her or Mr. Smith with any questions prior to the open house/joint meeting on October 16. Ms. Perkins and Mr. Smith responded to Commissioners' questions regarding issues associated with 200-foot blocks, the height increase area south of 175th, and

grid roads identified and omitted in the Downtown motorized circulation plan. Vice Chair Jarvis and Commissioner Relnick indicated they did not receive the mailer. Staff offered to provide them a mailer and to ensure their neighborhood was included in the mailing.

7. UNFINISHED BUSINESS – None

8. PLANNING DIRECTOR'S REPORT

Mr. Smith reported approximately 40 responses to the mailer had been received. Staff will begin tabulating the responses and will have the results by next week.

Ms. Perkins reported on the two additional outreaches held at Barnes & Nobel and at Starbucks. She noted traffic was the biggest issue although there was not much interest in the displays at either outreach.

Mr. Smith advised Commissioners should have received the October 7 Council packet for the joint meeting with the Council regarding the Comprehensive Plan. Commissioners agreed Mr. Smith would review docket items and revisions to the Comprehensive Plan at the Council meeting and Commissioners who were present (Vice Chair Jarvis and Commissioners Janson, Relnick and Amegatcher) could provide additional information and/or respond to questions.

Ms. Sell advised the Planning Commission retreat would be held on November 5 at the Woodinville Community Church Fellowship Hall. She inquired about food for the retreat and Commissioners agreed on Pasta Nova.

9. PLANNING SCHEDULE

A public hearing on the Transportation Impact Fee was tentatively scheduled for December 4. Commissioner Relnick indicated he would be absent from the November 20 meeting.

10. PUBLIC COMMENTS

Jens Molbak expressed concern with the \$167 million in total project costs in the Transportation Capital Facilities Plan versus the \$30 million cost suggested by the Master Plan consultant. Regarding the Downtown Little Bear Creek Corridor Master Plan, he recalled when master planning first began, it was a 20-year concept/vision. He was surprised to see the graphic in the mailer describe it as a five year plan, particularly when Molbaks was not shown on the 5-year plan. He noted without the roads on the adjacent property, the roads on the Molbaks property would go nowhere. He encouraged the Planning Commission to include the roads on the adjacent property and to develop the Master Plan as a 20 year vision.

Len McNally, 12636 NE 157th Street, commented there were many questions with regard to the Downtown Little Bear Creek Corridor Master Plan. He explained he has made a request to the City Council that the City proceed slowly with the review of the Master Plan to ensure the result was the best plan for the City. He commented there did not appear to be much opportunity in the draft Master Plan for public input and questioned how the Master Plan would be changed as a result of public input. He expressed concern that the Planning Commission had just received the draft Master Plan and had

only one meeting scheduled for input prior to the public hearing on November 16. He encouraged the Planning Commission to move forward slowly and deliberately to ensure the result was the best plan for the City.

Jens Molbak reiterated that although he was supportive of public input, the process needed to be brought to a conclusion at some point. He pointed out the process created ambiguity for downtown property owners and had a significant impact on decisions businesses owners were making. He emphasized the need to conclude the process at some point as the longer it was delayed, the more problems it created for property owners.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Amegatcher reported Commissioner Relnick and Mr. Smith toured the Sirkin property today. He offered to email pictures to staff. Commissioner Amegatcher reported on the APA Short Course, advising he provided staff a copy of the manual and encouraged Planning Commissioners to review it. He thanked staff for their efforts, noting Commissioners have asked for and received a great deal of additional information.

Commissioner Amegatcher commented it may be appropriate for the Planning Commission to have an overview regarding the City's policy on email as it relates to the public record. He suggested the information regarding email in the APA Short Course manual be provided to Commissioners.

Commissioner Ramquist asked if the information he requested regarding towers and tall trees in the City was available. Mr. Smith advised Planning Intern Elizabeth Chamberlain was developing renderings and would have that information available by the next meeting.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:13 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
AND
PARKS & RECREATION COMMISSION
JOINT MEETING REGARDING
DOWNTOWN & LITTLE BEAR CREEK CORRIDOR MASTER PLAN**

**Wednesday
October 16, 2002**

**6:30 p.m.
Council Chambers**

The meeting was called to order at 6:30 p.m. by Chair DePolo.

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners John Janson, Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

Parks & Recreation Commission Chairman Liz Aspen, Vice Chair Kari Powers, and Commissioners Malka Fricks, Linda Sarpy, Larry Chime, Tiffany Bond, and Bob Vogt.

ABSENT: None.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Lane Youngblood, Parks & Recreation Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Bob Wuotila, Park Planner; Charleine Sell, Senior Administrative Assistant, Brenda Eriksen, Senior Administrative Assistant; and Elizabeth Chamberlain, Planning Intern.

Mayor Scott Hageman was also present.

WELCOME AND INTRODUCTIONS

On behalf of the Planning and Parks & Recreation Commissions, Chair DePolo welcomed the public to the joint meeting, explaining the intent of the meeting was to gather citizens' input on the Downtown and Little Bear Creek Corridor Master Plan. He explained because the Master Plan had both planning and park elements, both Commissions were present.

REVIEW OF MEETING: OBJECTIVES AND GUIDELINES

Planning Commission Chair DePolo explained several months ago, the City hired a consultant to develop a working draft master plan. A series of workshops were held where citizens and the consultant provided various ideas and alternatives; the draft master plan is the outcome of the

workshops. Chair DePolo explained about a month ago, the next phase of the plan, citizen review and input, began including a mailer to all households within Woodinville. He explained on November 6, the Planning Commission planned to hold a public hearing to solicit public comment in person and in writing. The public hearing may be continued to November 20 if deemed necessary.

Chair DePolo briefly outlined the guidelines for the Open Forum meeting. Planning Commissioners introduced themselves and indicated the area of Woodinville they lived in.

Parks & Recreation Chairman Aspen welcomed the public to the meeting and encouraged them to provide feedback on the draft master plan. Parks & Recreation Commissioners introduced themselves and indicated the area of Woodinville they lived in.

DRAFT MASTER PLAN OVERVIEW – STAFF PRESENTATION

City Planner Carl Smith displayed a graphic of the draft Master Plan and described how the master plan addressed transportation; parks, open space and trails; and land use. Mr. Smith explained the plan did not eliminate existing parks and did not raise property taxes.

COMMENTS FROM THE PUBLIC

Numerous members of the public provided comments that were summarized and recorded by staff on flip charts that were posted throughout the room.

DISCUSSION AND WRAP-UP – PLANNING AND PARKS & RECREATION COMMISSIONERS

Discussion between Planning and Parks & Recreation Commissioners followed regarding potential disruption to the neighborhood from the overpass, potential conflict between parks and tall buildings along Little Bear Creek, how the park element downtown fit with overall development as the City did not own the property, a preference for pursuing the Civic Center Master Plan and development of other park sites the City owned before pursuing the Master Plan, prioritizing and identifying funding for each component, determining the ratio of park land per resident, the potential for expensive housing in downtown with the addition of a park in the center of the City, the confining nature of a park in the center of the City, elimination of pocket parks via the master plan, desire for more master plan options, request for more details regarding the master plan, ensuring the overpass was pedestrian-use only, concern regarding increased heights, whether it was appropriate to rezone to allow increased heights if the characteristics of the land could not accommodate increased heights, importance of providing bicycle access throughout the city, impact on the Wedge neighborhood, importance of educating the community, concern with the Council's lack of participation, educational opportunities around Little Bear Creek while protecting habitat, that the master plan does not address existing traffic problems such as on 175th, and opportunities for incorporating public art.

Discussion continued regarding the status of the Civic Center Master Plan, identifying funding sources for Master Plan projects, potential for property tax increase to maintain projects, request for details regarding how the master plan would be implemented, and educating the public regarding the need for a 20 year vision.

It was the consensus of the Planning Commission to hold a Study Session regarding the Downtown-Little Bear Creek Corridor Master Plan at the November 6 Planning Commission meeting and then determine a date for the public hearing.

Hearing no further comment, Chair DePolo adjourned the meeting at 9:35 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**Comments from DT/Little Bear Creek Master Plan
Open House
10/16/02**

Landuse

- Need details to really evaluate plan.
- Office only land use in LBC seems restrictive – flexibility is needed for land uses.
- Approach this plan by using incentives so that property owners are not unduly constrained.
- Taking into consideration trails, park proposed in LBCC, need to compensate landowners.
- Residents who feel quality of life characteristics are being threatened v. developers.
- Where is Molbak's going?
- Something's need to be fixed but need to be careful about how we move forward.
- High-rise will remove Woodinville's characters.
- Plan will impact air quality.
- Seismic area in LBC. Can city take liability for high rises in this area?
- Cost to public.
- Pleased with plan.
- Traffic from retail.
- Where will small, supporting businesses go?
- Does Woodinville need to improve?
- When and how will plan be executed?
- Costs and how will we pay for it. Do not raise taxes.
- Development in Little Bear Creek area has not softened up with vegetation. 67' will add to problem. (No trees) & 55' in DT.
- Residents need more real choices – alternatives.
- Taking away light industrial base for office and tourism can city do all of these well?
- Creating density before addressing traffic problem.
- More schools? (Impacts)
- Small business negatively impacted (No tiered permitting)
- Do we want all the parks?
- 100-foot stream buffer is City's responsibility. City can modify – should modify.
- Taxes always go up.
- Plan doesn't answer enough questions
- How many more people in downtown, how many more cars in downtown?
- Tax increases?
- Infrastructure impacts.
- School impacts
- Quality of life?
- Like what is shown
- Opportunity to create a permanent design.

- Attract other businesses that will benefit City.
- 67' foot height increase - extend to county like in GB area. Buildings design would improve Woodinville's appearance.
- Start happening in 10-year not right away.
- Maximum height would not happen in all cases (water table an issue)
- Property ownership distribution will affect how many "high-rises"
- Land use drives transportation + Transportation drives land uses = Tie these together.
- How are you going to address traffic?
- 55' - feet is not cozy.
- Mixed use is not used in Redmond.
- Woodinville DT has very little area to develop high-rise.
- Woodinville will not turn into a mini Bellevue.
- Good Plan
- Underground parking cannot happen here - will limit high rises.
- Concerned with height - if it can't happen why do it?
- Love Woodinville's existing character
- Small community town feel not in plan.
- Workable plan.
- Economics will drive building heights.
- No choices - just Yes or No.
- Walkable city - is that what we want? Is it feasible - maintenance issues.
- How does 67' make a City pedestrian friendly - Against 67' & 55'?
- Plan is sound but goes too far.
- What benefits do citizens/Residents get?
- Too much - just temper plan.
- Process has been good & open to getting feedback.
- Concerned about where money is coming from (Taxes - no)
- Please listen to residents.
- City needs people living in Downtown.
- City can go up slightly for "free".
- More human community in downtown

Parks and Open Space

- Pedestrian overpass - too much traffic in residential neighborhood.
- Trail needed on 136 (sidewalk)
- Does Woodinville need more parks?
- Disagree with trailhead at 132nd; agree with 134th trail.
- What are benefits of plan for Woodinville residents?
- What are the costs of the proposals in the plan?
- Incentives can help achieve plan proposals/amenities.

Transportation

- 132nd bad for trail due to impact to landuse. Instead, use 136th
- Don't do underpass under 202 for trail – too expensive.
- Property taxes will go up due to cost of features.
- Cost of plan features – need more funding – not by raising taxes.
- We need to have a good plan for the future.
- Wood-Sno Road city's eastern entrance – attractive gateway to city could result from higher buildings.
- Transportation driven by landuse.
- Grid roads don't solve bottlenecks.
- What is baseline air quality in Woodinville?
- Trip generation – office buildings – 11,000 trips/day?
- Traffic & cost of plan needs to be known.
- “Walking city” – how many people would walk a mile to a store?
- Do something to keep streets & sidewalks smooth for people in wheelchairs, walkers.
- What are benefits? Plan is too much.
- Plan should be flexible – provide incentives.
- Traffic & affordable housing are same problem – DT housing helps traffic.
- Don't want more traffic on 136th from pedestrian overpass over 522.
- Flow from 522 into town a “cork” down to shell station.
- Exit off of 522 into Bear Creek Parkway would help.
- 136th – speeding problem. Pedestrian trail should be paved with sidewalk.
- Creating density before finding out how to deal with traffic.

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
November 6, 2002

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:31 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners John Janson, Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: None.

Also present were Pete Rose, City Manager; Jim Katica, Finance Director; Ray Sturtz, Community Development Director; Mick Monken, Public Works Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Patrick Lynch, Transportation Planner; Charleine Sell, Senior Administrative Assistant, Elizabeth Chamberlain, Planning Intern; and Jeff Taraday, City Attorney.

Councilmember Don Brocha was also present.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, October 2, 2002

Commissioner Eigenberg moved for approval of the regular meeting minutes of October 2, 2002. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

(b) Joint Meeting Minutes, October 16, 2002

Vice Chair Jarvis moved for approval of the joint meeting minutes of October 16, 2002. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

6. NEW BUSINESS

(a) Public Hearing: Transportation Impact Fee Ordinance

Chair DePolo described the procedures for the public hearing.

Commissioner Amegatcher moved to open the public hearing regarding the Transportation Impact Fee Ordinance. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Transportation Planner Patrick Lynch explained when the Transportation Impact Fee Ordinance was presented to the Planning Commission previously, staff was directed to show reduction of the proposed fee by 10%, 30%, 40% and 50%.

Mr. Lynch reviewed Alternatives 1-5 (0%, 10%, 30%, 40% and 50% reductions) including the impact on the developer's share and the City's share of the 20 Year Transportation Facilities Plan Funding and the impact to the Transportation Impact Fee as compared with fees charged by other cities.

Public Works Director Mick Monken entered the following exhibits into the record:

Exhibit 1 – Staff Report

Exhibit 2 – Transportation Impact Fee Ordinance

Exhibit 3 – 20-Year Transportation Facilities Plan

Exhibit 4 – Reduced Cost per VMT Tables and Charts

Exhibit 5 – Comprehensive Plan – Capital and Public Facilities, Goal CF-5

Exhibit 6 – Draft Ordinance

Exhibit 7 – PowerPoint Presentation

Chair DePolo opened the public participation portion of the public hearing. There were no members of the public present who wished to provide testimony.

Vice Chair Jarvis moved to close the public hearing regarding the Transportation Impact Fee Ordinance. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Discussion followed regarding whether consideration had been given to reprioritizing projects in the Transportation Facilities Plan and possibly reducing the 20-year project cost totals. Also

considered was why any reduction must be across the board and not for only one use (i.e. residential), how the Transportation Impact Fee would be calculated for mixed use, lack of a B&O tax in Woodinville that made it advantageous for businesses to locate in Woodinville, and the impact of each of the five alternatives.

Chair DePolo expressed a preference for the Transportation Impact Fee originally proposed by staff (which results in developers funding 9% of Transportation Facilities Plan projects). Commissioners Amegatcher and Eigenberg agreed.

Vice Chair Jarvis spoke in favor of Alternative 3 (a 35% reduction) as it resulted in a fee that was similar to the fee charged by other cities, and also because the example provided for the RIDE Motorsport business illustrated that the proposed Transportation Impact Fee may result in an excessive fee. She preferred the Transportation Impact Fee process over SEPA but suggested the amount be reduced to encourage economic development.

Discussion followed regarding the ability for any developer to challenge the formula and prepare their own traffic study, the zones established to calculate the Transportation Impact Fee, and a suggestion to have Public Works provide a report in one year regarding how many developers chose to conduct their own traffic study.

Vice Chair Jarvis moved that the Planning Commission recommend to the City Council approval of the proposed Alternative 3 Transportation Impact Fee Ordinance. Commissioner Ramquist seconded the motion.

Vote: Motion failed (3-4) Vice Chair Jarvis, and Commissioners Ramquist and Relnick in favor, and Chair DePolo and Commissioners Amegatcher, Janson and Eigenberg opposed.

Commissioner Amegatcher moved that the Planning Commission recommend to the City Council approval of the proposed Alternative 1 Transportation Impact Fee Ordinance. Commissioner Eigenberg seconded the motion.

Vote: Motion carried (4-3) Chair DePolo and Commissioners Amegatcher, Janson and Eigenberg in favor, and Vice Chair Jarvis and Commissioners Ramquist and Relnick opposed.

Commissioners agreed it would be appropriate to have a review of the Transportation Impact Fee in one year to determine how many developers chose to conduct their own traffic study.

Chair DePolo declared a brief recess.

(b) Study Session: Draft Master Plan Document and Matrix

City Planner Carl Smith explained that in response to the Commission's comments, a Downtown-Little Bear Creek Master Plan Features Analysis and Alternative Matrix had been developed. Chair DePolo distributed a list of additional issues related to the Master Plan that the Planning Commission needed to address including extension of the master plan to the entire

downtown area, extension of office zone northward toward 195th, increased density on the Sirkin site, and if the plan is revenue neutral.

Discussion followed regarding the consultant's use of the utility tax as a revenue stream when the utility tax was dedicated to 177th Street projects, the ability for the Council to change its policy regarding the use of the utility tax when the 177th Street projects were complete, possible incentives for mixed use, capacity for growth under existing zoning, funds dedicated to capital projects and how those projects were prioritized, additional public projects created by the Master Plan that would be considered in the CIP process, the ability to seek voter approval for bonds to fund certain projects, funds that could be used for Master Plan projects, and increased financial impact if the Master Plan timeframe were compressed.

Councilmember Brocha advised the City Council would be interested in revenue sources for Master Plan projects as well as timeframes. He suggested when the Master Plan was forwarded to the Council, a range of scenarios be presented, such as a short timeframe versus a longer timeframe, costs and who paid for what, who benefited from park blocks, etc.

Discussion continued regarding the possible need to "resell" the Master Plan indicating it would not occur in a short timeframe and that both the economy and development would determine much of what occurred. It was noted that projects would be funded as funding became available, and the importance of recognizing the Master Plan, as a subarea plan in the Comprehensive Plan, was a 20-year plan.

Mr. Smith reviewed two features identified on the matrix; *Road Access Improvements* and *New Local Streets*. He described advantages, disadvantages, existing Comprehensive Plan policy or zoning development potential, potential alternatives, the cost, and who paid. Suggestions included confirming lot lines via the assessor's map and developing a map that identified properties.

7. UNFINISHED BUSINESS

(a) Study Session: ZCA2002-0032, Tree Preservation Code Amendment

Senior Planner Becky Perkins explained the Tree Board periodically reviewed the effectiveness of the tree regulations and standards. During their recent review, the Tree Board found the regulations appeared to be achieving the urban forestry goals, however, some clarifications were necessary to more appropriately apply the intended regulations. Ms. Perkins briefly reviewed the revisions proposed by the Tree Board, including a requirement for proper pruning practices in utility corridors, identifying landscape maintenance requirements in rights-of-way, clarifying text regarding drought and non-drought resistant plantings, and clarifying requirements for tree replacement when tree removal resulted in less than 30 tree-credits per acre.

Ms. Perkins explained the draft proposal was sent to the State for review, and no comments were received. A SEPA Determination of Non-Significance was issued, and no comments were received during the public comment period. Staff recommended the Planning Commission schedule a public hearing on November 20 and forward a recommendation to the City Council.

Commissioners reviewed the Tree Retention and Landscaping Development Standards and suggested minor revisions.

Commissioner Amegatcher moved that the Planning Commission set November 20, 2002 as the public hearing date for the Zoning Code Amendment ZCA2002-0032, Tree Board Recommended Tree Preservation Code Amendments. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

(b) Billboards - Update

Planning Intern Elizabeth Chamberlain recalled when the Planning Commission last reviewed billboards, staff recommended any further review be postponed until the Comprehensive Plan update was complete. At the Planning Commission's direction, the City Council was polled and they expressed interest in a possible billboard amortization program. As a result, the City Manager directed staff to gather additional information.

Ms. Chamberlain described requirements of an amortization program and a buyout program. She reviewed Federal Way's experience with their amortization program and a recent appraisal of the value of existing billboards in the city, concluding that both an amortization program and a buyout program could be costly to the City in both staff time and dollars. Staff recommended the Planning Commission forward the report on options regarding amortization of existing billboards within the city to the City Council.

Vice Chair Jarvis stated one billboard is on city owned property and another on Fire District property, so we should be able to have them removed as leases expire. She noted 8 billboards in town were on Burlington Northern property, and the railroad should be contacted by staff to ask when each lease expires. It was suggested staff determine the term of the lease for the billboard on the Johnson property.

Commissioner Eigenberg suggested staff ask Burlington Northern for a list of when each lease expired and consider informing Burlington Northern that the leases were not renewable. All Commissioners agreed these various options should be included in the staff report to City Council. Mr. Smith noted a billboard amortization program could be added to the Planning Commission's 2003 work plan.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith advised the 2003 budget was presented to the City Council at the November 4 meeting, and it was favorably received. Under the proposed budget, the City would be down two positions.

Mr. Smith advised that a great deal of his time over the next 90 days would be spent reviewing the Brightwater draft EIS and annexation issues. He reported the City had received \$20,000 from

King County to hire an economic consultant to study the impact of the loss of economic development on the Hwy. 9 site.

9. PLANNING SCHEDULE

The following changes were made to the Agenda Schedule:

- Reschedule 2003 City Council Goals and Objectives to the December 4 meeting
- Reschedule Planning Commission Work Program to the December 4 meeting
- Schedule Downtown-Little Bear Creek Corridor Master Plan on December 4 as a Study Session (versus a public hearing)
- Cancel the January 1, 2004 meeting and schedule a Planning Commission meeting on January 8

10. PUBLIC COMMENTS - None

Don Sirkin, 4735 W Bertona, Seattle, identified his property on a map and described how 65-67 foot buildings on his Woodinville property would not be visible from other areas.

Len McNally, 12636 NE 157th Street, Woodinville, referred to the financial analysis of the Master Plan projects, expressing concern that costs had not been adequately identified. He urged Planning Commissioners, as stewards of the community, to get all the information necessary to make proper decisions with regard to the Master Plan including identifying costs and revenue sources.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Vice Chair Jarvis inquired whether there were other Commissioners interested in serving on the Design Review Committee. Commissioner Eigenberg and Commissioner Amegatcher expressed interest in serving on the Committee and were appointed by Chair DePolo.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:35 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
November 20, 2002

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:32 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners John Janson, Dan Eigenberg, Mark Ramquist, and Rohn Amegatcher.

ABSENT: Commissioner Philip Relnick.

Commissioner Amegatcher moved to excuse Commissioner Relnick. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Mick Monken, Public Works Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Patrick Lynch, Transportation Planner; and Charleine Sell, Senior Administrative Assistant.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda. Chair DePolo suggested the meeting conclude by 9:00 p.m.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, November 6, 2002

Commissioner Amegatcher moved for approval of the regular meeting minutes of November 6, 2002. Commissioner Janson seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS

(a) Public Hearing: ZCA2002-0032 Tree Preservation Code Amendment

Chair DePolo described the procedures for the public hearing.

Commissioner Ramquist moved to open the public hearing to consider the Tree Board recommended Zoning Code amendments, ZCA2002-0032, related to Tree Preservation Regulations. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Senior Planner Becky Perkins entered the following exhibits into the record:

Exhibit 1 – Tree Board Report

Exhibit 2 – Proposed Zoning Code Amendments

Exhibit 3 – Zoning Code Amendment Application

Exhibit 4 – Zoning Code Amendment Criteria

Exhibit 5 – Letter dated May 30, 2002 from the State of Washington Office of Community Development

Ms. Perkins explained the Tree Board periodically reviews the effectiveness of the tree regulations and standards. During a recent review, the Tree Board found the regulations appeared to be achieving the urban forestry goals, however, some clarifications were necessary to more appropriately apply the intended regulations. She reviewed the following amendments proposed by the Tree Board: 1) inclusion of the Tree and/or Plant Industry Professional definitions; 2) miscellaneous grammatical, text and reference corrections/changes; 3) requirements for utility purveyors performing work in utility corridors to adhere to accepted pruning practices and guidance on tree species selection; 4) correction of a container size as two (industry measurement) instead of two gallon; 5) change the term “grass” to “turf;” 6) modification of use of drought-tolerant plant requirements to be more flexible to apply innovative techniques to achieve the intent of water conservation; 7) correct the tree-credit value for 21-inch diameter preserved trees; 8) clarify intent of maintaining 30 tree-credits per acre when removing more than 9 tree-credits when no new development is proposed; and 9) adding maintenance requirement language to reflect practice of requiring the property owner to maintain the landscaping in the abutting right-of-way when the landscaping was installed as part of the original project.

Ms. Perkins explained the draft proposal was sent to the State for review and no comments were received. A SEPA Determination of Non-Significance was issued and no comments were received during the public comment period.

Discussion followed regarding the requirement for a property owner to maintain the landscaping in an abutting right-of-way and whether this applied to all property in Woodinville and instances where this requirement would not apply.

There were no members of the public present who wished to address the Planning Commission.

Vice Chair Jarvis moved to close the public hearing. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

4. PUBLIC COMMENTS (Con't)

Don Sirkin, 4735 W Bertona, Seattle, described why his property was designated high density. He explained consideration was being given to 65-foot building heights due to the wetlands on the property which rendered much of it unbuildable. He commented that 65-foot buildings on his Woodinville property would not be visible from other areas. He summarized increased buildings were an option that would be determined by the economic feasibility of a project.

7. UNFINISHED BUSINESS

(a) Study Session: Downtown and Little Bear Creek Master Plan

Chair DePolo advised Public Works Director Mick Monken was present to answer transportation questions associated with the Downtown Little Bear Creek Corridor Master Plan. Mr. Monken described how the framework of the Master Plan provided many transportation alternatives in the Downtown-Little Bear Creek Corridor area.

Ms. Perkins circulated a map that identified existing property lines and building footprints along with overlays of the street grid proposed by the consultant (200 foot blocks) and an alternate street grid that honored existing property lines. Discussion followed regarding how the alternate grid was determined, roadways that were removed in the alternate grid, roads identified as optional on the consultants map, tying optional roads to an incentive or development scenario, opportunities for medians with the alternate grid, potential "bottlenecks" in the alternate grid, whether the grid would add the capacity necessary to accommodate the density, the Master Plan establishing a framework for roadways, and what triggered the construction of optional roads.

Commissioners discussed variations to the grids including the possibility of curved roads rather straight, the effect of extending a road through the south end of the Civic Center, the distance between park blocks and 175th and whether that allowed for 200 foot long blocks, an optional east-west road north of 175th and opportunities that may provide for redevelopment in that area, a north-south grid road west of Top Foods, optional road south of 175th that would tie into 140th, and the difference between optional roads and recommended roads.

Mr. Monken described the effect on traffic flow and operational issues associated with parkway streets and park blocks streets.

Ms. Perkins distributed a revised Proposed Building Height Increase Area map that deleted the height increase in the areas the Planning Commission requested.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith reported the Council had First Reading of the Comprehensive Plan amendments on November 12. He advised the Council modified the size limitations for a mega house slightly and allowed limited eating & drinking establishments and general personal services on the R-48/Office zoned Sirkin property. Mr. Smith advised Second Reading was scheduled on the December 2 Council agenda.

9. PLANNING SCHEDULE

There were no changes made to the Planning Schedule.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:50 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
December 4, 2002

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:33 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners John Janson, Dan Eigenberg, Mark Ramquist, and Philip Relnick.

ABSENT: Commissioner Rohn Amegatcher.

Vice Chair Jarvis moved to excuse Commissioner Amegatcher. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Carl Smith, City Planner; and Becky Perkins, Senior Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Jeff Smith, 13632 NE 177th Place, Woodinville, representing property owners along Little Bear Creek Parkway, requested the plans for the Downtown Little Bear Creek Master Plan that were developed during the process. He expressed concern that the economy had changed a great deal since the plans were developed. He also expressed concern that there had been little communication with property owners in that area.

Chair DePolo suggested scheduling a meeting in the future with property owners in the Little Bear Creek Corridor area.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes of November 20, 2002

Commissioner Eigenberg moved for approval of the minutes of November 20, 2002 as presented. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion carried, 6-0.

6. NEW BUSINESS

(a) City Council Goals & Objectives for 2002 and Planning Commission Work Program

City Planner Carl Smith explained the Staff Report contained a draft 2003 Planning Commission Work Program consisting of tasks carried over from 2002 as well as tasks identified by the Commission, Council and staff. He explained the Work Program assisted with setting priorities, establishing project timelines and ensuring tasks were in alignment with the City Council goals. He suggested a joint meeting with the Council in 2003 to discuss the Work Program.

(Commissioner Amegatcher arrived at 6:40 p.m.)

Mr. Smith advised the City Council was interested in moving up the Economic Development Study. Commissioners agreed this would be appropriate. Commissioners reviewed the proposed Work Program and suggested the following:

- Billboards - revising the objective so that rather than developing an amortization program, a subcommittee of Planning Commissioners and Councilmembers develop ideas that would be the least expensive and achieve the same goals.
- Housing – explore other housing opportunities within the City such as moderate housing.
- Sign Code Compliance Program – emphasize sign code enforcement

Mr. Sturtz advised staff would return with a revised Work Program for the Commission's review.

7. UNFINISHED BUSINESS

(a) Study Session: Downtown and Little Bear Creek Master Plan

Senior Planner Becky Perkins explained the packet reflected the Commission's comments on each proposed Master Plan feature description that had been reviewed thus far. She described how the new local street options were developed, based on the Commission's comments at the last meeting and staff's brainstorming. She reviewed the following local street options including advantages and disadvantages of each:

- Option 1: Park Blocks are shifted to the south onto Canterbury Square so that NE 173rd Street is the north street instead of the southern street. Width configuration is the same as original proposal.

- Option 2: Narrower configuration than original proposal with green space on either side of the one street instead of two streets.
- Option 3: Shifts park blocks to coincide with stream buffer along the southern edge of Canterbury Square. Width includes 100' required stream buffer and 30' additional for pedestrian walking and bicycle trail.

Discussion followed regarding further advantages and disadvantages of each option, including determining the classification of the stream along 171st, whether to accommodate the loss of affordable housing in Canterbury Square elsewhere in the Master Plan, whether it was desirable to have park blocks, the letter from the consultant describing the function and location of the park blocks, and how to diminish the impact of park blocks on businesses. City Manager Pete Rose advised staff was preparing a fact sheet regarding Canterbury Square that would be distributed to Commissioners.

Commissioners expressed their preference for the new local street options, identifying the original (consultant's), Option 1 and 3. Commissioners requested an additional option, Option 1.1 that extends the park blocks to Garden Way. Commissioners were urged to continue their review of the options in preparation for the December 18 joint meeting with the Parks & Recreation Commission.

Ms. Perkins continued her review of the proposed Master Plan features, next was "Garden Way Retail Street." She displayed photographs of attractive retail streets identifying features such as on-street parking, street trees, continuous buildings, wide sidewalks and pedestrian amenities, tree canopy, and weather protection/storefront canopies. Discussion followed regarding the impact the extension of Garden Way would have on the Molbak's property and on-street parking versus on-site parking. Ms. Perkins explained the specific characteristics and amenities would be addressed via a Streetscape Plan or the Design Guidelines.

The proposed Master Plan feature, "Protect Little Bear Creek" was deferred. Planning Commissioners agreed they support protection of Little Bear Creek. Further discussion of the proposed Master Plan feature, "Restore Woodin Creek" was deferred until a habitat study is completed.

Next, Commissioners reviewed proposed Master Plan feature, "Pedestrian/Bicycle Bridge." Mr. Sturtz advised the Parks & Recreation Commission's experience had been that residents needed reassurance this was not a motor vehicle overpass and that a key component was extension of sidewalks and walkways in the area to provide linkages to an overpass. Discussion followed regarding linkages to the overpass and alternate locations for the overpass. Commissioners indicated support for including the overpass concept in the Master Plan.

Ms. Perkins reviewed the proposed Master Plan feature, "Trail under 131st". Commissioners discussed safety issues associated with an underpass, interim linkages, cost versus benefit ratio, and Little Bear Creek trail providing a linkage in a regional trail system. Commissioners requested a rough cost estimate for the underpass and agreed to discuss the underpass further at the joint meeting with the Parks & Recreation Commission on December 18 as well as when

issues associated with Little Bear Creek area were discussed. Mr. Smith indicated staff would provide a draft schedule, grouping issues for discussion as well as a staff report on the Sirkin property.

Regarding the next proposed Master Plan feature, "Civic Campus Improvements," Mr. Smith reminded the Commission had previously agreed this feature was appropriately referred to the Parks & Recreation Commission for consideration. It was agreed the proposed Master Plan features to be discussed at the joint meeting include Park Blocks, the Pedestrian/Bicycle Bridge, the Trail under 131st, the Civic Center Master Plan, and 175th Street Beautification. It was suggested that the proposed Master Plan feature, "Five Floor Maximum" be separated into two features: Little Bear Creek and Downtown.

Chair DePolo pointed out the need to seek as much input on the Master Plan as possible. Ms. Perkins suggested including the Master Plan features to be discussed in the meeting advertisement.

Commissioners briefly reviewed the schedule of tasks to be completed and recommended keeping as much "slack" as possible in the dates. Commissioners agreed they would likely hold meetings on January 8, 15, and 22.

Next, Commissioners discussed proposed Master Plan feature, "Downtown Residential", including the dwelling units per acre with the existing height limits and the proposed height limits, potential for underground parking, the possibility of establishing a percentage for mixed use to limit density, and whether the proposed 55-foot height would result in true mixed use due to required heights for office, retail and residential.

A comment was made that Kirkland regulated by use rather than height and staff was asked to research Kirkland's regulations and possibly seek examples of mixed use from developers. Discussion continued regarding the importance of requiring upper floors to be set back.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith reported the Council had Second Reading and Adoption of the Comprehensive Plan at their December 2 meeting. He briefly reviewed minor changes made by the Council including restoring some uses to the R48/Office zone and requiring that proposed residences over 8,500 square feet apply for a Conditional Use Permit. Mr. Smith relayed the Council's appreciation to the Planning Commission, the CAPs, and staff for their assistance in updating the Comprehensive Plan. Mr. Smith advised a final copy of the Comprehensive Plan would be printed and distributed to Commissioners.

Mr. Smith advised the Council's January 6 agenda would include adoption of their 2003 goals. He encouraged Commissioners to provide any further feedback prior to that date.

Mr. Smith announced the City received a \$4.6 million grant for improvements on SR-202. He noted the grant required the City provide some matching funds. He indicated Public Works

Director Mick Monken would describe the proposed improvements to SR-202 as well as provide an overview of the TIP early next year.

9. PLANNING SCHEDULE

There were no changes made to the agenda schedule.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

At the request of Commissioner Ramquist, Mr. Smith provided an update of the City's review of the Brightwater EIS.

Chair DePolo commented he learned recently that the Puget Sound area was one of the few metropolitan areas that treated sewage and stormwater the same way; the cost to treat stormwater was 1/10th the cost of treating sewage. He noted if stormwater were treated separately, the system would have adequate capacity in the future to treat sewage.

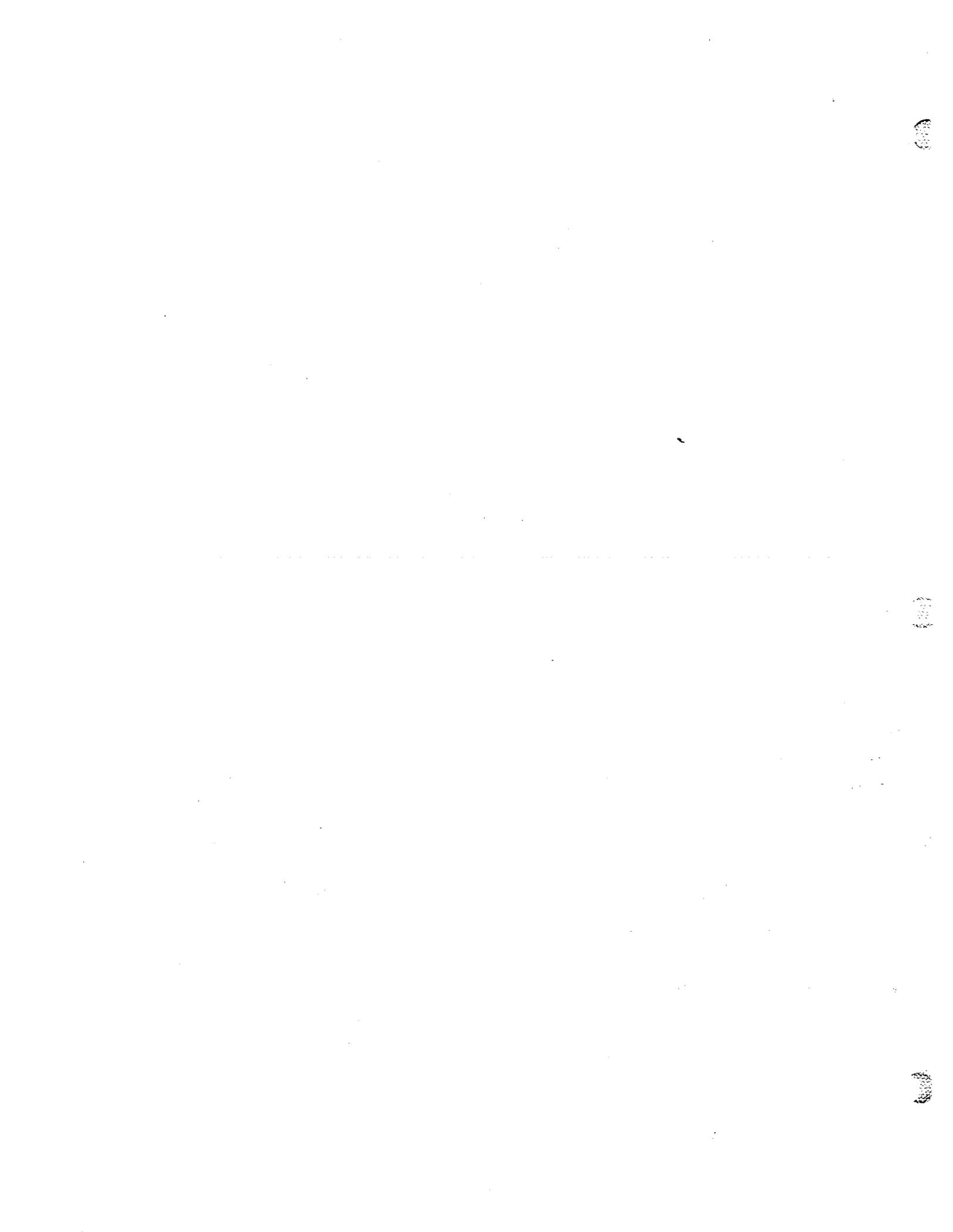
Chair DePolo reported King County selected three cities for Security Community Transition Facilities: Carnation, SeaTac and Kent.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:25 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant



**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
December 18, 2002

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:35 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: Vice Chair Cherry Jarvis and Commissioner John Janson.

Commissioner Amegatcher moved to excuse Vice Chair Jarvis and Commissioner Janson. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Lane Youngblood, Parks & Recreation Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Charleine Sell, Senior Administrative Assistant; Brenda Eriksen, Senior Administrative Assistant.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

Chair DePolo suggested, and it was the consensus of the Planning Commission, that Agenda Item 5 (Approval of Minutes) follow the joint meeting with the Parks & Recreation Commission.

4. PUBLIC COMMENTS - None

6. NEW BUSINESS

(a) Joint Meeting with the Parks Commission

Parks & Recreation Commissioners present were Chairman Liz Aspen, Vice Chair Kari Powers, Commissioners Malka Fricks, Linda Sarpy, and Bob Vogt. Commissioners Larry Chime and Tiffany Bond were absent.

Senior Planner Becky Perkins provided a PowerPoint presentation that described the Parks, Open Space and Trails Concepts in the Downtown-Little Bear Creek Master Plan. She explained the elements of the Downtown-Little Bear Creek Master Plan included transportation – motorized and non-motorized; parks, open space and trails; and land use.

Ms. Perkins reviewed the four park block options that had been considered by the Planning Commission and described the methodology/reasoning behind each. She displayed graphics of park blocks taken from the Master Plan and described park block siting guiding principles used by Crandall Arambula, the consultant involved in the development of the Master Plan. Ms. Perkins responded to Commissioners' questions regarding the width of the park blocks in the photograph taken from the Master Plan, widths of streets, sidewalks and park areas in park blocks, and assumptions that Canterbury Square would redevelop in the future.

Parks Commission Chairman Aspen commented that the Parks & Recreation Commission's primary goal with regard to park blocks was that they be useful recreation areas and not just a lane of trees. Neither Commission was interested in pursuing Option 2 (two small green space strips down one road instead of two roads). Discussion continued regarding whether park blocks were a feature desired by the community, citizens' positive response at the workshops and to the mailer to the proposed park blocks, and the impact the park blocks would have on adjacent land uses. Suggestions included ensuring the park blocks were useful to the community and had connectivity to Wilmot Park and Garden Way, planning the park blocks as parks rather than a walkway, and ensuring park blocks were large enough for flexible uses.

It was the consensus of the Planning Commission to defer the park block drawings to the Parks Commission with preference expressed for Options 0 (Crandall Arambula's original location) and Option 1 (park blocks shifted to the south onto Canterbury Square so that NE 173rd Street is the north street instead of the southern street). Parks Commissioners discussed Options 0 and 1 and a majority expressed a preference for Option 0. It was suggested staff provide additional information regarding dimensions to facilitate the Parks Commission's discussion regarding the usability of the park blocks.

Ms. Perkins reviewed the SR 522 Overpass proposed in the Master Plan. Following discussion, it was the consensus of both Commissions to leave this option in the Master Plan and proceed with outreach with the neighborhood.

Ms. Perkins reviewed the 131st Underpass proposed in the Master Plan. In response to previous concerns regarding safety of an underpass, Senior Planner Carl Smith explained he met with Sgt. Ken Wardstrom, Chief of Police Services, to discuss methods of enhancing safety such as lighting, security cameras, etc. Commissioners discussed concerns with safety and cost, alternate surface routes, and suggestion for an arched bridge with trail beneath as an option to an underpass. It was the consensus of the Commissions to leave the 131st Underpass in the Master Plan as a concept, but to focus efforts on a surface solution.

Ms. Perkins described the 140th/Woodinville-Snohomish Road Overpass proposed in the Master Plan. Following discussion, it was the consensus of the Commissions to retain the connectivity but remove the overpass from the Master Plan due to the existence of sufficient surface routes.

Ms. Perkins described the pedestrian-bicycle loop system proposed in the Master Plan. The Parks Commission requested a map of the existing pedestrian-bicycle loop. Commissioners agreed with the proposed pedestrian-bicycle loop system with the addition of arrows that indicated the loop continued to Woodinville-Duvall Road (as that area was outside the boundaries of the Master Plan).

Chair DePolo declared a brief recess.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, December 4, 2002

Commissioner Eigenberg moved to approve the December 4, 2002 minutes as written. Commissioner Relnick seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

7. UNFINISHED BUSINESS

(a) Planning Commission 2003 Draft Work Program

Mr. Smith reviewed a draft schedule for adoption of the Downtown-Little Bear Creek Master Plan. He reviewed changes made to the 2003 draft Work Program as a result of Commissioners' comments at the previous meeting including moving Economic Development Plan from Item 10 to Item 3, changing Billboards from an amortization program to a removal program that considered all available options, and adding consideration of other types of innovative housing opportunities to the Housing task. With the proposed changes, the draft 2003 Work Program was acceptable to the Commission.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith provided a draft memo to the City Council from the Planning Commission outlining the Commission's input on Council's goals. He advised a joint meeting was scheduled with the Council on January 21 to discuss the Commission's Work Program.

Mr. Smith reported at their December 9 meeting, the Council considered the Transportation Impact Fee Ordinance and expressed concern with the amount of the proposed fees. The Council requested staff develop alternatives and/or phasing and schedule the ordinance for further discussion on the January 21 Council agenda.

Mr. Smith inquired whether the Planning Commission wanted to forward comments to the City Council regarding the Brightwater DEIS. It was the consensus of the Commission that the comment letter being prepared by the City would be adequate.

9. PLANNING SCHEDULE

Reference was made to the changes in the January meeting dates – January 8, 15, and 22.

10. PUBLIC COMMENTS

Jens Molbak, 13625 NE 175th Street, Woodinville, expressed concern with the local street Option 0 and the way the grid roads were represented to the public. He referred to the letter from Crandall Arambula, recalling that during the workshops, Crandall Arambula indicated the most important component of a healthy downtown was a main street that functioned, yet in their letter, they indicated park blocks as the most important feature. Mr. Molbak questioned which was most important, a main street with retail or park blocks.

Gary Whitsel, 17330 135th Avenue NE, Woodinville, an employer in Woodinville as well as a land owner, voiced his concern with the proposed placement of the park blocks, noting Option 0 would displace 30 businesses and over 150 employees. Although he was in favor of parks, he was concerned with the displacement of commerce in Woodinville to accommodate the park blocks. He encouraged the Commission to find a balance between residents, parks and commerce.

Commissioners assured Mr. Whitsel this was a long term vision and was not intended to deter businesses. Mr. Whitsel commented that although many people at the Master Plan workshop voted in favor of the park blocks, they were not shown how it would impact businesses.

Jens Molbak commented on the challenge to configure the Molbak's site to accommodate the park blocks and grid roads, noting there were no relocation incentives that would work for Molbaks. He urged the City to treat the five property owners in that area equitably.

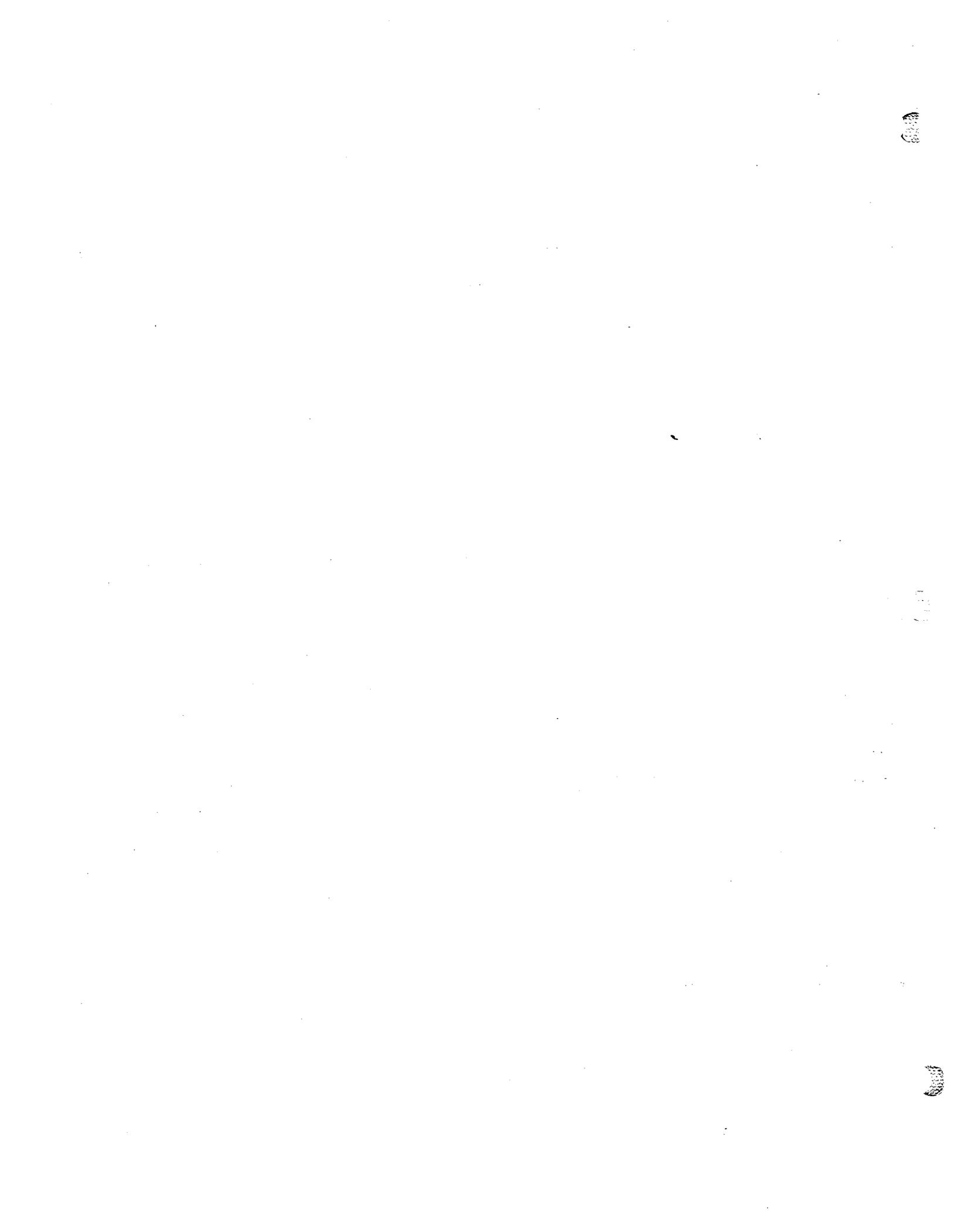
11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:15 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant



**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

Wednesday
January 8, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:35 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: Commissioner John Janson.

Vice Chair Jarvis moved to excuse Commissioner Janson. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Dick Fredlund, Planner; Charleine Sell, Senior Administrative Assistant; and Elizabeth Chamberlain, Intern.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Ralph Swanson, CEO Plywood Supply, 3939 NE Surber Drive, Seattle, and owner of 12 acres on Little Bear Creek, questioned whether the mailer regarding the Downtown-Little Bear Creek Corridor Master Plan had been sent to property owners as well as residents. He noted he was one of several members of a Little Bear Creek property owners group present at tonight's meeting. With regard to zoning their property and adjacent properties 'Office', he pointed out there had not been a market study done to determine whether that zoning was appropriate. He also pointed out the high vacancy rates for office space on the eastside. Chair DePolo assured Mr. Swanson the Master Plan was a draft, a starting point, and that the Planning Commission's intent in reviewing the Plan was to gather further information. Mr. Swanson urged the Commission to consider flexible, reasonable zoning for their property. He provided additional materials to staff.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, December 18, 2002

Commissioner Eigenberg moved to approve the minutes of December 18, 2002 as written. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS

(a) Fourth Quarter & Other Current Planning Projects

Community Development Director Ray Sturtz introduced the City's newest staff member, Planner Dick Fredlund.

Mr. Fredlund highlighted several projects on a list of fourth quarter applications, active applications received prior to the fourth quarter, and inactive projects. Mr. Fredlund responded to Commissioners' questions regarding specific projects. He noted an update regarding Public Works and Park projects would be provided at the January 22 meeting.

Vice Chair Jarvis requested staff investigate activity occurring on the property next to the Greenbaum building.

7. UNFINISHED BUSINESS

(a) Study Session: Downtown Little Bear Creek Corridor Master Plan

1. Office Use vs. Range of Use

Senior Planner Becky Perkins provided a brief background regarding the Master Plan, explaining the elements of the Master Plan included motorized and non-motorized transportation, parks/open space/trails, and land use. She described factors considered when office use was proposed for a portion of the corridor. She described uses that would be permitted in the office overlay including high-tech, computer software development, professional services, biotechnology and personal employment service related uses. She noted the proposed height increase was limited to the overlay area. She explained the overlay was developed using existing regulations of the office research park development standards in the City's code. She displayed a map of the area, identifying the proposed Office Zone and area where the office overlay was proposed, the proposed General Business (GB) Zone, the proposed height increase area and a suggested height increase area.

Discussion followed regarding the impact on existing businesses if the zoning were changed and expansion vs. upgrade of a non-conforming use. Ms. Perkins referred to a matrix of allowed uses in the GB Zone and in the Office Zone. It was suggested allowable uses within the City's zoning classifications be reviewed in the near future to determine whether they were still appropriate and whether additional uses should be considered.

Discussion continued regarding the reasoning for the proposal for office park development vs. office uses, providing incentives for office park development but not discouraging other compatible uses, the mailer responses to the proposed height increase, and the impact of the increased height on adjacent properties. It was suggested a hybrid of uses be created that preserved a number of the existing uses in General Business but offered an incentive of height for office park development.

Albert Dykes, 2850 SW Yancy St #M-221, Seattle, described his qualifications in purchasing, building, and managing buildings/projects and as a real estate broker/realtor and securities broker/dealer. He explained he owned a sizable property along Little Bear Creek with approximately five other investors. He voiced the concerns of numerous property owners in Little Bear Creek Corridor regarding decisions that may be made that would have negative effects on the community. He pointed out no questionnaires or planning data was sent to the property owners and he learned of this issue via the *Woodinville Weekly*. He argued that a "top down, centrally planned Marxist model of development could not remotely compete with privately owned and developed properties in either an economic or aesthetic manner." He opined that none of the ideas in the Master Plan were the result of informed information. He referred to professional opinions that indicated converting general commercial zoning to office would result in a 30% reduction in the value of the land. He recommended a broad commercial zoning be established and necessary changes be made as further data was developed that supported a certain zoning.

Barbara Nelson, 16003 148th Avenue NE, Woodinville, owner of a commercial real estate company, expressed concern with an office overlay for the Little Bear Creek area and preferred a more broad zoning classification. She agreed with Mr. Dykes that limiting the area to office use would be a hardship to property owners. She preferred mixed use with office which would include hotels. She urged the Commission to consider the "big picture."

Jeff Smith, 13632 NE 177th Place, Woodinville, concurred with the comments made by Mr. Dykes and Ms. Nelson and urged the Commission to be flexible with regard to land uses.

Dave Mather, 13716 NE 177th Place, Woodinville (property owner), explained the business operated at this address since 1982 includes an office, a warehouse, and yard space with landscaping. He noted that additions to the office and warehouse may be necessary in the future to allow this business to continue to be successful.

John DeYoung, 13608 NE 177th Place, Woodinville (property owner) concurred with other speakers and expressed concern with the limited uses associated with the Office Park zoning. He indicated a more flexible land use could be compatible along 177th and be an asset to the City.

John Cogan, 11855 172nd NE, Redmond, property owner of three buildings in the Little Bear Creek Industrial Park, described how the area developed as light industrial and the change to General Business Zoning in the recent past. He noted not much has changed under the General Business zoning as there had not been time for redevelopment to occur. He encouraged the Commission to allow the market to drive development. He commented their property was not large enough to accommodate offices but could accommodate the current use.

Karen Hergert, 19522 156th Avenue NE, Woodinville (resident and business owner), expressed concern with the City using out-of-state consultants with no public relations effort. She was concerned with the impact "top down zoning" would have on small businesses. She suggested a tiered permitting process to allow small businesses to expand.

Warren Koons, 17207 NE 141st St, Redmond, representing Plywood Supply which owns approximately 12 acres in the Little Bear Creek Corridor, distributed information regarding the amount of vacant office space on the eastside, approximately 17%. Due to the dynamics of the market, he pointed out that flexible zoning was necessary to allow development to occur. With regard to increased heights, he pointed out Woodinville was competing in a marketplace that allowed much higher heights.

Chair DePolo declared a brief recess.

Terry Jarvis, 19107 152nd NE, Woodinville, supported the retention of the General Business zoning in northern portion of Little Bear Creek with the addition of office uses. He pointed out this area was a visual entrance to downtown and allowing office uses in this zone would result in buildings of 2-3 stories which are more aesthetically appealing than the one story, strip-type development allowed by the current General Business zoning. He also recommended decreasing the street setbacks and adding a requirement for façade modulation (stepping back upper floors). He noted this would result in more texture, higher quality buildings, and a more aesthetically appealing structure. He commented that allowing this same flexibility in the area near Little Bear Creek would result in more aesthetics and allow property owners to build what the market required at that time.

Ralph Swanson suggested the City consult with the former Director of Real Estate for BNSF (Steven Wood). He explained Mr. Wood recommended to Kenmore that the Plywood Supply property there be zoned with flexible, reasonable zoning that allowed office, retail, etc. which would provide a great deal of flexibility.

John Cogan commented his research indicated there were 26 property owners along Little Bear Creek from the Sammamish River to the King-Snohomish County line. He estimated this area had 300 employees and owners. He stressed the importance of structuring any transition in this area so that it worked for the public, the property owners, and employees.

Chair DePolo requested Mr. (Jeff) Smith provide a map of the property owners he represented in the Little Bear Creek Master Plan area. Chair DePolo commented it may be necessary to poll the property owners regarding their interest in rezoning the area. Vice Chair Jarvis reiterated her suggestion that the Commission review the allowed uses in the General Business and Office zones with input from the property owners in that area.

Mr. (Carl) Smith suggested staff develop a hybrid zoning for the area. It was suggested the Commission invite property owners in the Little Bear Creek area to a meeting to solicit their input regarding the zoning.

Discussion followed regarding extending the General Commercial zoning to 195th, approaching the visual appeal of development via design criteria/requirements rather than zoning, retaining the current zoning and adding office as an allowed use, and providing more flexible zoning than allowed by the office zoning classification.

Ms. Perkins concluded the Commission's direction was a General Business Zone that included office uses as well as the consideration of additions/deletions to the allowed uses in the General Business Zone.

2. Five Floor Maximum

3. Extension of Office Use and Height to NE 195th

Commissioners agreed to delay any further discussion regarding increased height until a decision was made with regard to the zoning in the Little Bear Creek area.

Ms. Perkins advised the January 15 Planning Commission meeting would include review of the downtown portion of the Master Plan and participation by Sound Transit and ARCH with regard to the

Transit Oriented Housing Development (TOHD) and viability of a train station. Other issues with regard to downtown to be discussed at the January 15 meeting include downtown residential uses and five floor maximum.

Ralph Swanson complimented the Commission on their open mindedness, commenting that quality was more important than speed.

Warren Koons, with regard to increased heights, suggested an incentive-based approach rather than discarding the concept of increased heights.

Chair DePolo suggested when the Planning Commission's review of the Master Plan was complete, the Commission forward more than one option to the Council, such as a preference and a second choice. Chair DePolo recalled a suggestion from a Parks & Recreation Commissioner to replace the park blocks, which would provide little opportunity for active use, with a boulevard with a median between one-way lanes with bike lanes and sidewalks. Discussion followed regarding the reduced amount of land this would require, the importance of more park area when density increased downtown, a suggestion to create models of the proposed park blocks, and a suggestion that the Commission take a field trip in downtown as well as surrounding communities.

10. PUBLIC COMMENTS

Jens Molbak, 13625 NE 175th Street, Woodinville, with regard to the feasibility of the proposed park blocks, pointing out that a town square would be more efficient, would use less land and be more usable than a long rectangular park block. Discussion ensued regarding pocket parks.

Len McNally, 12636 NE 157th Street, commented the editorial in the *Woodinville Weekly* regarding the December 18 joint Parks & Recreation and Planning Commissions meeting regarding the Downtown Little Bear Creek Corridor Master Plan reflected residents' frustration that their voices were not being heard. He recalled a number of comments were submitted via the mailers as well as the open house, yet no changes were made to the Master Plan as a result of that input. He summarized the Master Plan appeared to be moving forward but with few changes, leading residents to believe they had no ability to provide input.

Commissioner Amegatcher indicated his plans to read the public comments regarding each issue into the record prior to the Commission discussing it to ensure the Commission was reminded of the public's point of view. A brief discussion followed regarding weighing input from residents and property owners against the vision for the City and the importance of educating the public.

Mr. Rose indicated his plans to submit a response to false assumptions that were made in a letter published recently in the *Woodinville Weekly*.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz advised the City Council appointed two new Parks & Recreation Commissioners, Michael Knots and Kim Nunes. Mr. Smith reminded Commissioners of the Tuesday, January 21 joint meeting with the City Council to discuss the Planning Commission Work Program.

9. PLANNING SCHEDULE

There were no changes made in the agenda schedule.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

There were no reports from Commissioners.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:30 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
January 15, 2003**

**6:30 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:31 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: Planning Commissioner John Janson.

Commissioner Ramquist moved to excuse Commissioner Janson. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Mick Monken, Public Works Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Joel Kuhnhenh, Fire Marshal; and Charleine Sell, Senior Administrative Assistant.

City Councilmember Brocha was also present.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

At staff's request, Chair DePolo advised Agenda Item 7a(4) and (5) would be taken prior to 7a(1), (2), and (3) as there were representatives from Sound Transit and ARCH present to address those items.

4. PUBLIC COMMENTS – None

5. APPROVAL OF MINUTES - None

6. NEW BUSINESS – None

7. UNFINISHED BUSINESS

(a) Study Session: DOWNTOWN Little Bear Creek Corridor Master Plan

4. TOHD (Transit Oriented Housing Development)

City Planner Carl Smith provided background regarding the elements of the Master Plan which include transportation (motorized and non-motorized); parks, open space, and trails, and land use. He reviewed Comprehensive Plan policies that support TOHD and described advantages of TOHD. He displayed a

number of photographs of the Village at Overlake TOHD. He then reviewed a concept design for TOHD at the Woodinville Park and Ride and described opportunities for retail, housing, and open space.

Scott Kirkpatrick, TOHD Director, Sound Transit, described Sound Transit's interest in developing TOHD. He described their policies that support a connection between transit and housing. He described issues for Sound Transit including whether this was a viable concept for Woodinville, whether the community would support this type of project, and the impact of traffic from additional residents in a TOHD. Discussion ensued regarding Comprehensive Plan goals that support TOHD, TOHD bringing residents to downtown, underutilization of the parking provided at Village at Overlake (fewer cars per unit than anticipated), large businesses located near the Overlake TOHD, and whether any data was available regarding residents of the Overlake TOHD's use of transit, parking, etc.

Mr. Kirkpatrick pointed out WSDOT was required to retain the existing parking at the Park and Ride site. He noted the cost of providing parking was \$10,000 - \$14,000 per space, a cost a developer would want to reduce if possible. He pointed out the issues for Sound Transit include whether the City was interested in such a project, Sound Transit Board's interest in pursuing their policy to fruition, WSDOT's interest in participating, and identifying financial partners.

Art Sullivan, ARCH, described the difference between lower than market rate housing and affordable housing, pointing out the necessity of considering what the local need was as well as design objectives. Discussion continued regarding the density that would be allowed on the site, types of housing that could be provided, additional parking that could be provided, excess parking capacity provided at the Park and Ride, consideration by Sound Transit of charging for parking in structured parking facilities, whether the project could be phased, ARCH's projection for this type of project in Woodinville, issues being considered by Sound Transit, floor area ratio approach to density versus number of units, and considerations in the next phase of Sound Transit's feasibility study.

Commissioner Amegatcher reported the findings of the Master Plan mailer with regard to TOHD; 55% were in support of the concept and 45% were opposed. Mr. Smith commented misinformation that the Park and Ride lot would be eliminated by a TOHD may have influenced some responses.

Commissioners discussed the importance of workforce housing, the proximity of the Village at Overlake TOHD to services as compared to Woodinville, lack of parks in the proximity of the Woodinville Park and Ride, and concern with the number of vehicle trips such a project would generate.

Maria Morris, 18800 132nd Avenue NE, commented it was refreshing to hear Mr. Kirkpatrick address the pros and cons of TOHD projects. She raised a question regarding the usage of the Overlake Park and Ride lot prior to the development of the TOHD, explaining the current usage was only 27%, less than before development of the TOHD. She inquired how many bus routes served the Overlake Park and Ride lot versus the Woodinville Park and Ride and the areas served by those routes, whether a Woodinville TOHD would provide free bus passes to residents as were provided to Village at Overlake residents, and what other TOHD projects were being considered in the area. She expressed concern with employment opportunities near the Village at Overlake versus Woodinville, emphasis in Woodinville on retail which provide lower income jobs, and the impacts on traffic unless the 522 overpass and the 195th diamond interchange were constructed.

Public Works Director Mick Monken responded to Ms. Morris' questions regarding the 522 overpass and 195th interchange improvements. Ms. Morris recalled the Planning Commission requested a rough scale model of the TOHD project in 2001 to assist them with assessing the impact on the surrounding area.

Discussion followed regarding the significant cost of models and the inability to develop a model as there was not yet a project that could be modeled.

It was the consensus of the Planning Commission to leave the TOHD in the Master Plan as a placeholder.

5. Train Station

Mr. Smith explained there were few Comprehensive Plan policies that addressed a train station. He displayed a photograph of the Renton dinner train station and described potential advantages of a train station in downtown.

Brian O'Sullivan, Policy and Planning Office, Sound Transit, explained Sound Move did not have an eastside rail component through 2020 although long range plans did include rail on the eastside. He explained Sound Transit participated in the I-405 study which at one time did have a rail component. However, that alternative was not advanced in the EIS; the solution that was advanced was an express bus system. At the request of the Sound Transit Board, staff researched the status of the BNSF line from Tukwila to Woodinville and learned that BNSF plans to continue to operate limited freight, some commercial traffic, and the dinner train on these tracks but did not plan to increase/decrease service and planned only limited track improvements. He emphasized that to use the tracks for passenger service would require massive track improvements. He pointed out the primary demand on the eastside was east-west cross-lake traffic and not north-south traffic.

Dennis Foster, 16417 125th Ct NE, Redmond, advised there was a plan in its infancy to develop a 59 mile monorail route with three significant segments, 1) beginning in the Bothell-Woodinville corridor and around SR-522/Lake Washington, 2) from Woodinville-Bothell down I-405 to Federal Way, and 3) from Redmond across Lake Washington into downtown Seattle. He advised the estimated cost was \$5 billion for 59 miles of track. He offered to provide the City further information as it became available.

1. Downtown Residential

Senior Planner Becky Perkins described potential benefits of a height increase from 45 feet to 55 feet including providing for underground or under-story parking, creating the economics for underground parking possibilities, providing more compact, efficient use of limited commercial land and infrastructure, allowing for alternative housing opportunities, accommodating downtown small retail, providing more compact, efficient use of limited retail land and residential potential downtown may take pressure off other residential neighborhoods. She displayed an example of a 55-foot building superimposed next to City Hall to illustrate the impact of the additional height. She displayed examples of 55-foot mixed use buildings in surrounding cities, pointing out building modulation and setback of upper stories. She referred to a drawing of City Hall and a 55-foot building with a street between which was developed to provide a prospective of what development of a 55-foot building could look like.

Ms. Perkins displayed photographs of the Fire Department's ladder truck extended to 55 feet, 67 feet, and 75 feet as viewed from various areas in the City. She identified the increased height areas proposed in the Master Plan as well as the Park and Ride site and the Sirkin property.

Mr. Sturtz and Mr. Smith responded to Commissioners' questions regarding the water table in the downtown area, explaining it was virtually impossible to define the depth of the water table in the downtown as depths were not just site specific, but there could also be different water table depths found within one property

depending on elevation. It was suggested staff research the depth of the water table as determined on recent projects in the downtown area.

Chair DePolo read comments made by the public at the October 16 joint Planning/Parks & Recreation Commission meeting with regard to the increase height. Discussion followed regarding the view vistas from various points in the City, whether increased height would change the character of Woodinville, how the City will grow in the future, the importance of architectural design of 55-foot buildings, and concern whether the City's infrastructure was adequate to accommodate the increase density. Mr. Smith pointed out character/compatibility issues could be addressed via design guidelines.

Commissioner Amegatcher reported the findings of the Master Plan mailer with regard to increased height to a maximum of five floors, 58% in favor and 42% opposed. Commissioner Relnick suggested Commissioners seek further input on the height increase from their friends and neighbors.

Len McNally, 12636 NE 157th St, pointed out none of the elements of the Master Plan would have as dramatic an effect on how the City looked and felt in the future as the scale of the buildings. He pointed out much of the justification in the Master Plan for the height increase was based on assumptions, and he questioned several of the assumptions made in the Master Plan such as 1) developers require incentives, such as building height increases, to supply the amenities the City would like developers to provide, 2) Woodinville's downtown retail, office and residential sectors will not thrive without high-rise buildings, 3) a height increase from 45 to 55-feet enables 50% of the draft plan's total additional residential capacity, 4) developers cannot afford to build 35 foot and 45 foot buildings, and 5) the development that is being planned for now would not happen overnight but in the next 10-15 years. He urged staff and the Planning Commission to consider eliminating the height increase element of the draft Master Plan. Mr. McNally submitted written comments as well.

Vice Chair Jarvis moved to extend the meeting to 9:45 p.m. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Dennis Foster, 16417 125th Ct. NE, agreed with the suggestion to solicit feedback from residents and suggested holding workshop meetings in a central location. He expressed concern with the sacrifice that would be necessary to accommodate the proposed grid roads. He pointed out the Master Plan proposed as many as 8,000 new residents downtown, and he suggested a traffic model be done to show how the traffic would be accommodated.

Gina Leonard, 16303 NE 198th St, pointed out another subarea plan to be developed in the downtown area, the NW Gateway (near McLendon's). She commented that area would likely want much of the same things as the Downtown-Little Bear Creek Corridor and urged the Commission to factor this into their decisions regarding the Downtown-Little Bear Creek Corridor Master Plan. She expressed concern that the Commission was reviewing only one Master Plan which represented only one direction for the City when there were likely many other scenarios such as predominantly retail, tourist attractions, etc. She recommended the Commission indicate to the Council that they were unable to recommend a Master Plan without more options and choices.

Karen Hergert, 19522 156th Avenue NE, expressed concern with the lack of public relations, pointing out the Request for Qualifications for the Master Plan development did not include a public relations component. She agreed with Ms. Leonard that there were not enough options provided in the Master Plan. She

commented Woodinville was a poor location for office development and questioned the aggressive approach to growth in downtown rather than spreading density throughout the City. She was concerned with the impact a significant increase in the population would have on the schools, police, fire, etc. Ms. Hergert also submitted written materials.

Vice Chair Jarvis moved to extend the meeting to 9:50 p.m. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Due to the late hour, further discussion on the following items was postponed to a future meeting.

2. Preferred Uses

3. Five Floor Maximum & Density

8. PLANNING DIRECTOR'S REPORT – None

9. PLANNING SCHEDULE

It was agreed to cancel the January 22 Planning Commission meeting and add a meeting on February 26.

Commissioner Amegatcher moved to extend the meeting to 9:55 p.m. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

An outreach meeting with the Wedge neighborhood was tentatively scheduled for a Tuesday or Thursday in early March.

10. PUBLIC COMMENTS – None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:50 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

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**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
February 5, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:35 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg and Philip Relnick.

ABSENT: Planning Commissioners John Janson, Mark Ramquist, and Rohn Amegatcher.

Vice Chair Jarvis moved to excuse Commissioners Janson, Ramquist, and Amegatcher. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Dick Fredlund, Planner; and Joel Kuhnhenh, Fire Marshal.

Other guests included City Councilmember Don Brocha.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

Chair DePolo requested the order of the agenda be revised to take Item 7b first, followed by Item 6a, followed by Item 7a.

4. PUBLIC COMMENTS

Gary Whitsel, 17330 135th NE, Woodinville, recalled he previously expressed concern to the Planning Commission regarding the configuration of the park blocks as they would displace several businesses. He urged the Commission to downsize and relocate the park blocks to the south, commenting the potential sale of the Canterbury Square property in 2008 may provide an opportunity to implement the park blocks in a more appropriate location.

Michelle Tercot, 4052 E Mercer Way, Mercer Island, a naturopathic physician planning to develop a medical spa in Woodinville, expressed support for the recommended increase in height and density for downtown Woodinville. She expressed support for the urban village concept and pointed out the economies of scale that could be realized via such development. She remarked

that codes that allowed this type of development would attract investors who were willing to undertake the risk of developing an urban village.

Anna Nelson, Buck & Gordon, representing Don Sirkin, advised she was present to answer questions.

Ed Anderson, Mead Gillman Land Surveyors, PO Box 289, Woodinville, advised they purchased the property on 133rd, two old houses, for development of an office or mixed use. He explained the difficulty in developing the property with only two stories was that half the property was required for parking. He commented that to justify underground parking or to develop mixed use, they needed an additional story. He supported allowing additional height downtown, as a project would not pencil out with two floors above underground parking.

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes of January 8, 2003

Vice Chair Jarvis moved for approval of the minutes of the regular meeting of January 8, 2003 as written. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

(b) Special Meeting Minutes, January 15, 2003

Commissioner Eigenberg moved for approval of the minutes of Wednesday, January 15, 2003 as written. Commissioner Relnick seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

7. UNFINISHED BUSINESS

(b) Study Session: Downtown Little Bear Creek Corridor Master Plan

1. Sirkin Site Density

Senior Planner Becky Perkins explained the property owner, Don Sirkin, requested the Planning Commission consider a height increase for this property along with the height increase proposed for downtown. She identified the Sirkin site and surrounding properties on the map and explained the site was heavily wooded and included steep slopes and wetlands. She advised a pending application for developing condominiums on the site proposes approximately 440 units in five buildings with under-structure parking as well as surface parking.

City Planner Carl Smith explained the Comprehensive Plan designates the property as high density residential/office and it is zoned R-48/Office. The Comprehensive Plan also identifies the constraints in this area and proposed it have at least 300 units on the 24 acre site.

Discussion followed regarding considering this site separate from the Downtown Little Bear Creek Master Plan, access to the site, why this property was zoned R-48/Office, different floor heights depending on use, and designating building height in number of stories rather than feet. It was suggested that regulations identify a number of stories with a maximum height.

Anna Nelson, Buck & Gordon, representing Don Sirkin, explained there was a pending application with the City for an entirely residential condominiums project although a retail floor as part of the project had been considered as an option. She noted that although the developer had pulled out, the property owner wanted to ensure the proposed project was marketable. She commented their proposal would be five stories above parking. She explained that the Sirkin site, unlike downtown which was flat, was very steep and the underground parking would be built into the slope and exposed only on the downhill side. Discussion followed regarding building height averaging, height of the senior housing on the Greenbrier site, and this project's pending nature until a developer was identified.

Barbara Nelson, 16003 148th Avenue NE, commented the regulation of building height via number of feet versus number of stories limited creativity in building design. She commented different retailers required different ceiling heights and there were opportunities to attract major retailers with different ceiling heights.

It was the consensus of the Planning Commission to consider a floor area ratio method versus height in number of feet. Commissioners requested staff provide examples of development that could occur using this method and schedule further review on a future agenda to allow the absent Commissioners an opportunity to provide input.

2. Downtown Uses and Density (Continued Discussion)

Mr. Smith recalled during the earlier discussion regarding downtown uses and density, there were concerns expressed regarding infrastructure. He explained nearly all developments were assessed for traffic impacts and mitigated via SEPA. In addition, the City had adopted concurrency standards that required any increased level of service be mitigated before development occurred.

With regard to school infrastructure, Mr. Smith explained Northshore School District was not currently collecting school impact fees, as there has been zero growth in the district, and there were no capital projects in the City. With regard to sewer and water infrastructure, Mr. Smith reported Woodinville Water District assured that because they were a pass-through provider, they could serve any development that was approved.

A conceptual drawing of a 5-story mixed use building in comparison to City Hall was displayed to provide a prospective of a 5-story building. Mr. Smith pointed out methods that could be utilized to reduce the appearance of the mass such as breaks within the building, a pedestrian path/arcade on the ground, and stepping back upper floors.

It was the consensus of the Commission to postpone any further discussion regarding downtown uses and density to allow the absent Commissioners an opportunity to provide input. Commissioners agreed it would be helpful to have a developer/finance-type person from a city

similar to Woodinville attend a meeting to describe what they needed to make development feasible. It was also suggested buildings with increased height be required to be stepped back at a lower level.

City Councilmember Don Brocha commented that although the Council relied on the Planning Commission to review the Master Plan in detail, he encouraged the Commission to also look at the big picture and the tradeoffs for downtown parks, underground parking, etc. that may balance increase height and density. With regard to comments that the Master Plan would change the character of downtown, he pointed out downtown would change regardless of the Master Plan. He encouraged the Commission to identify the current character of downtown Woodinville, what the character of downtown would be if nothing was done and what the character would be with implementation of some or all the Master Plan concepts.

Maria Morris, 18800 132nd Avenue NE, Woodinville, commented that when the Comprehensive Plan was adopted in 1995, it was a 20-year plan that would result in concurrency, yet in five years, the character of downtown had changed substantially. She questioned the amount of traffic that would be generated by the retail development proposed in the Master Plan. She compared statistics regarding the square footage of Bellevue Square and the yearly visitors they experience to the retail development indicated in the Master Plan. She expressed concern that the Master Plan only considered peak trips and not total trips. She was also concerned with the impact that increased traffic would have on road maintenance and air quality. She noted the traffic modeling done for the Master Plan indicated that until the SR 522 overpass and diamond interchange at 195th were completed, there would be extreme overloading at 131st. She questioned whether another traffic analysis would be conducted based on the changes being considered for the Downtown Little Bear Creek Master Plan. Councilmember Brocha answered traffic modeling would be done again once the parameters of the Downtown Little Bear Creek Master Plan were determined.

Len McNally, 12636 NE 157th St, Woodinville, referred to a letter he submitted at the last Planning Commission meeting outlining his concerns regarding a building height increase in downtown and proposing a number of alternatives such as a public parking garage. With regard to character, he commented many residents lived in Woodinville for the country living, city style and the design guidelines were developed so that development would have a distinctive character. He commented the Master Plan appeared to eliminate that, as tall buildings did not fit with country living, city style. He encouraged the Planning Commission to consider all alternatives in developing the best plan for Woodinville.

3. Park Blocks Options

Ms. Perkins explained that based on the Commission's input regarding park blocks, staff contacted Joe Wallis to provide examples of urban parks and a schematic of the park blocks. Mr. Wallis reviewed photographs of urban park examples including Mercer Island Sculpture Park, McCormick Park, and Ravenna and described features of each.

Mr. Wallis displayed a schematic drawing of what park blocks in downtown Woodinville could look like, identifying dimensions for sidewalk, vehicle lanes, bicycle lanes, trees, vendor/active area, and center walkway. He described activities that could occur in the linear space such as a

colossal chessboard, horseshoes, fountain, etc. He described the use of berms to avoid a flat landscape and offset pathways to accommodate activities and meander the walkway.

Mr. Smith pointed out the drawing reduced the width of the park block from 220 feet to 192 feet. Discussion followed regarding the possibility of incorporating a tot lot, further reducing the space between the bike lane and the trees, reducing the sidewalk and walkway width to reduce the overall width of the park blocks, and activities that could occur within the park blocks. It was suggested the schematic be revised to incorporate the suggested reductions in the width of the sidewalk, walkway, and distance between the bicycle lane and trees. Commissioners agreed the schematic was more appealing than previous renderings of the park blocks.

Jens Molbak, 13625 NE 175th Street, Woodinville, commented that the general concept of parks in downtown made sense and should be incorporated into the Master Plan. However, due to the substantial cost of property for the park blocks, he questioned whether it was the best use of the City's resources and suggested consideration also be given to pocket parks. He expressed concern that adoption of the Master Plan would effectively downzone the property proposed to be used for the park blocks which would impact the property owners.

Karen Hergert, 19522 156th Avenue NE, Woodinville, agreed with Mr. Molbak's comment regarding property owners' rights. She suggested the use of low shrubbery in the park blocks between the active space and the street to create a visual barrier for children.

Commissioners agreed to forward the proposal regarding the park blocks to the Park & Recreation Commission for review. It was suggested that when the Master Plan was forwarded to the Council, it include configuration and location options for the park blocks and identify the Planning Commission preferences as well as the Park & Recreation Commission's preferences.

6. NEW BUSINESS

(a) "State of the City" – Report from City Manager Pete Rose

Mr. Rose explained during the first month of each year, a State of the City address was provided to several community groups using a different theme each year. He explained this year's theme was "Woodinville – 10 Years After" providing a retrospective look at Woodinville since incorporation in 1993. He compared statistics for 1993 versus 2003 for population, retail sales, per capita retail sales, city employment, acres in the city, city-owned acres, and city building square footage. He reviewed reasons for incorporating including self determination, urban level policing, local permitting, traffic improvement, and quality of life. He reviewed issues facing the city in the future including Brightwater, court costs, pool closures, economic downturn, moving out of Old Woodinville Schoolhouse, mothballing Sorenson pool, demise of East King County Convention District. He also reviewed recent positive experiences, including the grant for the Bottleneck Relief Project, construction of Little Bear Creek Lineal Park Phase I, Rotary Community Park donation, and the Civic Center Master Plan.

Mr. Rose concluded it had been a successful ten years. He invited Commissioners to attend the 10th Anniversary Celebration on March 29.

7. UNFINISHED BUSINESS (con't)

(a) Active Projects Quarterly Update: Public Works and Parks projects

Planner Dick Fredlund described recently received project applications and responded to Commissioner's questions.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith advised the City Council approved the Planning Commission's work plan and a new schedule was distributed to Commissioners.

Mr. Smith advised a meeting was scheduled for February 13 with downtown businesses and property owners to update them on the Master Plan and solicit their input regarding grids and park blocks.

Mr. Smith advised an informational meeting was also scheduled with the Wedge Neighborhood on March 4 at Woodin Elementary. Ms. Perkins encouraged Planning Commissioners and Parks & Recreation Commissioners to attend.

9. PLANNING SCHEDULE

Commissioners and staff discussed the possibility of an additional meeting in March. Staff agreed to poll the absent Commissioners to determine whether an additional meeting on March 12 was an option.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

At Chair DePolo's request, Mr. Sturtz provided an update regarding Commissioner Janson's health.

Chair DePolo expressed concern with the parking congestion created by Ruby's Diner.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:00 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
February 19, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:31 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, and Rohn Amegatcher.

ABSENT: Commissioners John Janson, Philip Relnick and Mark Ramquist.

Vice Chair Jarvis moved to excuse Commissioners Janson, Relnick and Ramquist. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Becky Perkins, Senior Planner, and Debra Crawford, Planning Technician.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda. Chair DePolo welcomed Scout Troop 627.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, February 5, 2003

Commissioner Eigenberg moved for approval of the minutes of February 5, 2003 as written. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

6. NEW BUSINESS

(a) Public Hearing: Vitulli Annexation Application, ANN2002-0065 Pre-Annexation Zoning

Chair DePolo opened the public hearing and described the procedures.

Vice Chair Jarvis moved to open the public hearing regarding the Vitulli Annexation. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Planning Technician Debra Crawford entered the following exhibits into the record:

Exhibit 1: Staff Report dated February 19, 2003

Exhibit 2: Vicinity Map/City of Woodinville Zoning Map

Exhibit 3: Petition for Annexation (Election Method) dated November 12, 2002

Ms. Crawford displayed a vicinity map and described the background of the original annexation application via the petition method in December 2000. The petition method was later deemed invalid by the courts and the State Supreme Court presently recognizes only the election method as a valid annexation process. Therefore, on November 12, 2002, the City received a Petition for Annexation by Election Method from Dick Vitulli, on behalf of Emma Vitulli.

Ms. Crawford explained the proposed annexation area includes one residential parcel for a total of 0.44 acres within the City's Urban Growth Boundary. It is located on the corner of NE 171st and 142nd Avenue at the entrance to the Stafford-Hansell subdivision but is oriented to NE 171st Street whereas the Stafford-Hansell properties are oriented to 142nd Avenue NE. The Petition for Annexation (election method) contains the signatures of the residing residents of which there are two, therefore representing the required total number of qualified voters residing in the area to be annexed.

Ms. Crawford explained the applicant has requested a pre-annexation land use designation of R-8 which is the same as the King County existing zoning of R-8. Staff's analysis supports zoning of R-8 based on the designation of R-8 zoning for the adjacent Heck Annexation properties and its equivalence to the existing King County zoning. Staff recommends the Planning Commission recommend to the City Council pre-annexation Comprehensive Plan zoning of Moderate Density Residential and zoning of R-8.

Dick Vitulli, representing Emma Vitulli, indicated he was present to answer any questions.

Vice Chair Jarvis moved to close the public hearing on the Vitulli annexation. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Commissioner Amegatcher moved that the Planning Commission recommend that the City Council declare Moderate Density Residential and Zoning of R-8 as the Comprehensive Plan and Pre-Annexation zoning for the Vitulli annexation. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

8. PLANNING DIRECTOR'S REPORT

Community Development Director Ray Sturtz commented attendees at the State Planning Director's Conference today learned of the Legislature's effort to reinstate the petition method of annexation. He explained a new petition method would differ from the previous petition method as it would include both registered voters and land owners to sign the petition.

City Planner Carl Smith advised the City Council approved Ordinance No. 335, Tree Preservation, at their February 10 Council meeting.

Wedge Meeting Report

Senior Planner Becky Perkins provided an update on the preparations for the outreach meeting with the Wedge neighborhood scheduled for March 4.

Street Grid Meeting Report

Mr. Smith summarized the February 13 open house with downtown property owners, explaining a consistent concern was expressed at the meeting with the optional streets that cross through private property and the impact they would have on development opportunities for the parcels. As a result, staff, Commissioner Eigenberg (who attended the meeting), and property owners agreed to remove the street representations from the downtown map and express the intent of the streets via regulatory and design criteria.

Mr. Sturtz advised another issue discussed at the State Planning Director's meeting was the status of the Shoreline Management Rules that are expected to be issued in May at a series of public workshops followed by public hearings in June/July, and adoption anticipated in September. The City will then have two years (September 2005) to adopt updated Shoreline Management Program.

Mr. Sturtz reported staff is also beginning work on the Critical Aquifer Protection element, a new element and regulations for the City required under Critical Areas regulations of GMA.

Chair DePolo declared a brief recess.

6. NEW BUSINESS (Con't)

(b) Public Hearing: Brown Annexation Application, ANN2002-0062 Pre-Annexation Zoning

Chair DePolo asked for a motion to open the public hearing and described the procedures.

Vice Chair Jarvis moved to open the public hearing regarding the Brown Annexation Application. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Ms. Crawford entered the following exhibits into the record:

Exhibit 1: Staff Report dated February 19, 2003

Exhibit 2: Vicinity Map

Exhibit 3: Petition for Annexation Election Method

Exhibit 4: Letters from Dr. Olsson and John Radovich, proposed annexation property owners

Exhibit 5: Letter from Francis Brown dated February 17, 2003 in favor of the Office zoning

Ms. Crawford displayed a vicinity map and provided the background of the original annexation application via the petition method in May 2001. The petition method was later deemed invalid by the courts and the State Supreme Court presently recognizes only the election method as a valid annexation process. Therefore, on November 1, 2002, the City received a Petition for Annexation by Election Method from Dr. Olsson, along with Ms. Brown and Mr. Radovich, to annex three parcels of approximately 1.75 acres into the City. The annexation, known as the Brown annexation, includes three parcels located in the southwest corner of the NE 171st Street and 140th Avenue NE within the City's Urban Growth Boundary. The Petition for Annexation (Election Method) contains Francis Brown's signature, representing the required total number of qualified voters residing in the area to be annexed.

The applicant for the annexation requested Office zoning as a continuation of the existing zoning of the parcels to the east. Staff's analysis supports a compatible transition zoning of Office. Ms. Brown agrees with the Office zoning but has concerns that the tax assessment for her home may increase. Mr. Radovich agrees with the Office zoning but has requested a future zoning change to include private schools as a permitted use in the Office zone.

Staff's recommendation is for the Planning Commission to recommend to the City Council a Pre-Annexation Comprehensive Plan and Zoning Designation of Office for the Brown Annexation Area.

Ms. Crawford responded to Planning Commission's questions and discussion ensued regarding zoning on surrounding properties, the existing daycare as a permitted use with conditions, a future zoning code amendment to allow schools as a permitted use in the Office zone, potential for a school to be non-conforming use if established prior to annexation, zones in which schools were permitted uses, concerns with extending General Business or Central Business District zoning in this corridor, and transition provided by Office zoning.

Mr. Sturtz explained staff supported Office zoning with a development condition that allowed private schools in Office zones that served as transitional zones.

There were no members of the public present who wished to address the Commission.

Vice Chair Jarvis moved to close the public hearing. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Commissioner Amegatcher moved that the Planning Commission recommend that the City Council declare Office (O) as the Comprehensive Plan and Pre-Annexation Zoning for the Brown Annexation. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

7. UNFINISHED BUSINESS

(a) Study Session: Downtown Little Bear Creek Corridor Master Plan – Little Bear Creek Land Use

1. General Business Zone Alterations

Ms. Perkins provided a PowerPoint presentation regarding the Little Bear Creek Corridor (General Business Zone) land use alternatives. She reviewed the corridor vision, draft goals for the corridor and four zoning alternatives, 1) no change – retain the Comprehensive Plan designation of Auto/General Commercial and the Zoning of General Commercial, 2) retain the existing General Business uses (extensive outdoor storage and auto-related or industrial type) with the addition of Office Zone uses, 3) the Draft Master Plan Concept – General Business from 190th north on both sides and Office zoning to the south, and 4) a hybrid zoning - Parkway Commercial. She described uses that would be added, eliminated, and limited in a Parkway Commercial zone. She explained the Parkway Commercial was staff's preferred alternative due to the flexibility it provided, it was complementary to the Central Business District, it limited unattractive industrial and outdoor storage, and it resulted in a preferred traffic scenario.

Ms. Perkins described design tools including design standards, design guidelines, and incentives that could be used to promote the vision for the corridor. She explained the next step suggested for the Master Plan was to develop policies expressing the Planning Commission's land use vision and followed by implementation strategies to guide the appropriate modifications to codes and other development requirements. Discussion followed regarding setbacks, uses that were added and eliminated from the Parkway Commercial, and the need for appropriate use due to the gateway this area provided to the City.

John Keegan, Plywood Supply, 1501 4th Avenue, Suite 2600, Seattle, commended the Planning Commission for listening to their concerns, noting the hybrid zoning appeared to be appropriate due to the flexibility it provided. He expressed interest in allowing property owners additional time to review the draft list of permitted uses in Little Bear Creek Corridor. He urged the

Planning Commission to continue developing appropriate development standards concurrent with the Council's review and adoption of the Master Plan.

Warren Koons, 17207 NE 141st Street, Redmond, representing Plywood Supply, echoed Mr. Keegan's comments that the Planning Commission was doing a great job understanding the spirit of the comments provided at the January 8 meeting. He echoed Mr. Keegan's concern with the city moving forward with the Master Plan without development standards. Mr. Koons expressed concern with limits on outdoor storage, suggesting appropriate screening be required for outdoor storage if the primary concern was visual impact. He agreed with staff's proposal to remove the development condition that allowed Professional Office only as an accessory use to another permitted use not to exceed 49% of gross floor area.

Len McNally, 12636 NE 157th, Woodinville, agreed staff did a good job responding to concerns expressed by property owners at the January 8 meeting. With regard to incentives, he questioned the need for increased building height as an incentive for Office development, recalling the Planning Commission was previously told Woodinville needed office space yet now incentives were necessary to encourage office development. He commented increased building heights did not reflect the character of Woodinville and were not necessary to encourage office development in Woodinville. With regard to the suggested next steps for the Master Plan (development of implementation strategies), Mr. McNally commented it was premature to develop implementation strategies prior to adoption of the Master Plan.

Albert Dykes, 2815 SW Yancy Street, Seattle, expressed support for Mr. Koons' and Mr. Keegan's comments. He referred to a statement in the staff report that Little Bear Creek required protection under the Endangered Species Act, commenting a recent federal court ruling invalidated that issue. He explained he had four high tech businesses on his property in the Woodinville Business Center who are interested in substantial enlargement but have indicated they will leave Woodinville because of the exorbitant rates charged by the telephone company for T1 lines.

Dave Mather, 13716 NE 177th, Familian Northwest, concurred with the statements made by Mr. Keegan and Mr. Koons regarding the importance of providing flexibility. He emphasized Mr. Koons' comment regarding outdoor storage, pointing out it was easy to screen/landscape to hide outdoor storage. He summarized if outdoor storage were not allowed, their business could not operate in this area.

John Cogan, 11855 172nd NE, Redmond, Little Bear Creek Industrial Park, pointed out the purpose of downtown Woodinville should be to provide service and entertainment to residents. He questioned whether some uses were appropriate such as Brightwater, a recycling plant or offices. He commented large office buildings had a place in an office park but were not appropriate for this area. He commented that any office building constructed in this area would be a tilt-up, not an attractive building as portrayed in the PowerPoint presentation. He pointed out the absence of a market study to determine whether office zoning was needed.

Chair DePolo recalled the Planning Commission was told two years ago that Woodinville needed office zoning. Mr. Cogan pointed out things change quickly in real estate. He explained office buildings required extensive foundations, often one-third of the building was below ground and two-thirds above ground. He questioned how this could be accomplished with the water table in the area. He recommended broad zoning for the area as it was unknown what uses could arise in the future. He explained the best planners were citizens and urged the Planning Commission to listen to their suggestions.

Jeff Smith, Checkride, 13632 NE 177th, expressed his appreciation to staff for developing the new zoning proposal which provided flexibility for property owners. He agreed with the points made by Mr. Keegan and Mr. Koons and expressed interest in an opportunity to further review and discuss with other property owners the permitted uses that were proposed for the area.

John DeYoung, 13608 NE 177th, Woodinville, echoed Mr. Keegan and Mr. Koons' comments. He expressed his appreciation for staff's proposal to broaden the allowed uses. He was concerned with limits on outdoor storage due to the impact that would have on businesses that require outdoor storage. He questioned the proposal to require a 200 foot buffer from Little Bear Creek for some uses.

Michelle Turcot, 4052 E Mercer Way, Mercer Island, agreed with Mr. Keegan's comments. She observed there appeared to be two critical issues facing downtown Woodinville, zoning and character identity. She commented good quality development was in everyone's best interest but must be economically feasible for developers. She supported a five-story building height, commenting this would result in mid-rise buildings, not high rises. She quoted from Chapter 6 of the Comprehensive Plan regarding economic development. She urged the Commission to consider the bigger picture, the look and feel of downtown. She pointed out that limiting building heights would not necessarily eliminate bad design and preferred to allow the market to identify appropriate uses. She recommended the Planning Commission discuss the desired character of the city and avoid focusing on issues such as height.

Ralph Swanson, CEO Plywood Supply, 3939 NE Surver Drive, Seattle, property owner of 14 acres on Little Bear Creek between Consolidated and Familian Northwest, commended staff for the alternatives they developed. He agreed with Mr. Keegan regarding development standards and guidelines, pointing out the importance of working with property owners. He urged the Planning Commission to avoid developing a Master Plan that had negative affects on existing property owners in the Little Bear Creek area and suggested the city solicit input from property owners who would be directly or indirectly affected.

Commissioners reviewed the draft Little Bear Creek Corridor permitted uses and made several revisions. Discussion occurred regarding the rationale for uses that were permitted/not permitted, development that would not be appropriate within 200 feet of Little Bear Creek, existing uses that would become non-conforming if not allowed to be located within 200 feet of Little Bear Creek, and use of storm water management regulations to regulate activities associated with some uses.

An audience member suggested property owners be allowed to provide input regarding the permitted uses. The Commission invited property owners to submit comments/suggestions to the Planning Department prior to the March 5 meeting (to allow Commissioners an opportunity to review their suggestions) as well as to attend and provide input at the March 5 Planning Commission meeting which would include further discussion regarding Downtown-Little Bear Creek Master Plan.

9. PLANNING SCHEDULE

There were no changes made to the Planning Schedule.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

There were no reports from Commissioners or issues to be forwarded to the City Council.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:15 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
March 5, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:34 p.m. by Vice Chair Jarvis.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: Planning Commission Chair Terry DePolo and Planning Commissioner John Janson.

Commissioner Amegatcher moved to excuse Chair DePolo and Commissioner Janson. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Pete Rose, City Manager; Mick Monken, Public Works Director; Ray Sturtz, Community Development Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Joel Kuhnhenh, Fire Marshal; and Joe Seet; Traffic Engineer.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

Vice Chair Jarvis welcomed Pete Rose, City Manager; Mick Monken, Public Works Director; Joel Kuhnhenh, Fire Marshal; and Joe Seet; Traffic Engineer.

4. PUBLIC COMMENTS

Ralph Swanson, Plywood Supply, Inc. PO Box 82300, Kenmore, owner of 14 acres in the Little Bear Creek corridor, submitted written comments regarding their property. He expressed their interest in working with the City and encouraged Commissioners to read the information he provided.

5. APPROVAL OF MINUTES

(a) **Special Meeting Minutes, February 19, 2003**

Commissioner Eigenberg moved for approval of the minutes of the Special Meeting of February 19, 2003. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

6. NEW BUSINESS

(a) CIP Update, 2003-2006 Transportation Plan

Public Works Director Mick Monken provided a PowerPoint presentation on the 2003 -2006 Transportation Plan. He explained the six-year CIP was based on a 20 year forecast. He displayed the 20-year forecast (compiled in 1999) which identified transportation deficiencies, a total of 40 projects. He noted there were 15 projects in the six year CIP with a total cost of approximately \$10 million.

Mr. Monken displayed before and after photographs of recently completed projects including the 133rd roadway, Little Bear Creek Parkway/SR-202 intersection improvements, the 175th Right Turn Pocket, and Little Bear Creek/Mill Place (currently under construction).

Mr. Monken described projects in the six year CIP including 195th/136th intersection improvements, Hollywood intersection, 127th/SR-202 (Hooterville) intersection and channelization improvements and traffic signal, a joint Woodinville/WSDOT/Sound Transit project for a SR-522/195th ramp, improvements along the Little Bear Creek corridor, railroad crossing at Little Bear Creek Parkway/132nd, CCRP/SR-522 overpass, and the Bottleneck Relief Project (BNRP). He displayed photographs of the existing conditions and enhanced photographs of improvements made as a result of the BNRP. He briefly described funding for the BNRP.

Mr. Monken responded to Commissioners' questions regarding ownership of the right-of-way at SR-522/195th and funding for the roundabout.

7. UNFINISHED BUSINESS

(a) Downtown Optional Streets, Floor Area Ratio, Mixed Use Development in Eastside Communities

City Planner Carl Smith provided a PowerPoint presentation as a follow-up on a number of issues with which Commissioners have had questions and/or requested additional information. He described how the optional streets had been removed from the plan graphic and the intent to add the necessary streets as redevelopment occurred to comply with the Comprehensive Plan policies. He reviewed optional street criteria in the Comprehensive Plan policies and implementation strategies. He displayed examples of streets in other communities similar to the streets that were envisioned for downtown.

Mr. Smith described the reduction in the width of the proposed park blocks which resulted in the park blocks impacting fewer properties. He displayed property information on the parcels within the proposed park blocks. He reviewed the Floor Area Ratio (FAR) method versus underlying density including the number of dwelling units that could be realized via each method. He

reviewed Sound Transit's Transit Oriented Development feasibility report using FAR versus underlying density, and the consultant's analysis of housing that could be realized using FAR versus underlying density and 45-foot building heights versus 55-foot building heights. He described how FAR or underlying density could be used as an incentive to gain amenities, provided a density comparison of neighboring cities, and displayed photographs of buildings in nearby communities that illustrated the use of vertical modulation, colors, stepped back upper stories, ground floor offices, underground parking, landscaped interior courtyards, and connectivity to trails.

Mr. Smith responded to Commissioner's questions regarding transferred development rights, the current use of FAR in the CBD for commercial development, optional streets in the CBD, why FAR was not used in the past, and the use of design guidelines to assist with building design.

Mr. Rose noted the Police and Fire Departments were also reviewing the proposed Master Plan and would provide comment at a future meeting regarding narrow streets, center dividers, public safety issues, etc.

(b) Study Session: Downtown Little Bear Creek Corridor Master Plan - Character

Senior Planner Becky Perkins referred to the overall vision of the City "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.*" She summarized downtown area items found in the Comprehensive Plan. She reviewed the draft goals established by the Planning Commission and Parks & Recreation Commission for the Little Bear Creek Corridor.

To assist the Commissioners, staff prepared questions that would help generate thoughts about the Downtown and Little Bear Creek Corridor's future look and feel. Ms. Perkins recorded the Commissioners' responses to the following questions:

1. How would you describe the desired overall impression, feeling, or atmosphere of the Downtown and the Little Bear Creek Corridor?
2. How do individual physical elements look, i.e. variety of scale (large scale, human scale, ground level scale) for buildings, other structures, signs, parking lots, open spaces, landscaping, etc.
3. How do design elements weave the physical features together into the desired effect?
4. What is an example of conflicting and complementary features and/or land uses?
5. What are the sounds of the area?
6. Who visits the Downtown and Little Bear Creek Corridor? How do people use the area? What would they be doing and why would they be there?
7. How does the natural environment fit in as part of the future of the Downtown and the Little Bear Creek Corridor?
8. How do you visualize the goals would be achieved?

Staff encouraged Commissioners to submit additional comments within the next ten days.

10. PUBLIC COMMENTS

Barbara Nelson, 16003 148th Avenue NE, expressed her appreciation to the Planning Commission for identifying the feeling of Woodinville. She looked forward to future discussions regarding funding for the Master Plan projects. She was concerned with the emphasis in the Master Plan on green spaces but not how to fund it.

Dave Thompson, McLendon Hardware, explained McLendon's was considering enlarging their business. He recalled Mr. Monken's presentation which included photographs of improvements in the area around their business. He pointed out the incredible marketplace in Woodinville and expressed their interest in working with the City. He urged the Commission to continue brainstorming but to also consider costs.

John Cogan, 11855 172nd Avenue NE, Redmond, challenged the Commission to learn about the collaboration that resulted in the Burke-Gilman Trail. He encouraged the City not to be "afraid" of a mix of uses, pointing out a mix of uses worked because it was interesting.

Len McNally, 12636 NE 157th Street, pointed out the residents of the community as taxpayers were also stakeholders and encouraged the City to do outreach with residents as well as property and business owners. With regard to the cost of the Master Plan projects, he commented the goal should be to balance land use, finances, and infrastructure. He encouraged the Commission not to shy away from demanding adequate roads, parks, and infrastructure in a vision that worked for the City.

Anna Nelson, Buck & Gordon, 1011 Western Avenue, representing Don Sirkin, pointed out that due to the unique nature of the Sirkin property, using the FAR method would not allow them to achieve the necessary density. She submitted written materials including a comparison of potential dwelling units on the Sirkin site using FAR and underlying density. She commented additional building height would also be necessary for development on the Sirkin site to achieve the necessary density over structured parking.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith advised there were no Planning Commission related items on the Council's March 3 agenda. Staff distributed comments from the Wedge Neighborhood held on March 4.

9. PLANNING SCHEDULE

Mr. Smith distributed a revised adoption schedule for the Downtown-Little Bear Creek Corridor Master Plan. Commissioners agreed to cancel the March 12 Planning Commission meeting and add a March 26 meeting. Mr. Smith reviewed changes on the revised schedule including rescheduling the April 16 & 30 public hearing regarding the Master Plan to May 7.

Commissioners requested staff email the revised dates to allow them to respond regarding their availability.

Commissioner Amegatcher moved to extend the meeting for five minutes. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Commissioners requested an information discussion/recap/open agenda regarding the Master Plan at the April 16 meeting.

- 11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL**
- 12. ADJOURNMENT**

Hearing no further comment, Vice Chair Jarvis adjourned the meeting at 9:35 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

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100

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**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

Wednesday
March 19, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:35 p.m. by Vice Chair Jarvis.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, and Rohn Amegatcher.

ABSENT: Planning Commission Chair Terry DePolo and Planning Commissioners John Janson, and Philip Relnick.

Commissioner Ramquist moved to excuse Chair DePolo and Commissioners Janson and Relnick. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Also present were Ray Sturtz, Community Development Director; Lane Youngblood, Parks & Recreation Director; Carl Smith, City Planner; Becky Perkins, Senior Planner; Brenda Eriksen, Senior Administrative Assistant; and Bob Wuotila, Park Planner.

Other guests included City Councilmember Don Brocha, Parks & Recreation Chair Liz Aspen, Vice Chair Powers, Commissioners Vogt, Sarpy, Knotz, Bond and TeenRep Mark Hillinger.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

(Chair DePolo arrived at 6:36 p.m.)

4. PUBLIC COMMENTS

Maria Morris, 18800 132nd Avenue NE, Woodinville, thanked the Planning and Parks & Recreation Commissioners who attended the Wedge neighborhood outreach and listened to residents' concerns. She pointed out the Downtown-Little Bear Creek Master Plan still did not include information regarding daily vehicle trips as a result of increased development nor did it address the impact on air quality, road maintenance or quality of life. She urged the Commission to determine how the Master Plan would impact traffic, noting the Master Plan could result in

dramatic growth in the near future. She expressed concern that the Master Plan did not include an economic forecast for the Little Bear Creek area and questioned other issues may not have been addressed in the consultant's report. She was also concerned that the Master Plan did not include a financial analysis.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, March 5, 2003

Vice Chair Jarvis moved for approval of the regular meeting minutes of March 5, 2003. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

6. NEW BUSINESS

(a) City Council Retreat Report

Community Development Director Ray Sturtz relayed the Council's pleasure with the work done on the Master Plan by the Commissions and that the Council was looking forward to the Commissions' recommendation. He reported that the Council discussed the Master Plan in detail at the retreat including land use, building heights, the Transit Oriented Development, park blocks, etc. The Council also discussed Brightwater and Grace and gave direction to enter into an Interlocal Agreement with Snohomish County on a joint planning effort for the Grace area. He noted this would be a major work item for the planning department and a budget was being developed. The Council also discussed the City's budget and budget strategies including several "what if" scenarios.

(b) Civic Center Master Plan Phase II Update

Parks & Recreation Director Lane Youngblood provided a PowerPoint presentation to update the Commission on the Civic Center Master Plan. She described progress on components of Phase I of the Civic Center Master Plan including the annex functional upgrade, parking improvements, Sorenson Pool, and demolition. She described outreach meetings with stakeholders to determine the uses for the Civic Center campus and program refinement efforts to identify revenue generating activities and balance those with activities that were not as self-supporting.

Ms. Youngblood explained the program refinement was then used to determine sizes and uses of buildings. She displayed several options that considered views; the relationship to City Hall, the annex building and the community center; where to site the buildings in relationship to the street; parking requirements, etc.

Ms. Youngblood displayed a site plan and identified City Hall, the ballfields, Wilmot Park, Old Woodinville Schoolhouse as well as the proposed location of the community center which would require underground parking. She briefly described surface parking that would also address parking needs at Wilmot Park and preference to combine programs in the community center

versus having some programs in the Old Woodinville Schoolhouse. She noted the Parks & Recreation Commission was working on integrating the concept into the Downtown Master Plan.

Ms. Youngblood described the next steps which include evaluating existing expenditure, revenue and activity levels, experience at other facilities, facility components, potential utilization, operating revenue, phasing plan, and integration into the Master Plan.

Ms. Youngblood responded to Commissioners' questions regarding the Heritage Society's request to consider a restoration effort for Old Woodinville School, consideration given to an overpass to connect Wilmot Park or relocating the crosswalk to improve sight distance, the current status of the Old Woodinville Schoolhouse, whether other uses such as a theater or library could be incorporated into the community center, the impact the Downtown-Little Bear Creek Master Plan would have on the civic campus, and the status of acquisition of adjoining properties.

Members of the audience were provided an opportunity to ask questions regarding the Civic Center Master Plan. There were no members of the audience who wished to comment.

7. UNFINISHED BUSINESS

(a) Joint Meeting with Parks & Recreation Commission: Study Session – Downtown Little Bear Creek Corridor Master Plan: Park Blocks Review, Wedge Neighborhood Forum Results, LBCC Land Use

City Planner Carl Smith explained this was an opportunity for the Commissions to discuss issues associated with the Downtown-Little Bear Creek Master Plan including parks, recreation and open space and specifically the modified park block configuration, the pedestrian overpass into the Wedge neighborhood, and mitigating land use impacts in the Little Bear Creek Corridor.

Park Blocks

Mr. Smith provided a PowerPoint presentation that included photographs of park blocks in other areas. He explained the original dimensions of the park blocks proposed in the Master Plan were 220 feet for the entire right-of-way (140 feet for the interior park area). After discussing the 220 foot width with the Planning Commission and hearing affected property owners' concern with the amount of private property consumed by the park blocks, the Planning Commission requested staff provide options for reducing the amount of property. The City hired Joe Wallis who developed a 192 foot alternative. The park blocks were further reduced to 176 feet (108 feet for the interior park area) as a result of discussion with the Planning Commission.

Mr. Smith displayed a drawing illustrating the impact the 220 foot park blocks would have on private property and the reduced impact with a 176 foot width. He displayed a comparison of the acreage and cost of the park blocks with the original 220 foot configuration versus the modified 176 foot configuration.

Planning and Parks & Recreation Commissioners discussed providing the Council options with regard to the location of the park blocks, moving the park blocks south, the future of Canterbury Square, classification of the stream on the south edge of Canterbury Square, the required stream

buffer based on the stream classification, whether the park blocks implemented the City's vision, the origin of the park blocks, the cost of the park blocks and how the park blocks would be funded.

Parks & Recreation Commission Chairman Aspen suggested the Parks & Recreation Commission's next meeting include discussion regarding what could be done within a 176 foot wide park block and, if that width was determined not to be adequate, what width would be needed. Discussion continued regarding the difference between a lineal park and boulevard and the rationale for reducing the width from 220 feet to 192 feet to 176 feet.

Jens Molbak described the impact the park blocks would have on their property. He pointed out the park blocks would align better with the stream setback if they were moved south. He expressed concern with the cost of the park blocks and whether purchasing that land was the best use of the City's resources.

Chair DePolo summarized the Parks & Recreation Commission would advise within one month whether the 176 feet width was workable and, if not, what width would be necessary and a preferred alignment.

Wedge Neighborhood Forum

Senior Planner Becky Perkins provided a recap of the Wedge Neighborhood Forum, explaining there were many positive remarks regarding the bridge connection advantages including pedestrian improvement along 136th to the high school and linking residents to the linear trail system, civic campus, downtown, and services. She recalled concerns that were expressed related to the alignment of the connection point onto 136th, crime impacts, safety, cost, who pays, garbage, and privacy impacts to residents.

Ms. Perkins reviewed the plans for follow-up on the outreach including posting the comments on the City's website, summarizing responses in a newsletter that would be sent to neighborhood residents, inviting residents to be involved in the remainder of the Master Plan process, and soliciting *Woodinville Weekly* to publish a follow-up article. It was suggested the newsletter include an email address and/or telephone number for residents to provide additional comments. Commissioners requested a photograph of the proposed overpass access point in the Wedge neighborhood.

It was the consensus of the Parks & Recreation Commission to retain the overpass in the Master Plan. Chair DePolo invited the public to comment regarding the park blocks or the overpass.

Councilmember Don Brocha emphasized the park blocks would have no immediate impact on property owners as they would be acquired as redevelopment occurred. He pointed out the likelihood that future redevelopment would occur via the combination of several properties rather than individual properties.

Peter Tountas, 12505 NE 164th Street, Woodinville, remarked he was opposed to high rise buildings but his primary concern with the Downtown-Little Bear Creek Master Plan was that there had been no identification of who would pay for the proposed improvements. He commented on the amount of overall taxes each citizen pays, the state's budget shortfall, average

credit card debt, and recent bankruptcy rates. He urged the City to do worst, best and probable case scenarios for funding the improvements. He summarized the Master Plan also needed to address financial aspects.

Little Bear Creek Corridor Land Use

Ms. Perkins explained the Planning Commission had discussed land uses in this area and favored flexible zoning that allowed a range of uses but still resulted in attractive development. She reviewed development standards in the Little Bear Creek Corridor that would be used to regulate building size, building height, impervious surface, setbacks, sensitive area protection, landscaping, tree preservation, on-site circulation. She also reviewed design guidelines that would provide guidance for building architectural features, building modulations, building color and texture, pedestrian amenities, site features such as art, additional landscaping, pedestrian circulation enhancements, and building placement in relation to site.

Ms. Perkins indicated staff and the Planning Commission were seeking the Parks & Recreation Commission's input regarding how to make the corridor more attractive as well as suggestions with regard to parks. Suggestions/comments included making the corridor pedestrian friendly, considering the affect increased height may have on the character of Woodinville, buildings should be stepped back, the back of buildings (facing the freeway) should have windows, modulation, etc., the importance of trail connectivity, including previous discussions regarding Little Bear Creek Master Plan in the Downtown-Little Bear Creek Master Plan, ensuring flexible zoning, and retaining a mix of uses.

Commissioner Amegatcher moved to extend the meeting until 9:45 p.m. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Park Planner Bob Wuotila described components of the Little Bear Creek Corridor including trails, habitat restoration, connection of parks with other trails in the City, and the proposed overpass. He responded to Commissioners' questions regarding ESA, Shoreline Management, trail surfaces, and incentives to encourage property owners to construct trails.

8. PLANNING DIRECTOR'S REPORT

Ms. Perkins invited Commissioners to Arbor Day events at City Hall on April 12 which would include planting an interpretive garden on 133rd designed by Mr. Wuotila.

Mr. Sturtz, the City's Emergency Manager, reminded the Commission and audience to inventory their emergency preparedness kits as well as out-of-state contact lists. He advised the City was also reviewing its emergency operating procedures. He described recent training meetings with Zone 1 emergency managers and an additional meeting Friday with the King County emergency managers.

Mr. Sturtz advised Chief of Police Ken Wardstrom had been promoted and Kent Baxter had been selected as the City's new Chief of Police. He advised staff was interviewing a University of Washington Student (who was on a student visa) to assist the planning department. He updated

the Commission on City Manager Pete Rose's status following his recent surgery as well as the status of Commissioner John Janson's health.

9. PLANNING SCHEDULE

Mr. Sturtz reminded Commissioners of the Planning Commission meeting on March 26.

10. PUBLIC COMMENTS

Jeff Smith, 13632 NE 177th, Woodinville, owner of the 3.6 acre CheckRide site, expressed concern with the required ESA buffer for properties along Little Bear Creek.

Len McNally, 12636 NE 157th Street, Woodinville, encouraged the Planning Commission to retain the 35 foot building heights in the Little Bear Creek area with the 10 foot bonus for certain development conditions. He encouraged the Planning Commission to consider "worst case scenario" development that may result from the Master Plan. He expressed concern that the City could end up with high-rise buildings with no amenities or roads, noting that the optional grid roads were no longer shown on the Master Plan and the park blocks had been narrowed.

John Cogan, 11855 172nd Avenue NE, Redmond, advised the property owners of Little Bear Creek had hired a professional to present the property owners' concerns regarding the Master Plan to the Planning Commission. Mr. Cogan commented on the required ESA buffer.

Commissioner Amegatcher moved to extend the meeting for five minutes. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL – None

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:48 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
April 2, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:32 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo and Planning Commissioners, Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: Vice Chair Cherry Jarvis and Commissioner John Janson.

Commissioner Amegatcher moved to excuse Vice Chair Jarvis and Commissioner Janson. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Lane Youngblood, Parks & Recreation Director; and Carl Smith, City Planner.

Other guests included Councilmember Don Brocha.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Maria Morris, 18800 132nd Avenue NE, Woodinville, recalled when they requested a traffic report prior to attending a public hearing regarding a new development planned in their area in 1993, they were told there was no traffic report. However a traffic report was subsequently presented by staff at the public hearing. She relayed this experience to illustrate that existing residents were at a disadvantage when information was not provided ahead of time. She referred to her February 7, 2003 letter, stating that many of her questions had still not been answered and expressing hope that the information would be provided prior to the public hearing. Chair DePolo responded that a traffic study could not be done until the densities were determined. He assured that information would be provided well in advance of the public hearing. He pointed

out it was also not possible to do a financial analysis until other decisions with regard to the Master Plan had been finalized.

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes, March 19, 2003

Chair DePolo requested the public's comments regarding ESA on page 1197 be deleted as that issue was beyond the purview of the Planning Commission.

Commissioner Amegatcher moved for approval of the minutes of March 19, 2003 as amended. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

6. UNFINISHED BUSINESS

**(a) Study Session – Downtown Little Bear Creek Corridor Master Plan:
Developers Roundtable, Downtown Density, Outstanding Issues**

The following were present for the roundtable discussion: Bruce Lorig, Lorig Associates; Randy Kyte, Langley Properties; Bob Parks, TRF Pacific; and Art Sullivan, A Regional Coalition for Housing (ARCH).

Mr. Lorig, Mr. Kyte, Mr. Parks and Mr. Sullivan introduced themselves. City Planner Carl Smith explained this roundtable discussion was organized to allow the Planning Commission to hear from those involved in development. Mr. Smith read several Comprehensive Plan policies regarding the type of downtown citizens wanted. For the roundtable participants, Mr. Smith described the process used in developing the Master Plan, noting one of the consultant's recommendations was increased height in some areas. He identified those areas in downtown and Little Bear Creek on the map.

Chair DePolo explained the City's Comprehensive Plan, updated in 1996, encouraged mixed use development but none had occurred. He inquired why no mixed use development had occurred and how the City could encourage mixed use development. Bob Parks, TRF Pacific, explained the planning for TRF occurred in 1993-1996; the marketplace changed significantly during those years and they may have added a residential component had they been earlier in the planning process when the Comprehensive Plan was adopted. He described a location in TRF where retail/residential mixed use was considered with parking below.

Bruce Lorig, Lorig Associates, commented on the increased cost of structured parking compared to on-grade parking, noting there was not much incentive for structured parking. In addition, the rents in this area were not enough to justify the additional cost for structured parking. He noted the transition from on-grade parking to structured parking was a big issue and may take a long time to happen.

Randy Kyte, Langley Properties, agreed the market drove development, noting this did not mean the City should not establish a vision of what it ultimately wanted as the marketplace would catch up. He noted residential development was beginning to occur in Redmond, and it had been in their downtown plan since the mid-1980's, waiting for the marketplace to catch up. He noted the market also needed people who wanted to live downtown and rents that were sufficient to justify the cost of downtown development.

Art Sullivan, ARCH, commented rents in Woodinville were typically \$200 below other eastside King County cities. He commented on the issue of floor area ratio (FAR) method versus underlying density. He noted underlying density may penalize developers for developing smaller units which may be contrary to the market.

Discussion followed regarding traffic modeling using the FAR method, experience at Overlake TOHD where less residential parking than expected is being utilized, importance of flexibility in parking such as allowing joint use, differences between mixed use in suburban areas versus urban areas, differing markets for retail/office mixed use, the need for condominiums to accommodate population targets, difficulty obtaining financing for mixed use development, what community amenities were appealing to a mixed use project, and the diversity of households on the eastside and in Woodinville.

Discussion continued regarding park blocks as an amenity for residential uses, opportunities for working class housing in downtown, increased building heights and tradeoffs for increased building heights, and public investment in infrastructure.

Don Gonzales, owner of property along Little Bear Creek, described his efforts to identify a use for the property he owns.

John Kalmbach, owner of the property adjacent to Mr. Gonzales, inquired what zoning the property owners should be seeking due to the constraints of Little Bear Creek on one side and 177th on the other. Mr. Lorig responded General Business (GB) appeared to be the appropriate zoning. He stressed the need for flexible zoning.

Ralph Swanson, owner of 14 acres along Little Bear Creek, complimented the developers and the Planning Commission for their discussion. Mr. Swanson recommended not limiting development to a number of stories and allow flexibility for increased height.

Al Dykes, property owner on 134th and 177th, cited Edmonds as an example where building height limits have resulted in buildings constructed lot line to lot line with flat roofs. He preferred flexibility that would retain creativity and preserve a varied skyline.

Chair DePolo declared a brief recess.

7. NEW BUSINESS

(a) Introduction of Preliminary CIP & Public Outreach Program

Assistant to the City Manager Deborah Knight provided an overview of the 2004 – 2009 Capital Improvement Plan (CIP). She explained the CIP was a six-year fiscal planning document to schedule, budget, and implement capital improvements that would support continued growth and development of Woodinville.

Ms. Knight reviewed the purpose of the CIP, the timeline for review and adoption, and how projects were identified, evaluated and ranked. She explained staff identified a total of 61 projects - 33 first tier projects (projects that could be funded within the City's resources within the six year period) and 28 second tier projects (unfunded projects). Of the 33 projects, 14 are transportation, 2 are non-motorized, 9 are surface water, 6 are parks, and 2 are facilities for a total of \$16.6 million in projects on the 2004-2009 CIP.

Ms. Knight reviewed revenue sources for the 2004-2009 CIP from Real Estate Excise Tax (REET I & II), Reserve Funds (Capital Street and Surface Water Capital), General Fund surplus, Mitigation Fund, taxes (utility, admissions, and gas), parks impact fee, and grants. She responded to questions regarding why grid road projects did not score higher, whether the evaluation criteria could be revised to include the Master Plan, interest received on funds, and the limited amount of park impact fees being collected.

Ms. Knight highlighted projects in each category (transportation-motorized, transportation-non motorized, surface water, parks, and facilities), and described CIP projects currently under construction.

Commissioners identified several small repair projects that Ms. Knight assured she would relay to Public Works.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz provided the Commission an update regarding Commissioner Janson's health. Mr. Sturtz advised Senior Planner Becky Perkins has resigned; her last day will be May 2. He explained the process for hiring a new Senior Planner and the budget process for funding a planning intern have begun. He noted these staff changes would likely impact the scheduling for completing the Master Plan.

Mr. Sturtz invited Commissioners to the Arbor Day event on April 12 at 1:00 p.m.

9. PLANNING SCHEDULE

Mr. Sturtz reminded Commissioners of the 5:30 p.m. start time of the April 9 meeting, noting it would be an open agenda for discussion of the Master Plan.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

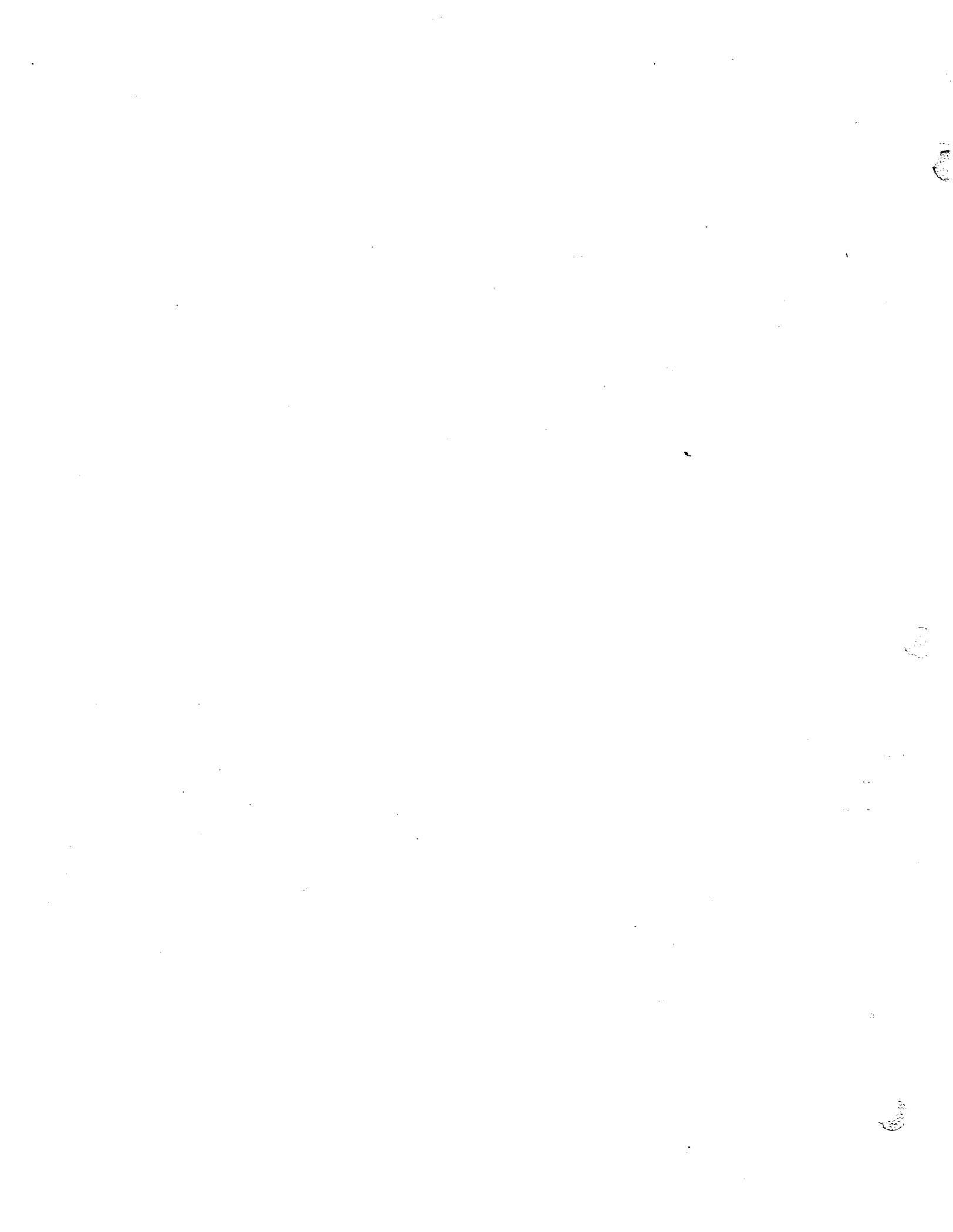
Chair DePolo commented on the numerous opportunities for public input on the Master Plan, recommending the Planning Commission begin to reach consensus on issues and move forward with a recommendation on the Master Plan.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:34 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant



**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

Wednesday
April 9, 2003

5:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 5:35 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, and Philip Relnick.

ABSENT: Commissioners Rohn Amegatcher and John Janson.

Vice Chair Jarvis moved to excuse Commissioners Amegatcher and Janson. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Carl Smith, City Planner; Yosh Monzaki, Senior Engineer/Surface Water; Becky Perkins, Senior Planner; and Dick Fredlund, Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS – None

5. APPROVAL OF MINUTES – None

6. NEW BUSINESS

**(a) ZCA2003-020: Personal Communication Facilities in the NB Neighborhood
Business Zone Study Session**

Planner Dick Fredlund explained on March 10, 2003, the Council received a request from the owner of the White Stallion Center office building, Dr. Hans Dankers, to allow a personal wireless antenna to be located on the roof of his two-story office building. At the direction of the City Council, staff is requesting consideration of establishing a public hearing date for an amendment to the Zoning Code to include the insertion of language that would amend the

Neighborhood Business (NB) zone to allow antennas to be attached to existing buildings, would provide for the limiting of antenna height, would direct the camouflage of antennas, would restrict antennas to buildings two stories or greater in height, and would limit the location of supporting equipment to the inside of the associated building.

Mr. Fredlund recalled the Planning Commission considered and approved a similar request for the replacement of existing antennas on the roof of the now Tourist Business (TB) zone shopping center in the southeast quadrant of the Hollywood School House commercial intersection. Staff's recommendation was that the Planning Commission hold a public hearing to review and discuss the proposed amendments and make a recommendation to the City Council to adopt the proposed or revised amendments.

Mr. Fredlund advised an alternative discussed with the provider was the addition of a 15-foot antenna to the existing, non-conforming monopole. Although monopoles are not a permitted use in the NB zone, the code states that antennas can co-locate on existing monopoles in all zones. Staff recommends the language in the code be clarified as the Planning Director's interpretation is that regardless of the ordinance permitting antennas to be attached to monopoles in all zones, a non-conforming use cannot be modified or expanded.

A brief discussion followed regarding the property owner versus the provider requesting the change, which building the antenna would be located on, and the owner of the existing monopole.

Commissioner Ramquist moved that that the Planning Commission set a date and time of May 7, 2003 at 6:30 p.m. to hold a public hearing on ZCA2003-020 Personal Communication Facilities in the (NB) Neighborhood Business Zone to amend WMC 21.26 regarding Personal Wireless Facilities. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

7. UNFINISHED BUSINESS

(a) Downtown and Little Bear Creek Master Plan Outstanding Issues

City Planner Carl Smith advised this meeting's agenda was left open was at the request of Planning Commissioners to allow Commissioners to discuss issues associated with the Master Plan.

Chair DePolo noted there had been 53-54 opportunities for public input and he recommended the next several meetings be used to finalize outstanding issues in the Downtown-Little Bear Creek Master Plan. He noted the issue of the parks blocks was awaiting a decision from the Parks & Recreation Commission. Commissioners and staff discussed the following outstanding issues:

Number of Stories versus Height (in feet)

Using the assumption of 10 feet for residential stories, 15 feet for commercial, and 13 feet for office, it was the consensus of the Commission to establish building height via a number of stories versus feet.

Floor Area Ratio (FAR) versus Underlying Density

Commissioners discussed the traffic impact as a result of the FAR method, the flexibility FAR provided, number of units that could be achieved via FAR versus underlying density, the potential to apply FAR to districts within a zone (rather than the entire zone), the indication in the traffic analysis on the previous alternative that fewer trip were generated by residential compared to retail, and other goals achieved via FAR such as affordable housing.

(Commissioner Amegatcher arrived at 6:10 p.m.)

Commissioners discussed a potential FAR overlay in downtown along 175th north of the park blocks, in the TOHD, and on the Sirkin property. Mr. Smith advised traffic modeling would take time and additional funds, approximately \$20,000 - \$25,000. Once the funds were identified, the traffic modeling would take 3-4 months to complete. It was suggested the Commission develop 1-2 alternatives and determine a preferred alternative based on the results of the traffic modeling or have staff identify solutions if the traffic modeling indicates decisions in the Master Plan created problems. It was suggested staff confirm with the Council whether they wanted traffic modeling done before the Master Plan was submitted to them.

It was agreed staff would return with suggested FARs for the identified areas.

Height in Little Bear Creek Corridor

Commissioners discussed allowable uses, whether to establish a maximum height, the importance of design standards, and four-sided building facades in the Little Bear Creek Corridor.

It was the consensus of the Commission to limit the number of stories to four with a not to exceed height of 54 feet, to regulate bulk in addition to height, and to use design standards to a greater extent than guidelines.

Chair DePolo declared a brief recess.

Little Bear Creek Lineal Park

Commissioners agreed the Master Plan should indicate that the plans for the Little Bear Creek Lineal Park were developed via the PRO Plan and were not developed via this Master Plan.

Input from Property Owners Regarding a Hybrid Zone for Little Bear Creek Corridor versus Existing General Business Zone

Ralph Swanson, Plywood Supply, owner of 14 acres along Little Bear Creek, referred to a letter from a planner on their behalf who recommended flexible regional zoning in addition to the current zoning. Mr. Swanson emphasized comments made by the participants in the roundtable last week, that the City establish a vision and zoning with flexibility, and that the City not force retail where it did not want to be.

Al Dykes, 2850 SW Yancy, Seattle, owner of Woodinville Business Center at 134th & 177th, expressed support for the hybrid zoning. He objected to establishing a height limit as he found it limited architectural creativity.

Jeff Smith, 13632 NE 177th Place, owner of 3.6 acres along Little Bear Creek, supported the hybrid zoning. He noted restrictions in the building code may limit the use of the land and not provide incentive for property to be developed. He urged the Commission to be flexible and communicate with property owners.

John Cogan, 11855 172nd Avenue NE, Redmond, expressed support for the hybrid zone. He asked for a list of the uses that would be allowed in the hybrid zone. He expressed concern with the code becoming outdated and not addressing new uses.

Don Gonzales, 13248 NE 177th Place, expressed support for the hybrid zone. He noted a 4-sided building façade was a burden on development and should be allowed increased height.

Barbara Nelson, 16003 14th Avenue NE, on behalf of a property owner in Little Bear Creek, commented property owners needed a further understanding of the hybrid zoning.

Chair DePolo summarized the property owners present appeared to support the hybrid zoning.

Incentives

Mr. Smith requested the Commission consider whether incentives were appropriate due to the existence of the creek, and the desire to obtain features such as pedestrian access, trails, open space, etc. Discussion followed regarding flexible zoning in the early years to get redevelopment started, ensuring development fit the area, and the need to carefully consider incentives. It was agreed staff would develop a list of potential incentives.

Downtown Height

Commissioners and staff discussed the density that could be achieved with the current zoning.

Height in Park Block Overlay

Commissioners discussed the potential for more residential units in this area, importance of building appearance versus height, meandering park blocks versus straight, accommodating GMA population targets via residential development in downtown, FAR with a maximum height, the need to consider worst-case scenario, ensuring property values were not diminished by a height limit, importance of design standards and guidelines, and encouraging a mix of housing types and values. Commissioners' preferences regarding height in the park block overlay included:

- Five stories of residential with design standards to ensure an attractive building
- Four stories with a 45 foot maximum
- Four stories without below grade parking and five stories with below grade parking
- Four stories
- Four stories with consideration of one additional story with below grade parking and commercial/office on the first floor
- Four stories with a not to exceed height

Discussion continued regarding structured parking versus below grade parking, benefits of structured parking, potential to share parking with the civic center, incentive for property owners to provide property for park blocks, caution not to provide incentives to one area and not another

area, the impact of the park blocks on the city, and the park blocks as an opportunity to connect non-motorized corridors.

Chair DePolo recommended the Commission make a decision regarding heights in downtown at the April 23 meeting.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz reminded Commissioners of the Arbor Day event on Saturday, April 12. He advised that Ms. Perkins' last day was May 2.

9. PLANNING SCHEDULE

The Commission's next meeting was identified as April 23.

10. PUBLIC COMMENTS

Jens Molbak, 13625 NE 175th, Woodinville, recommended the Master Plan be viable and make something happen. He noted there was currently a 45 foot height limit in downtown and flexible zoning, but nothing was happening. If the City liked the current development, he recommended not changing the zoning but to encourage change, the zoning needed to be changed. He recommended five stories in downtown rather than four and he supported the FAR method. He suggested consideration be given to providing parking below the park blocks. He reiterated his suggestion to ensure the Master Plan was a viable plan.

John Cogan, 11855 172nd Avenue NE, Redmond, referred to the trails in the Little Bear Creek area. Chair DePolo explained those elements were incorporated into the Downtown-Little Bear Creek Master Plan but were developed as part of the adopted PRO Plan. Mr. Cogan raised an issue regarding reconstruction of a non-conforming building. Mr. Smith suggested Mr. Cogan visit the Planning Department to discuss this issue further.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

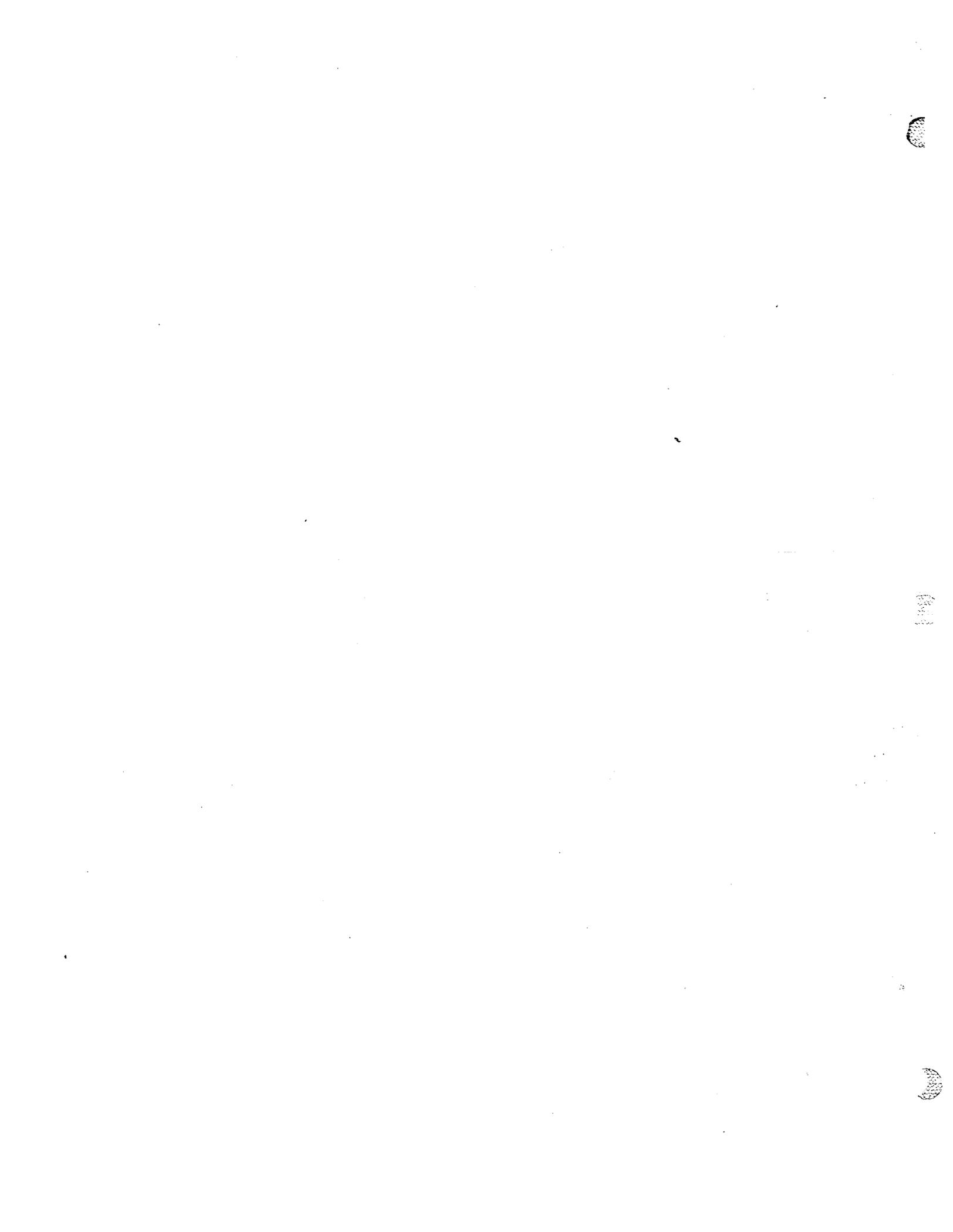
Commissioner Amegatcher advised the Woodinville Family Fourth of July Celebration was seeking volunteers.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:55 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant



**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
April 23, 2003**

**6:30 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:32 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: None.

Also present were Pete Rose, City Manager; Carl Smith, City Planner; and Council Liaison to the Planning Commission, Don Brocha.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Anna Nelson, Buck & Gordon, 1011 Western Avenue, Ste. 902, Seattle, representing Don Sirkin, provided a written summary of the information provided in the past regarding the Sirkin and how it was consistent with the Downtown Master Plan and the Comprehensive Plan. She noted the site would already be allowed four stories and their request was for one additional story to be able to achieve the density allowed on the site by the underlying zoning. She reiterated the site was heavily constrained by sensitive areas and slopes and only 30% was buildable and the remainder would be retained in mature vegetation which would buffer the adjacent properties. She noted development of this site would facilitate residential use in the downtown and provide the pedestrian linkage identified in the Downtown Master Plan.

5. APPROVAL OF MINUTES

**(a) Regular Meeting Minutes, April 2, 2003 and
Special Meeting Minutes, April 9, 2003**

Commissioner Amegatcher moved for approval of the Regular Meeting minutes of April 2, 2003 and Special Meeting minutes of April 9, 2003. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS

(a) Planning Commission's Appointments Recommendation

Chair DePolo advised the terms of Vice Chair Jarvis and Commissioner Eigenberg would expire on July 1, 2003 and both indicated their willingness to continue serving on the Planning Commission.

Commissioner Amegatcher moved that the Planning Commission recommend the City Council consider appointment of Commissioners Jarvis and Eigenberg to serve another four-year term on the Planning Commission beginning July 1, 2003 and ending July 1, 2007, in recognition of their expertise, tireless effort given, and in the interest of continuity. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

7. UNFINISHED BUSINESS

(a) Downtown Little Bear Creek Corridor Master Plan Outstanding Issues: Master Plan Recommendation Matrix

Senior Planner Carl Smith explained staff updated the Master Plan Recommendation Matrix to include recent meeting summaries and draft statements for "Goals" and Preferred Alternatives" for each feature. He referred to the map provided to each Planning Commissioner illustrating the 100 foot management zone along Little Bear Creek, indicating the map was also available to the public. He briefly described uses that were allowed in the 100 foot management zone under certain circumstances such as trails and storm drainage, pointing out the area was primarily a no-build zone. He explained the second 100 foot management zone identified on the map was an area where the City would request a habitat evaluation to assess impacts and how they could be mitigated. He clarified the second 100 feet was not necessarily a no-build zone.

Discussion followed regarding the management zones as an interim strategy, the City's liability under the 4(d) rule, the City's participation in the WIRA process, recommendation of the Salmon Taskforce to implement the 100 foot management zone, and balancing impacts on salmon with private development.

Commissioners and staff reviewed the following proposed Master Plan features and revised/confirmed the Planning Commission's preferred alternative for each:

1. Road Access Improvements
2. New Local Streets
3. 75th Street Beautification
4. Garden Way Retail Street
5. Central Park Blocks
6. Protect Little Bear Creek
7. Restore Woodin Creek Recommendation Matrix
8. Pedestrian/Bicycle Bridge
9. Trail under 131st
10. Off-Street Pedestrian Loop
11. Civic Campus Improvements
12. Downtown Residential
13. Little Bear Creek Parkway Commercial (hybrid of GB and O zones, formerly Office Park Land use in the draft Master Plan
14. Five Floor Maximum
15. Mass Transit Oriented Housing
16. Train Station
17. Extension of Plan to Entire Downtown Area
18. Extension of Office Zone to NE 205th St. (Planning Commission added)
19. Increase Density on Sirkin Site (Planning Commission added)
20. Is Plan Revenue Neutral (Planning Commission added)

At the conclusion of the Planning Commission's review, Mr. Smith advised that the Parks & Recreation Commission would like an opportunity to provide input on any other Parks & Recreation issues in the Master Plan. He suggested staff identify a date for the public hearing at the next Planning Commission meeting.

**(b) Parks & Recreation Commission Recommendation of Park Block For
Downtown Plan**

Chair DePolo summarized the Parks & Recreation Commission recommended a 108 foot width for the park blocks with a preferred width of 120 feet. Discussion followed regarding the rationale for the Parks & Recreation Commission's preference for 120 foot width. It was suggested the Master Plan narrative indicate a 120 foot width could allow for additional opportunities.

A brief discussion followed regarding grid roads.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith relayed the Janson family's appreciation for Commissioners' attendance at John's service (Commissioner John Janson passed away April 12).

9. PLANNING SCHEDULE

Commissioner Relnick advised he would be out of town during June.

10. PUBLIC COMMENTS

Jens Molbak, 13625 NE 175th, Woodinville, expressed concern that all the optional roads had been removed from the Master Plan except the east-west street on the north side of the park block between 133rd Avenue and the Garden Way extension (Preferred Alternative #1 under New Local Streets). He objected to this optional street because of the impact it would have on their ability to reconfigure their site. He recalled optional roads were omitted with the indication they would be identified when redevelopment occurred. He recommended either all optional roads be identified in the Master Plan or all be omitted. He also expressed concern with aspects of the Garden Way retail street (proposed feature #4), park blocks (proposed feature #5), and five floor maximum (proposed feature #14). He inquired what buffer would be required for Woodin Creek. He suggested a maximum 59 foot height in downtown to accommodate ground floor retail (15 feet), two floors of office (12 feet each) and two floors of residential (10 feet each). He expressed his support for the FAR method. He invited Planning Commissioners to tour the Molbak property.

Len McNally, 12636 NE 157th Street, Woodinville, cautioned the Planning Commission regarding the potential for setting a precedent by considering the Sirkin site separately from other parcels in the Master Plan. He referred to the goals of the Master Plan (fix traffic, made downtown pedestrian friendly, and add parks and other amenities), noting development of the Sirkin site did not achieve these goals other than providing a park impact fee upon development.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

There were no reports from Commissioners or issues to be forwarded to the City Council.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:21 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
May 7, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:33 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cheryl Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, and Rohn Amegatcher.

ABSENT: Commissioner Philip Relnick.

Commissioner Amegatcher moved to excuse Commissioner Relnick. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Ray Sturtz, Community Development Director; Deborah Knight, Assistant to the City Manager; Carl Smith, City Planner; and Dick Fredlund, Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Randy Jaffee, representing the property owner of Sir Plus, advised increased height for the property would add value and make it easier to obtain funds for redevelopment. He pointed out increased height would also result in increased tax revenues for the City, noting the current utility tax was a burden for small businesses. He explained Sir Plus would likely relocate due to the impact on the property from the BNRP; therefore, they would like to redevelop the property while the BNRP is under construction. He pointed out that although this area was part of the downtown business district, it was not included in the Downtown Little Bear Creek Master Plan.

Robert Thorp, R.D. Thorp & Associates, explained he represented the Little Bear Creek Owners Association, approximately 12 property owners who together wanted to provide input regarding the Master Plan. He referred to written materials provided to Commissioners and described his

background in planning. He explained the group wanted to create a working relationship with staff and planned to return to the Commission in 2-3 weeks with further information. He relayed the group's concern that a precedent was being set via the maps that illustrate a 200 foot stream buffer. He pointed out the impact this could have on industries in the area that provide jobs.

John Cogan, Redmond, recalled the Planning Commission approved hybrid zoning for the Little Bear Creek Corridor, and recommended the uses for that zone be updated to include the existing bindery as a permitted use.

Brent Carson, Buck & Gordon, representing the Sirkin property, asked to address the Commission during Item 7b (Downtown Little Bear Creek Corridor Master Plan) with regard to the vehicular access suggested at the previous Planning Commission meeting.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, April 23, 2003

The following changes were made to the April 23, 2003 minutes:

- Page 1209, first paragraph under New Business, change "Senior Planner" to "City Planner"
- Page 1211, Item 18, change "105th Street" to "NE 205th St"
- Page 1212, title of Item b, delete "Councilmember"

Vice Chair Jarvis moved for approval of the regular meeting minutes of April 23, 2003 as amended. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

6. NEW BUSINESS

(a) Public Hearing: Personal Communication Facility in the Neighborhood Business Zone – ZCA2003-020

Chair DePolo described the procedures for the public hearing.

Commissioner Amegatcher moved to open the public hearing for ZCA2003-020, Personal Communication Facility in the Neighborhood Business Zone. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Planner Dick Fredlund entered the following exhibits into the record:

- Exhibit 1 – Staff Report dated May 7, 2003
- Exhibit 2 – Email from Jeff Taraday, City Attorney
- Exhibit 3 – WMC 21.46.030

- Exhibit 4 – Proposed amendments to the Zoning Code
- Exhibit 5 – WMC 21.26 with proposed amendments
- Exhibit 6 – SEPA Determination of Non-Significance
- Exhibit 7 – Letter from Dr. Hans Dankers to the City of Woodinville City Council including photo views of the Stallion Hill Center Office Building
- Exhibit 8 – Agenda Item No. 7(a), July 17, 2002, Planning Commission Meeting Packet

Mr. Fredlund explained the proposed amendments were to the Neighborhood Business Zone and were before the Planning Commission as a joint City Council and City staff amendment recommendation. He explained the amendments would change the Neighborhood Business (NB) zone to allow antennas to be attached to existing buildings, would provide for the limiting of antenna height, would direct the camouflage of antennas by including the camouflage requirements adopted for the Tourist Business Zone, would restrict antennas to buildings two stories or greater in height, and would limit the location of supporting equipment to the inside of the associated building.

Mr. Fredlund explained the proposed amendments met the goals and policies of the Utility element of the Comprehensive Plan. A Determination of Non-Significance was issued on April 7, 2003, with an appeal period that expired on April 22 with no comments submitted. He explained that in addition to the amendments to permit antennas on roofs, WMC 21.26.060 would be amended to exempt non-conforming monopoles as a site for co-location.

There were no members of the public present who wished to provide testimony.

Commissioner Amegatcher moved to close the public hearing for ZCA2003-020, Personal Communication Facility in the Neighborhood Business Zone. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

A brief discussion followed regarding locating antennas on non-conforming monopoles.

Commissioner Amegatcher moved that the Planning Commission, after having held a public hearing, and after due discussion and consideration, forward a recommendation to the City Council for the adoption of the proposed attached amendments to Woodinville Municipal Code Section 21.26 development standards Personal Wireless Service Facilities. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

7. UNFINISHED BUSINESS

(a) Proposed Changes to the Capital Improvement Program

Assistant to the City Manager Deborah Knight recalled she presented the preliminary Capital Improvement Plan (CIP) to the Planning Commission on April 4. She briefly reviewed the timeline for review and adoption, how projects were identified, evaluated and ranked, and described public outreach efforts to solicit comments from the public on the proposed list of projects. She reviewed the changes made to the revenue options and forecasts.

In response to a Commission question, Ms. Knight distributed a list of projects recommended for funding and identified which projects would be funded via each fund.

Commissioner Amegatcher moved that the Planning Commission hold a public hearing on May 21, 2003 at 6:30 p.m. to consider the proposed 2003 amendments to the Capital Facilities Element of the City's Comprehensive Plan. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

(b) Downtown Little Bear Creek Corridor Master Plan – Continued Discussion, Outstanding Issues

City Planner Carl Smith recalled at the April 23 meeting there was interest in additional information about the use of Floor Area Ratio (FAR) as a way to control overall dwelling unit density. He provided a table and illustrative example of relationships among building type, residential density and FAR. He referred to the consultant's analysis in the original Master Plan of density at 55 and 45 foot heights using FAR and the existing City underlying density for the core area of downtown (33.5 acres). Discussion followed regarding the differences in density between 45 feet at 2.5 FAR versus the existing City underlying density, ability to control building character with dimension requirements, and how traffic would be modeled using FAR.

Mr. Smith reviewed the Sound Transit TOD feasibility report which calculated the number of units that could be constructed on the site using FAR versus the 48 dwelling unit/acre underlying density. Discussion continued regarding pros and cons of calculating density using the FAR method, FAR as a method of accommodating growth, capacity for growth elsewhere in the city, changes in density that would result via FAR, and what FAR would be consistent with the vision for the city.

Mr. Smith suggested staff develop a decision matrix of, 1) what currently exists, 2) options for height, and 3) options for FAR. Mr. Smith commented another way of encouraging increased density could be reducing development conditions.

It was suggested the maps for the Downtown Little Bear Creek Corridor Master Plan include a disclaimer that the maps were for discussion purposes only and actual boundaries may differ.

In response to the issue raised regarding the Sir Plus site during public comment, the Commission discussed whether to include that area in the height increase area. The preference was to retain the existing 35-45 feet and consider reducing development conditions for that area.

Commissioners were assured a revised draft Master Plan would be provided to the Commission for review prior to forwarding the Master Plan to the City Council.

R-48/Office Zone

In response to discussion at the previous Planning Commission meeting regarding this site providing vehicular access between Greenbrier and 140th, Mr. Smith relayed Public Works' determination that such a connection would not be advisable due to the grades and the amount of fill that would be required in the wetlands for the roadbed.

Brent Carlson, Buck & Gordon, submitted a memorandum regarding why the vehicular access was not favorable including safety concerns due to potentially conflicting vehicle use, construction impacts and potential conflict with required wetland buffer, and land area necessary to comply with city code requirements. He agreed with Mr. Smith's summary that providing vehicular access between Greenbrier and 140th was not appropriate.

Mr. Smith explained the remaining issue for this site was increased height. Discussion followed regarding whether retail or office uses should be required on the ground floor with increased height limit. Chair DePolo summarized the consensus of the Planning Commission was five floors, not to exceed 55 feet.

Mr. Carlson indicated that because of the significant slopes on the site, he was uncertain whether a 55 foot height limit and the average grade calculation would allow them to achieve the designated density for the site. He noted their letter of November 6, 2002 requested a maximum height of 65 feet. He requested that Anna Nelson, Buck & Gordon, have an opportunity address the height upon her return and prior to the Planning Commission increasing the height to 55 feet.

In response to a concern expressed at a previous Planning Commission meeting regarding potentially setting a precedent by considering the Sirkin site separately, it was suggested this site be referred to as the R-48/Office zone.

8. PLANNING DIRECTOR'S REPORT

Community Development Director Ray Sturtz advised he would be involved in Topoff 2, a federal-level emergency response exercise in Seattle on May 12-14. He advised the City would be conducting its own emergency exercise on Wednesday, May 14.

Mr. Sturtz reported interviews for the Senior Planner position had been conducted and the selection would be made by the end of the week. He said staff was interviewing consultants to assist with ESA best available science issues. Staff was also recruiting for two vacant Tree Board positions and one Planning Commission position. He encouraged Commissioners to advise staff of any potential candidates.

Mr. Sturtz added the City received a determination from the U.S. Census Bureau that the City has 9,808 residents.

9. PLANNING SCHEDULE

Planning Commissioners anticipated reviewing the draft Downtown Little Bear Creek Corridor Master Plan at the July 2 meeting.

10. PUBLIC COMMENTS

Jens Molbak, 13625 NE 175th Street, recalled a developer interested in a mixed use complex on a portion of their property indicated it was not the height limits that were problematic but other restrictions such as dwelling units per acre. With regard to increasing heights downtown, he asserted that a 55 height limit would not result in much change. He recommended five stories with a maximum height of 59 feet. Mr. Molbak objected to adding a disclaimer on the Master Plan maps that they were for discussion purposes only, pointing out property boundaries and the location of the park blocks on the map were the same as in the narrative and the public should not be misled that they were for discussion only.

Dick Spady, owner of Doug's Inboard Boats property, inquired about the Fire Department's purchase of the adjacent property. Mr. Sturtz advised the City was not a party to purchase and sale agreements between private parties and the Woodinville Fire and Life Safety District. The City was asked about the grid road easement and provided that information.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Amegatcher reported Woodinville Lumber received permits to construct an indoor facility for building panels.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:48 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

Wednesday
May 21, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:35 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: None.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Deborah Knight, Assistant to the City Manager; and Carl Smith, City Planner. Special guests included Councilmember Don Brocha.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

John Cogan, Redmond, commented a bindery was still not shown as a permitted use in the hybrid zone. He expressed concern that a winery would now required a Conditional Use Permit although the existing winery had been there for 17 years. He suggested eliminating the CUP for wineries and allow it as a permitted use. He commented the requirement for a CUP made it more difficult to sell/lease property.

Gina Leonard, 16303 NE 198th Street, Woodinville, advised her research indicated other communities used an Floor Area Ratio (FAR) of 1.2 – 1.6. In addition, some cities required “public benefit features” in order to use FAR and allowed additional floor area for certain amenities such as well-designed above ground parking, underground parking, a daycare facility, public restrooms, public art, garden restaurant, public open space, restaurant, etc. She offered to email her research to staff for dissemination to the Planning Commission.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, May 7, 2003

Vice Chair Jarvis moved for approval of the minutes of Wednesday, May 7, 2003 as submitted. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS

(a) Public Hearing: 2004-2009 Capital Improvement Plan (CIP) Proposed Comprehensive Plan Amendments – CPA2003-024

Chair DePolo described the procedures for the public hearing.

Commissioner Ramquist moved to open the public hearing to consider proposed 2004-2009 Capital Improvement Plan amendments to the Comprehensive Plan, CPA2003-024. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Assistant to the City Manager Deborah Knight reviewed the changes to the Comprehensive Plan to incorporate the 2004-2009 CIP into Chapter 10 of the Capital Facilities Element of the Comprehensive Plan. She entered the following exhibit into the record:

Exhibit 1: Staff Report dated May 21, 2003

Exhibit 2: Proposed CIP amendments to the CP

Exhibit 3: Project Pace and Timing

Exhibit 4: Open House Public Comments

Exhibit 5: Page 1.1 of Exhibit 3 (omitted from Exhibit 3)

Ms. Knight explained the CIP amendments were on a different schedule than the annual Comprehensive Plan amendment docket as State statute requires the City to annually prepare an adopt a six-year Transportation Improvement Plan (TIP), a subset of the CIP, by the 31st of July each year.

Ms. Knight described the timeline for review of the CIP and highlighted the two changes made to the CIP since the Planning Commission's last review (include \$200,000 in 2003 to fund the Tolt Easement and Storm Drainage Rehabilitation Project and reduce funding in 2003 by \$200,000 for the Chateau Reach Erosion/Silt Control Project).

Staff recommends the Planning Commission approve the proposed 2003 amendments to the Capital Facilities Element of the Comprehensive Plan amendments and forward to the Council for adoption. Discussion followed regarding anticipated grant funding, gaps in funding, project pace and timing, and set asides in each fund.

Gina Leonard, 16303 NE 198th Street, Woodinville, referred to Unsecured Non-City Revenues shown on the Project Pace and Timing spreadsheet, inquiring regarding the source of the funds. Ms. Knight answered the source of those funds was not yet certain; they could be grants, mitigation, bond revenue, etc. For Ms. Leonard, Ms. Knight referred to the 2004-2009 CIP Fund

Balance Summary, identifying projects that had mitigation funding. Ms. Leonard recalled previous CIPs had an estimated completion date for projects that this CIP did not contain. Ms. Knight acknowledged that was overlooked and would be added.

Commissioner Ramquist moved to close the public hearing. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Commissioner Amegatcher moved that the Planning Commission recommend that the City Council adopt the proposed Capital Improvement Plan amendments to the Comprehensive Plan as set forth in Exhibit 2. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

7. UNFINISHED BUSINESS

(a) Study Session: Downtown and Little Bear Creek Corridor Master Plan – Continued Discussion, Outstanding Issues

City Planner Carl Smith referred to the matrix of Downtown and Little Bear Creek Corridor Master Plan Zoning options for downtown, the R-48/Office zone and the TOD.

Downtown

Mr. Smith reviewed guiding principles from the Comprehensive Plan and applicable developer comments. Planning Commissioners discussed and agreed on the following:

- Height – 45' as a base and 55' with incentives such as structured/underground parking
- Floors – Option 1 (no change) WMC does not specify a maximum number of floors
- Residential Density – staff identify FAR ranges for traffic modeling
- Design Guidelines/Standards – Option 3 (make design review more proscriptive by adopting “design standards” and recommend study possible new or revised design standards as an implementation strategy)
- Incentives – Option 3 (do not recommend new incentives now but study possible new or revised incentives as an implementation strategy)
- Permitted Uses – Option 3 (do not recommend adoption of Option 2 [implement provisions of WMC 21.38.050 – pedestrian oriented commercial development and WMC 21.38.080 mixed-use overlay] now but study for possible future recommendation as an implementation strategy)

General Business

Mr. Smith reviewed guiding principles from the Comprehensive Plan and applicable developer comments. Planning Commissioners discussed and agreed on the following:

- Height – Option 3 (establish a new maximum height, for example 55', without regulating height by use)
- Floors – Option 1 (no change)
- Residential Density – remove residential as a use in General Business
- Design Guidelines/Standards – Same as for Downtown

- Incentives - Same as for Downtown
- Permitted Uses - Same as for Downtown

R-48/Office

Mr. Smith described guiding principles from the Comprehensive Plan.

Anna Nelson, Buck & Gordon, representing the property owner, referred to their January 30, 2001 letter and building cross sections. She explained the property owner was requesting 5 floors above parking with 65' being the absolute highest point of the building including parapets. She distributed an overall site plan and scenarios of potential development of five floors over parking. To achieve the development potential of the site, she requested a 60' height to provide flexible to address the grade changes on the site and provide design flexibility for development.

Discussion followed regarding ,

- Height –Option 2 (recommend increase in height to 55')
- Floors – Option 1 (no change)
- Residential Density – Option 1 (no change)
- Design Guidelines/Standards – Same as for Downtown
- Incentives - Same as for Downtown
- Permitted Uses - Same as for Downtown

TOD (Transit Oriented Development)

Mr. Smith reviewed guiding principles from the Comprehensive Plan and applicable developer comments. He recalled Sound Transit's indication they could develop a transit oriented development on the site within the existing height limits with a 2.5 FAR.

Art Sullivan, ARCH, described housing opportunities at the Park & Ride site, housing needs in the community, issues related to the site, and the 2002-2003 HUD income guidelines and housing affordability. Discussion followed regarding opportunities for green space/play area on the site (in response to the Commission's concern with adding a great deal of population to an area with few park amenities).

(Chair DePolo left the meeting at 8:30 p.m.)

Discussion continued regarding the importance of design guidelines in ensuring the development fit the community, differing traffic impacts depending on the use, the result of an employment survey of the residents of the Overlake TOD, identifying the housing need in the community, the unique opportunity to reduce the cost of housing due to the site being publicly owned, and salary ranges for various employment.

Mr. Smith offered to model a range of FAR for the TOD and to envision the type of population that could be housed in such a development. It was agreed to complete the discussion regarding height, floors, density, etc. for the TOD when Chair DePolo was present. It was suggested staff determine Sound Transit's interest in a TOD at the Park & Ride site and compare their timeframe with the city's timeframe. Mr. Sullivan was asked to provide a copy of the material he referred to during the discussion to the Planning Commission and the City Council.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz relayed the Janson family's appreciation for the Planning Commission's support.

Mr. Sturtz reported on the Top Off 2 exercise in Seattle and the City's policy level emergency management exercise. Mr. Sturtz advised a consultant had been selected to assist with the critical areas update, explaining one option would be to form Citizen Action Panels (CAP) to review proposed revisions. Commissioners agreed with this concept.

Mr. Sturtz advised the new Senior Planner would begin work on June 2. In response to the comment by Mr. Cogan's, Mr. Sturtz advised the inclusion of binderies as a permitted use in the hybrid zone would likely be addressed as a Comprehensive Plan amendment docket item.

9. PLANNING SCHEDULE

There were no changes made in the schedule.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Vice Chair Jarvis inquired about the building being constructed on former Shari's site, specifically the flat tin roof. Mr. Smith advised he would investigate.

Vice Chair Jarvis inquired about the inflatable beer bottle on a building in the Stallion Shopping Center. Mr. Sturtz advised the sign code did not permit inflatables. Vice Chair Jarvis commented on the amount of signage on the new First Mutual Bank. Staff agreed to investigate.

Commissioner Ramquist inquired about drilling that was occurring in the Wedge neighborhood, assumedly for Brightwater. Mr. Sturtz agreed to investigate, noting King County has been asked to provide additional information.

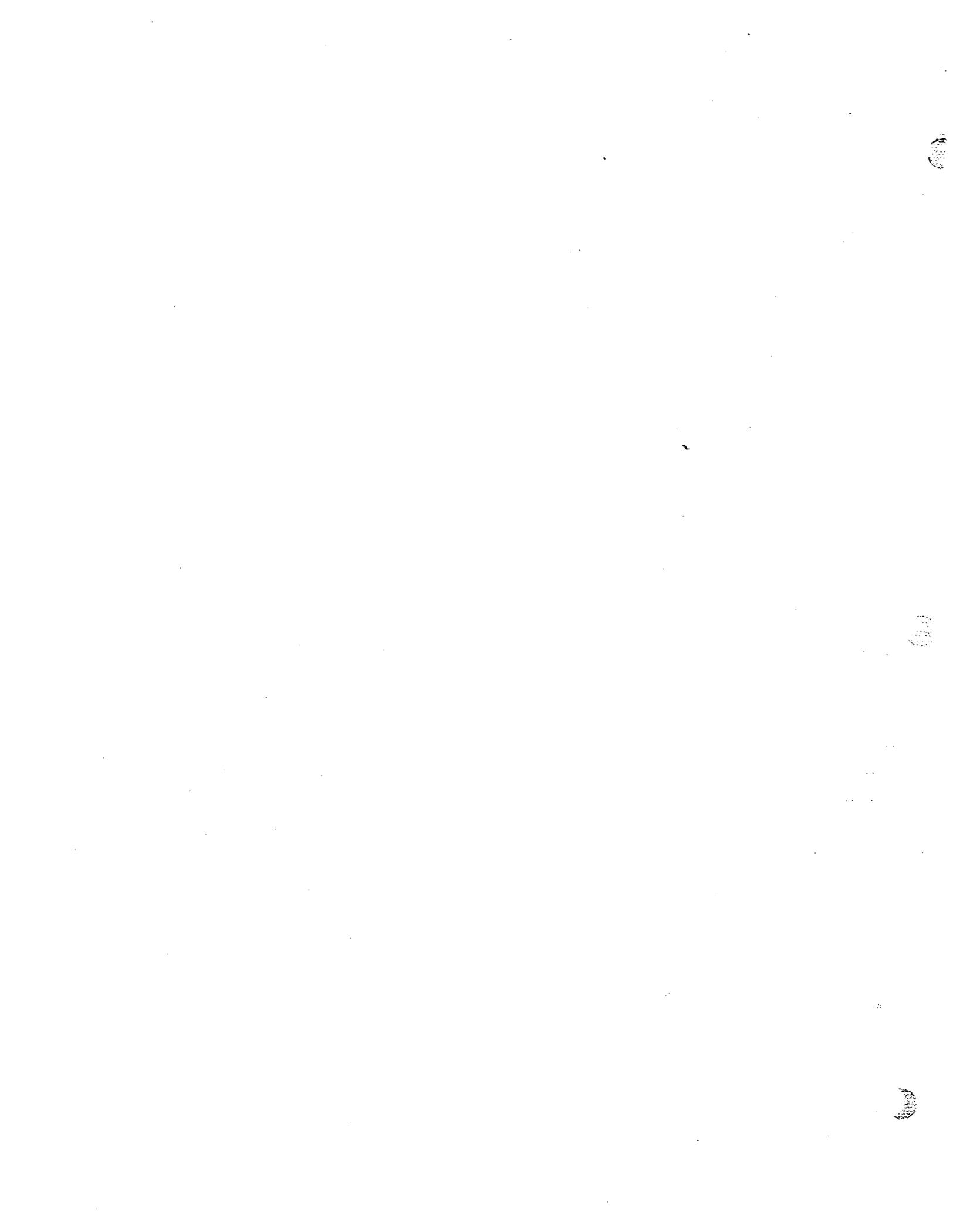
Commissioner Eigenberg inquired about the allowable decibel level and time of day in the City's noise ordinance, expressing frustration with the noise created by a truck that picked up cardboard at night. Mr. Sturtz agreed to investigate.

12. ADJOURNMENT

Hearing no further comment, Vice Chair Jarvis adjourned the meeting at 9:25 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant



**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

**Wednesday
June 4, 2003**

**6:30 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:36 p.m. by Vice Chair Jarvis.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: Planning Commission Chair DePolo.

Commissioner Amegatcher moved to excuse Chair DePolo. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; and Dick Fredlund, Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda. Mr. Sturtz introduced recently hired Senior Planner Erika Jensen, and Ms. Jensen described her background.

4. PUBLIC COMMENTS

John Cogan, Redmond, advised the Parks & Recreation Commission would provide the Planning Commission a trail plan for the Little Bear Creek area. He submitted a letter regarding his concerns with the trail and requested the Planning Commission review his concerns prior to reviewing the trail plan. He summarized his concerns including the location of the trail head and expressed his support for eliminating the 131st Street underpass.

Robert Thorp, R. W. Thorpe & Associates, 705 2nd Avenue, Seattle, submitted a letter summarizing the points discussed during a meeting they held with the Little Bear Creek Property Owners Association and City staff. He cautioned that the limited demand for office space may delay implementation and requested existing land uses be protected in the Master Plan. He also

recommended there be predictable bonuses but also allow flexibility. He pointed out the importance of the industrial park/warehouse area in providing base industry jobs.

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes, May 21, 2003

The following correction was made to the minutes:

- Page 1219, motion to open the public hearing was made by Commissioner Ramquist rather than Commissioner Eigenberg.

Commissioner Eigenberg moved for approval of the minutes of May 21, 2003 as amended. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

(Chair DePolo arrived at 6:50 p.m.)

6. NEW BUSINESS

(a) Active Projects Quarterly Update

City Planner Carl Smith suggested that rather than Planner Dick Fredlund reviewing the projects in detail, Planning Commission could raise questions to which Mr. Fredlund would respond at a future meeting. He referred to additional information provided to Commissioners regarding Public Works projects. Mr. Smith responded to Commissioners' questions regarding specific projects and upcoming evening pavement work on NE 175th Street. Staff indicated they would investigate and report to Commissioners at the next meeting with regard to whether any building permits had been issued for Tanglin Ridge, details regarding the site development permit for the Olympic Pipeline, and the SEPA application for Olympic Pipeline.

7. UNFINISHED BUSINESS

(a) Study Session: Downtown and Little Bear Creek Corridor Master Plan – Continued Discussion, Outstanding Issues

City Planner Carl Smith referred to the summary of Planning Commission preferences from the May 21, 2003 meeting with regard to height, floors, residential density and design guidelines/standards, incentives and permitted uses for the Downtown Core, General Business Zone and the R-48/Office Zone. Commissioners agreed with staff's summary.

Mr. Smith referred to the matrix of Downtown and Little Bear Creek Corridor Master Plan Zoning options for the remaining area, the TOD at the Park & Ride site. Mr. Smith reviewed the goal summary of the feature, Comprehensive Plan goals and policies, and the City Council's Housing Goal. Discussion followed regarding the TOD as an opportunity for a mix of housing

affordability, housing available at Greenbrier, amenities for the population at TOD, potential incentives, and the process/partnerships established to achieve the vision for Greenbrier. Commissioners agreed the Master Plan should include a narrative expressing the Planning Commission's concerns such as the population the City wanted to attract, to a TOD development, amenities that were needed for that population, and ensuring adequate study was done so that the development fit the community.

Planning Commissioners discussed and agreed on the following for the TOD at the Park & Ride site:

- *Height* – Option 1: No change (Base height = 35', up to 45' with conditions)
- *Floors* – Option 1: No change (WMC does not specify a maximum number of floors)
- *Residential Density* – Option 2, with the indication that FAR would be investigated
- *Design Guidelines/Standards* – Option 3: Recommend study of possible new or revised design standards as an implementation strategy.
- *Incentives* – Option 3: Do not recommend new incentives now but study for possible future recommendation as an implementation strategy.
- *Permitted Uses* – Option 2: No change now but recommend study of possible additional uses to serve on-site residential uses as an implementation strategy.

It was suggested the information provided by ARCH be included in the Master Plan appendixes.

Staff indicated a draft Downtown Little Bear Creek Corridor Master Plan would be provided to Commissioners by June 25 (one week prior to the July 2 meeting). Commissioners agreed to cancel the June 18 Planning Commission meeting.

Mr. Smith briefly reviewed the Floor Area Ratio (FAR) comparison provided at the Commission's request. Discussion followed regarding floor area per dwelling unit, dwelling units per net acre, FAR and percentage of coverage, and parking spaces per dwelling unit. Staff offered to investigate what other development scenarios Sound Transit had for the Woodinville TOD.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz reported the City would be advertising for a 12-month Planning Intern position and a 12-18 month Project Planner position.

Mr. Smith reported that Commissioners Jarvis and Commissioner Eigenberg were reappointed at the June 2 Council meeting. Mr. Smith advised there were four applicants for the vacant Planning Commission position; the City Council would be conducting interviews at their July 14 meeting.

Mr. Smith reported that the June Council meeting included discussion regarding the amendment to allow antennas in the Neighborhood Business Zone. The Council forwarded the amendment for First Reading on June 9 and Second Reading on June 16.

9. PLANNING SCHEDULE

The June 18 Planning Commission meeting was cancelled.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Chair DePolo referred to a sign at Stallion Hills with very small lettering and inquired whether the sign code had a minimum text size. Staff agreed to investigate.

Commissioner Amegatcher inquired about the status of annexation of the Grace area. Mr. Sturtz described the importance of the City discussing joint planning for that area with Snohomish County. He anticipated the Project Planner would assist with the effort.

Commissioner Relnick inquired about the deteriorating condition of the yellow ribbons on trees along NE 175th Street. Mr. Sturtz advised a private group put up the ribbons; he offered to have Communications Coordinator Marie Stake investigate.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 7:50 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
July 2, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:30 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Philip Relnick.

ABSENT: None.

Also present were Carl Smith, City Planner; Erika Jensen, Senior Planner; and Dick Fredlund, Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

Chair DePolo advised that Item 7a would be taken prior to Item 6a at staff's request.

4. PUBLIC COMMENTS

Ron Throupe, Mundy Associates, 24327 SE 43rd Street, Issaquah, explained that at the request of a group of Little Bear Creek property owners, they were asked to provide estimates of the effect of setback requirements on lands adjoining Little Bear Creek. He urged the City to seriously consider the impact that setbacks have on these lands including the usability of the remaining land. He submitted written materials.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, June 4, 2003

Commissioner Eigenberg moved to accept the minutes of the regular meeting of June 4, 2003 as submitted. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

7. UNFINISHED BUSINESS

(a) Downtown and Little Bear Creek Corridor Master Plan – Second Draft Table of Contents and Appendices

City Planner Carl Smith explained the original intent had been to present the second draft of the Master Plan. He explained the draft had been distributed to key staff in the City for review; if no issues arose from that review, the draft would be provided to Planning Commissioners by July 9 and the review begun at the July 16 Planning Commission meeting.

Mr. Smith briefly reviewed the Table of Contents and list of Appendices. He noted the appendices material would not be provided to the Planning Commission with the draft Master Plan but would be provided at the time of the public hearing with the exception of the recommendation matrix which had been updated.

Commissioner Amegatcher suggested the appendices include a comment referencing the material that had been submitted via the review process and indicating it was available upon request.

4. PUBLIC COMMENTS (con't)

Julie Ann Halsey, Second Glance, 15620 Woodinville-Duvall Place #8, Woodinville, commented on the difficulty drawing customers to her business without the use of an A-board sign. As a recent survey of customers indicated most stopped in as a result of the corner sign, she proposed a directional sign on Woodinville-Duvall Road as an alternative to an A-board sign. Chair DePolo explained the prohibition of A-board signs in the City's sign code was a result of a survey that indicated residents' dislike for that sign type. Discussion followed and staff agreed to investigate alternate signage opportunities.

6. NEW BUSINESS

(a) Study Session: 2003 Annual Docket

Senior Planner Erika Jensen reviewed the following 2003 Comprehensive Plan Amendment docket items:

- Adoption of Northshore School District 2003 Capital Facilities Plan,
- Chapter 10 Capital & Public Facilities Element and Six-Year CIP Annual Update,
- Chapter 3 Land Use Element – Update to reflect final population and dwelling unit counts related to the City's appeal of the U.S. Census data,
- Chapter 3 Land Use Element – Update to reflect vision statement for the Grace Potential Annexation area,
- Chapter 3 Land Use Element – Update to reflect vision statement for the Southern Potential Annexation area,

- Comprehensive Plan Future Land Use Map – designate south annexation area as Office and Moderate Density Residential,
- Comprehensive Plan Future Land Use Map – re-designate city owned property from Central Business to Public/Institutional Use and privately owned property from Public/Institutional to Central Business, and
- Shoreline Master Program – Amend Shoreline Jurisdiction Area and Shoreline Environment Designation to include a 200-foot radius at the end of the shoreline jurisdiction area along BC and designate the first 100 feet as “conservancy” and the second 100 feet as “urban”.

Planner Dick Fredlund reviewed the 2003 Zoning Code Amendment Docket Item to revise WMC 21.06 and 21.08 to coincide with Northern American Industrial Code (NAIC) definitions

Ms. Jensen reviewed the following 2003 Zoning Code Amendment Docket Items:

- Revise WMC 21.20.130(7) to coincide with definition of “civic events” as shown in the Special Events Ordinance,
- Revise WMC 21.08.090 to add entries for wildlife shelters as (C)onditional in the Low Density Residential zone and (P)ermitted in the Industrial Zone,
- Amend text of WMC 21.20.110(2)(a)(i) concerning background color for a sign face to reference WMC 21.06.594 (recommended sign face background colors) and delete reference to subsection (8),
- Revise WMC 21.20.140(8) to prohibit the alteration of existing billboards to a different type of function,
- Revise WMC 21.12.040 to delete depth-to-width ratio requirement and add text designating development condition (B)(1) as “reserved”,
- Revised WMC 21.04.090(2), Tourist Business Zone purpose statement, to allow use of the zone within the Tourist Business designation on the Comprehensive Plan and not within designated neighborhood centers,
- Revise WMC 2.24.140 Tree Removal to reference the “Guide for Plant Appraisal” or other source as authorized by the Planning Director as the appropriate guide for determining mitigation value for damage or destruction of a public tree
- Add the definition of Auto Parts Yard to WMC 21.06,
- Revise WMC 21.26.070(2)(a)(vi) to indicate that the formula for surface area of a cylindrical antenna is the circumference multiplied by the height, and
- Revise WMC 21.08.050 to permit the use “Elementary or Middle/Junior High School” in the Office Zone. Add a new note (31) to WMC 21.08.050.B to limit this use to within Office Zones that are located adjacent to the Urban Growth Area Boundary.

Ms. Jensen reviewed the following Zoning Map Amendments docket items:

- Reclassify city owned property from Central Business District to Public/Institutional use and privately owned property from Public/Institutional to Central Business District

Discussion followed regarding the docket items and revised population allocations. Staff offered to research whether Auto Parts Yards were allowed in the Hybrid Zone. Commissioners

suggested Auto Parts Yards be deleted as a permitted use in General Business and Commissioners requested staff research fence material requirements for Auto Yards.

8. PLANNING DIRECTOR'S REPORT

Mr. Smith advised there were four applicants for the vacant Planning Commission position. He invited Commissioners to attend the July 14 Council meeting when the applicants would be interviewed by the City Council.

In response to a question raised previously regarding Tanglin Ridge, Mr. Smith explained final plat approval would be considered by the City Council at their July 14 meeting.

Mr. Fredlund provided an update on the status of permits for Woodinville Lumber and Olympic Pipeline's analysis of their pipes.

9. PLANNING SCHEDULE

Vice Chair Jarvis requested billboards be added to the list of Up and Coming Items.

10. PUBLIC COMMENTS

Len McNally, inquired when the Downtown Little Bear Creek Corridor Master Plan would be available to the public. Mr. Smith advised it would be available approximately one week prior to the July 16 Planning Commission meeting and available on the City's website as soon as possible.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Vice Chair Jarvis expressed concern with the roof color on a building under construction near Office Max. Mr. Fredlund advised the color had been approved by staff.

In response to Ms. Halsey's issue with signage for her business, Vice Chair Jarvis suggested consideration be given to establishing standardized directional signage for businesses, similar to the directional signage for wineries.

Vice Chair Jarvis reported on the park avenue in Portland, noting it was similar to the park blocks proposed in the Downtown Little Bear Creek Corridor Master Plan. She described trees and various activities that occurred in the park avenue. It was suggested staff contact the City of Portland for pictures.

Commissioners briefly discussed their availability for meetings during August and agreed to discuss whether to cancel either August meeting at the July 16 meeting.

Commissioner Eigenberg suggested consideration be given to traffic signage near Dairy Queen to prevent traffic entering from the off-ramp from stopping. It was suggested this be considered by Traffic Engineer Joe Seet.

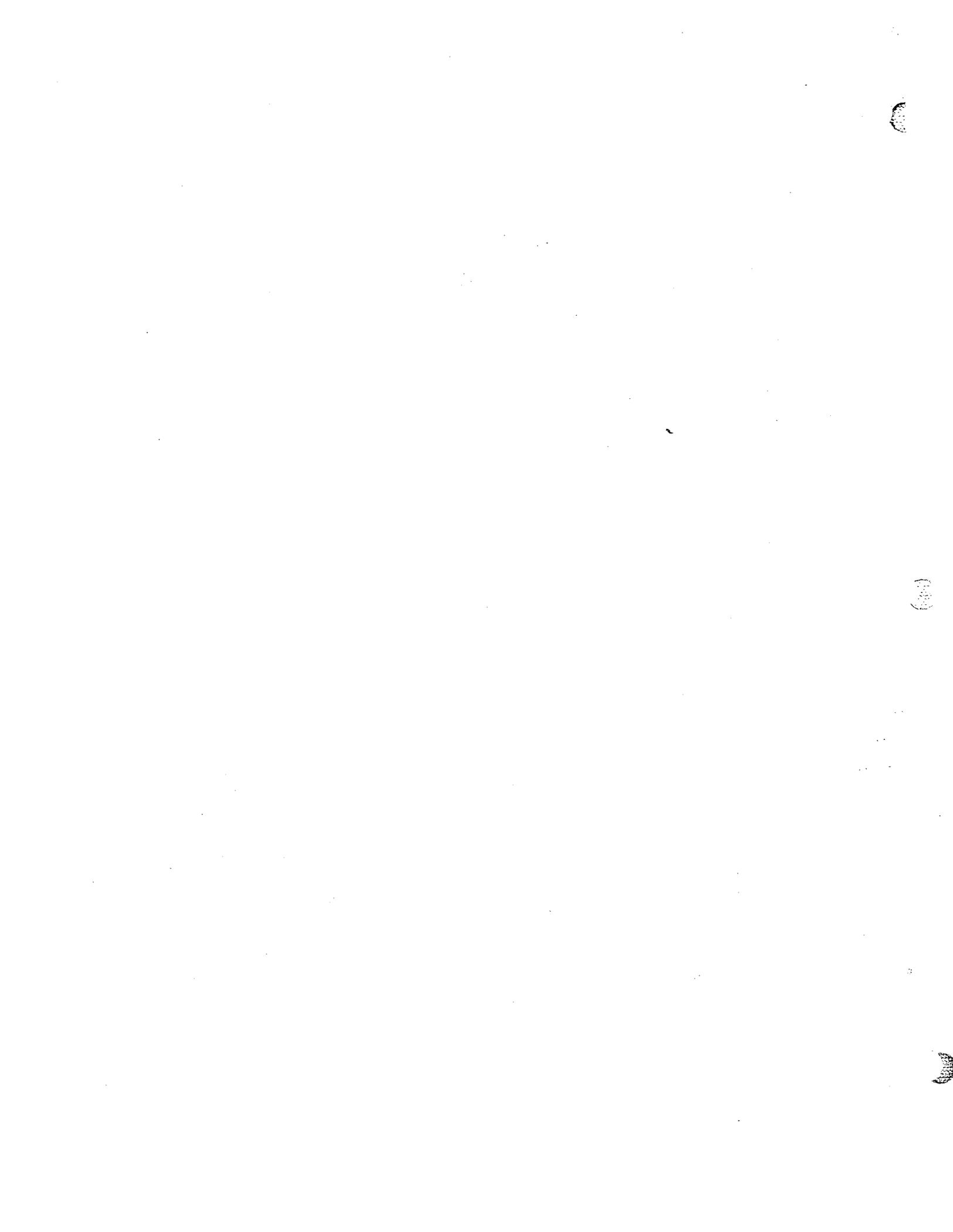
Commissioner Ramquist suggested BNSF, the largest property owner in the City, be encouraged to erect fencing, landscape, etc. to improve the aesthetics of their property. It was suggested that political channels may be the best route for encouraging BNSF and staff agreed to identify appropriate email addresses for Commissioners to forward comments. It was also suggested this issue be brought to the Council's attention.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:15 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant



**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
July 16, 2003**

**6:30 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:30 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, Philip Relnick and Hank Stecker.

ABSENT: None.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda. Chair DePolo welcomed new Planning Commissioner Hank Stecker.

Mr. Sturtz introduced Steve Munson, Planner, explaining he was hired to assist the City with special projects including Grace, master planning, sign code update, etc. Mr. Munson described his background.

4. PUBLIC COMMENTS

Maria Morris, 18800 132nd Avenue NE, Woodinville, expressed her appreciation for the work the Planning Commission has done on the Downtown Little Bear Creek Corridor Master Plan. She referred to a portion of the vision statement on the front page of the draft Master Plan, "Woodinville is a pleasant place in which to live, work and visit, with a compact inviting downtown that is attractive and functional." She cited another portion of the vision statement, "We have preserved our northwest woodland character, our open space, and our clean environment," and questioned how the proposed Master Plan preserved any of these elements. Due to the impact the Master Plan would have on the amenities of Woodinville, she preferred it had followed the Comprehensive Plan process.

Ms. Morris referred to the packet which indicated the City of Redmond allowed a 2.5 FAR, recalling her conversation with the Redmond Assistant Planning Director who indicated Redmond's zone code

was complex and more than FAR was considered in determining the allowable size and height of buildings. She concluded she was still waiting to hear the facts regarding why a Master Plan was necessary and why this process was used.

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, July 2, 2003

Commissioner Eigenberg moved to accept the minutes of July 2, 2003 as printed. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion carried (7-0).

6. NEW BUSINESS - None

7. UNFINISHED BUSINESS

(a) Study Session: Continued Review of Annual Docket

Senior Planner Erika Jensen reviewed minor changes made to the 2003 Annual Docket exhibits at the request of Commissioners at the July 2 meeting.

Ms. Jensen reviewed new 20-year housing targets for Woodinville which were calculated as follows: the original 20-year housing target for 1993-2012 (1,797), less the net increase in dwelling unit 1993-2000 (648) plus 90% of the remaining land capacity (720) for a new 20-year housing target of 1,869. She identified the existing residential capacity within UGA boundaries as 1,947. Commissioners requested staff determine the number of dwelling units that had been added in the city since 2000 and report on other cities' achievements of their affordable housing targets. Commissioner Amegatcher offered to email staff (for dissemination to Commissioners) the website of the Washington State Finance Commission which had a great deal of information regarding affordable housing goals, etc.

City Planner Carl Smith briefly reviewed a comparison of Residential Growth Targets for Eastside Communities.

Vice Chair Jarvis moved that the Planning Commission set a date of August 20, 2003, to hold a public hearing on the 2003 Annual Docket of Comprehensive Plan, Zoning Code, Zoning Map and Shoreline Master Program Amendments. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

(b) Study Session: Second Working Draft Downtown Little Bear Creek Corridor Master Plan

Mr. Sturtz responded to issues raised in a letter submitted by R. W. Thorpe & Associates, representing the Little Bear Creek Property Owners Association. Commissioner Amegatcher pointed

out the need to ensure that a similar review process was followed for all information submitted so that business/property owners and resident's comments were weighed equally.

Mr. Smith then responded to issues raised in a letter submitted by Cairncross & Hempelmann, representing Molbaks. Discussion followed regarding how to address the issues raised in letters that were submitted during the process. Commissioners requested a narrative be added to the Master Plan that features such as Garden Way retail, 172nd Street NE park blocks, etc. were contingent on redevelopment.

Commissioners began their review of the Second Working Draft Downtown Little Bear Creek Corridor Master Plan with the Executive Summary. Suggestions included referencing specific Comprehensive Plan policies in the Executive Summary (Chair DePolo offered to email language to staff), replace "Executive Summary" with "Introduction," provide more references to the origin of the Master Plan including the public process, add a glossary of terms, add a paragraph – "How to use this Plan" (Commissioner Amegatcher offered to provide suggested language); and label the park block sketches as "conceptual." Several other changes were made to the text of the Executive Summary/Introduction section during the Commission's review.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz advised that the City's new intern would be introduced to the Planning Commission at a future meeting. He commented the Planning Department was shifting gears from the Master Plan to best available science critical areas study which would include a public process. He suggested forming a Citizen Advisory Panel (CAP) to assist with this process. This approach was acceptable to the Planning Commission.

Mr. Sturtz advised staff would begin gathering names for the CAP and present a list to the Commission for review at the August 20 meeting. It was suggested the City solicit participation on the CAP from the Little Bear Creek Property Owners Association. Mr. Sturtz requested Commissioners indicate their interest in participating and submit names of anyone else who may be interested in participating on the CAP.

In response to a request from the proprietor of Second Glance at a previous Commission meeting, Mr. Sturtz advised the issue of signs in the Neighborhood Business Zone would be added to the upcoming sign code review.

Mr. Sturtz advised that the Public Works Director planned to approach Burlington Northern Santa Fe regarding cleanup of the railroad right-of-way. Commissioner Amegatcher expressed concern with the road condition at a railroad crossing nearing his neighborhood. Mr. Sturtz offered to have Public Works investigate.

Mr. Sturtz advised that the City applied for a grant to assist with developing an approach to weapons of mass destruction in the Emergency Management Manual.

Mr. Sturtz relayed the Fire Marshal's concern with the potential for an urban forest fire as foliage moisture was at a ten year low.

Vice Chair Jarvis moved to extend the meeting to 9:40 p.m. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

9. PLANNING SCHEDULE

Commissioners requested the August 20 public hearing on the Annual Docket not be noticed for 7:00 p.m.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Relnick expressed frustration with his inability to speak with a Woodinville Police Officer when he called to inquire about a vehicle parked in the railroad right-of-way. Mr. Sturtz offered to have the City's Code Enforcement Officer investigate.

Commissioner Relnick commented he had recently walked along NE 175th to familiarize himself with the area and was disappointed with the condition of the sidewalks.

Commissioner Amegatcher commented on the condition of the yellow ribbons along NE 175th. Mr. Sturtz advised he would contact Parks & Recreation Department regarding their removal.

Commissioners reiterated their request for staff to contact the City of Portland for pictures of the park blocks in downtown Portland.

Vice Chair Jarvis expressed concern with the color of the awnings on the new building near Office Max. She also inquired about the required setback for the Woodinville Lumber building. Mr. Sturtz advised staff would investigate and report to the Commission.

Commissioner Ramquist reported visitors he had from out of the area enjoyed the City's 4th of July fireworks display.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:39 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

Wednesday
August 20, 2003

6:30 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:30 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, and Rohn Amegatcher.

ABSENT: Planning Commissioners Philip Relnick and Hank Stecker.

**Commissioner Amegatcher moved to excuse Commissioners Relnick and Stecker.
Commissioner Eigenberg seconded the motion.**

Vote: All voted in favor of the motion, and the motion passed, 5.0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; Debra Crawford, Planning Technician; and Charleine Sell, Senior Administrative Assistant.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

Commissioner Amegatcher requested the Election of Officers (Agenda Item 6a) be postponed until all Commissioners were present. Chair DePolo requested Agenda Item 7c be addressed prior to Agenda Item 7b.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes, July 16, 2003

**Commissioner Eigenberg moved to accept the July 16, 2003 minutes as written.
Commissioner Amegatcher seconded the motion.**

Vote: All voted in favor of the motion, and the motion passed, 5.0.

6. NEW BUSINESS

(a) Election of Officers

This item was postponed until all Commissioners were present.

(c) Review of Planning Commission Bylaws

Senior Administrative Assistant Charleine Sell explained the Commission reviewed the bylaws once each year or whenever a change in the bylaws was contemplated. She referred to a list of changes staff prepared based on Commissioners' comments. She advised this was a study session; any changes would be incorporated into the bylaws for future adoption.

Commissioners reviewed the list of potential changes and agreed to the following:

- Change the regular meeting frequency from once a month to twice a month (from first Wednesday to the first and third Wednesdays)
- Change the regular meeting time to 7:00 – 10:00 p.m. (from 6:30 p.m.) beginning with the second September meeting.

Ms. Sell advised review and approval of a final bylaws document would be scheduled on the next Planning Commission agenda.

(b) PUBLIC HEARING: 2003 Annual Docket

Chair DePolo described the procedures for the public hearing.

Vice Chair Jarvis moved that the Planning Commission open the public hearing to consider the 2003 annual docket consisting of (1) 2003 annual Comprehensive Plan amendments, (2) Zoning Code amendments, and (3) Zoning Map amendments. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Senior Planner Erika Jensen explained the Planning Commission reviewed the proposed 2003 annual Comprehensive Plan, Zoning Code, and Zoning Map amendments during two previous work sessions and the changes Commissioners requested have been incorporated into the exhibits. The exhibits regarding amendment to the Shoreline Master Program (formerly Exhibits 8 and 9) had been removed from the docket, as the Department of Ecology did not appear supportive of the amendments. Ms. Jensen advised the exhibits in tonight's packet had been renumbered.

There were no members of the audience who wished to provide testimony.

Commissioner Ramquist moved to close the public hearing. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Commissioner Amegatcher moved the Planning Commission recommend the City Council adopt the Facts and Findings contained in Exhibit 1 – staff report and the 2003 annual docket which includes the 2003 annual Comprehensive Plan amendments, Zoning Code amendments, and Zoning Map amendments contained in Exhibits 3-21.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

7. UNFINISHED BUSINESS

(a) Establish Citizen's Advisory Panel (CAP) for Sensitive Areas Regulations

Planning Technician Debra Crawford explained the issue before the Planning Commission was to establish a Citizen's Advisory Panel (CAP) as part of the community involvement process for the required Washington State Growth Management Act (GMA) update of the City's Critical Areas Regulations using Best Available Science (BAS).

Ms. Crawford explained GMA required citizen involvement in the process so that concerns and comments may be considered when conducting any major changes in City policies or development regulations. The City has formed CAPs in the past to encourage citizen participation. The City contracted with Adolfson and Associates to conduct a study on the City's sensitive areas utilizing BAS and to review the City's current Sensitive Areas Regulations. The scope of services provided by Adolfson and Associates includes project management and meetings, research of existing information/preparation of BAS memorandums, review of existing codes – gap analysis, development of draft regulations, and public involvement process.

Ms. Crawford reviewed the structure of the CAP – one or two Planning Commissioners, two or more business representatives (one larger business and one smaller business), and two or more citizens at large. She referred to applications in the packet that had been received from individuals interested in participating on the CAP, Paulette Himmelspach-Bauman, David Thompson (representing McLendon Hardware), and Paul Szewczykowski (a biologist). Commissioners Amegatcher and Eigenberg offered to participate on the CAP. Ms. Crawford advised she would participate on the CAP as the staff member.

Discussion followed regarding recruitment of additional members and the applicants' backgrounds. Suggestions for recruiting additional members included contacting members of the Comprehensive Plan CAPs and applicants for the Planning Commission positions, and conducting personal visits to area businesses.

The applicants presented were acceptable to Planning Commissioners. Commissioners requested staff seek two additional applicants.

Commissioner Eigenberg moved that the Planning Commission establish a Citizen's Advisory Panel and appoint members listed in the packet and additional members by majority consensus to assist in the update of the City's Sensitive Area Regulations using Best Available Science. Commissioner Ramquist seconded the motion.

Note: All voted in favor of the motion, and the motion passed, 5-0.

(b) Study Session: Second Working Draft Downtown Little Bear Creek Corridor Master Plan

Commissioners reviewed the revisions made to the Introduction section as a result of suggested revisions at the July 16 meeting and made additional changes including changing the reference to "Master Plan" throughout the document to "Plan" following an initial reference to "Master Plan" in the Introduction, adding a new sentence regarding why the Master Plan was developed, and adding a statement that features in the adopted PRO Plan were included to provide a comprehensive view of future trails and non-motorized pathways. Several additional wording changes were also made to the Introduction section.

Commissioners reviewed the Land Use section of the Master Plan and suggested several revisions including identifying existing features on the map, referencing a potential surface crossing at SR 202 on the map, adding a diagram identifying the downtown core area, changing the reference to "CBD" to "downtown core" where appropriate, limiting the height increase incentive to 55 feet in the downtown core to property that abuts the park blocks, adding the development of design standards to Implementation Strategies, adding an example of potential for commercial development in the downtown with the existing zoning, numbering the tables and referencing table numbers in the text, and determining an appropriate name for the zone such as Parkway Commercial General Business/Office, General Business, or Corridor.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz advised staff received a telephone call from the consultant representing the property owners on Little Bear Creek expressing concern that the trail on the east side of Little Bear Creek was still included in the Little Bear Creek Lineal Park Master Plan.

Mr. Sturtz advised staff was involved in the 2004 budget process. The Planning Department budget will include funds for development of design standards, the Zoning Code update, implementation of the Master Plan, Sign Code update, emergency management planning, and other ongoing programs.

September 12 is the deadline for consultants to respond to with proposal for preparing an economic analysis of the Little Bear Creek Downtown Master Plan. Transportation modeling of the Master Plan is anticipated to be completed mid to late September.

The City received a \$1,000 grant from Home Land Security to assist with preparation of Terrorist Emergency Management Planning.

The Tourism Task Force is considering ways to promote tourism; issues that have been identified include way-finding and tasting room signage.

Commissioner Amegatcher inquired about the work being done by Olympic Pipeline. Mr. Sturtz offered to have the Public Works Director and Building Inspector on the site report to the Planning Commission.

9. PLANNING SCHEDULE

Commissioners discussed potentially meeting weekly during September. Commissioner Ramquist advised he would be absent from the September 3 and 10 meetings; Vice Chair Jarvis advised she would be unable to attend a meeting on September 10. Commissioners tentatively agreed to hold an additional meeting on September 24.

10. PUBLIC COMMENTS

Peter Tountas, 12505 NE 164th Street, inquired about receiving Appendices G (height study), J (traffic analysis), and K (revenue analysis). Mr. Smith advised they would be available via the City's website in approximately ten days. Staff responded to questions Mr. Tountas posed regarding specific information in the Master Plan tables.

Commissioner Ramquist moved to extend the meeting for five minutes. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Vice Chair Jarvis inquired about the occupancy of Greenbrier, whether the affordable housing units and senior housing unit had been rented and the range of rents for the senior housing. Mr. Sturtz advised he would request an update from ARCH.

Commissioner Ramquist referred to the letter Parks & Recreation Commission Chairman Liz Aspen received from the law firm Davis Wright Tremaine [representing Plywood Supply, a property owner on Little Bear Creek]. Mr. Sturtz advised the letter had been forwarded to the City Attorney for response.

Commissioner Ramquist recalled Commissioner Relnick's inquiry regarding a vehicle parked in the railroad right-of-way. Mr. Sturtz advised staff's investigation revealed it was a stored car that belonged to a property owner's son.

Vice Chair Jarvis inquired about the status of a logging operation occurring off Woodinville-Duvall Road. Mr. Sturtz advised it is in the code enforcement process.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:36 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

**Wednesday
September 3, 2003**

**6:30 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 6:30 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Philip Relnick and Hank Stecker.

ABSENT: Commissioner Rohn Amegatcher.

Vice Chair Jarvis moved to excuse Commissioner Amegatcher. Commissioner Relnick seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; and Cole Caplan, Recreation Coordinator.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda. Chair DePolo recommended the meeting conclude by 8:30 p.m. to accommodate Planning Commissioners' schedules.

4. PUBLIC COMMENTS

Peter Tountas, 12505 NE 164th Street, Woodinville, questioned if there were two models developed of downtown buildings heights, the current 45 feet and the proposed 55 feet, which would residents prefer and which would developers prefer? He urged the Planning Commission to consider who the city was being built for. Using the Kinko's building as an example, he pointed out a 55 foot building with 6 additional feet for HVAC equipment would be 3.5 times taller than the Kinko's building.

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes of August 20, 2003

Commissioner Eigenberg moved to accept the minutes of August 20, 2003 as presented. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS

(a) Election of Officers

Vice Chair Jarvis read the procedures for electing the Chair and Vice Chair and opened the nominations for Chair.

Commissioner Relnick nominated Commissioner DePolo. Commissioner Ramquist seconded the nomination.

Hearing no further nominations, Vice Chair Jarvis closed nominations for the office of Chair.

Vote: All voted in favor of the nomination, and the nomination passed, 6-0.

Chair DePolo opened the nominations for Vice Chair.

Commissioner Ramquist nominated Commissioner Jarvis for Vice Chair. Commissioner Relnick seconded the nomination.

Hearing no further nominations, Chair DePolo closed the nomination for the office of Vice Chair.

Vote: All voted in favor of the nomination, and the nomination passed, 6-0.

(b) Study Session: TeenRep Appointment Opportunity

Recreation Coordinator Cole Caplan explained the City Council endorsed the TeenRep program in November 2002. He provided an overview of the TeenRep program; identified TeenReps on the City Council, Planning Commission and Public Art Advisory Committee; described the role/participation of a Teen Rep and described the process for selecting a TeenRep. He explained the decision for the Commission was whether to support a TeenRep on the Planning Commission and then staff would present an appointment recommendation at a future meeting or Commissioners could interview candidates. He advised there was a teen interested in the TeenRep position on the Planning Commission.

Mr. Caplan responded to Commissioners' questions regarding how the TeenRep shares information with other teens and the impetus for students to become involved.

Commissioner Ramquist moved that the Planning Commission endorse the appointment of a TeenRep as described in the Woodinville Teen Civic Participation Program. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Commissioners expressed their preference to interview candidates.

7. UNFINISHED BUSINESS

(a) Review and Adoption of Bylaws

Chair DePolo reviewed the changes that the Commission agreed to at the last meeting, changing the regular meeting frequency from once a month to twice a month (from first Wednesday to the first and third Wednesdays), and changing the regular meeting time to 7:00 – 10:00 p.m. (from 6:30 p.m.) beginning with the second September meeting.

Vice Chair Jarvis moved that the Planning Commission adopt the Bylaws of the Planning Commission of the City of Woodinville as contained in Attachment A. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

(b) Appointments to the City – Citizen Advisory Panel for Sensitive Areas, continued

City Planner Carl Smith recalled the Commission appointed three members to the Sensitive Areas CAP at the August 20 meeting and requested staff do further outreach for two additional members. He described the two additional candidates that staff had identified, 1) Jeff Smith, a property owner along Little Bear Creek, and 2) Donna Scott, a resident of Canterbury. He recommended the Planning Commission appoint both to the Sensitive Areas CAP.

A brief discussion followed regarding the objectivity of CAP members and the GMA requirement for public involvement.

Vice Chair Jarvis moved that the Planning Commission approve the submitted applications for the Citizen Advisory Panel as part of the community involvement process for the required Washington State Growth Management Act update of the City of Woodinville's Sensitive Areas Regulations using Best Available Science. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

**(c) Study Session: Second Working Draft Downtown Little Bear Creek Corridor
Master Plan**

Mr. Smith recalled that at the last meeting, Commissioners wanted to limit the height increase to the area adjacent to the park blocks. In an effort to delineate the area where the height increase would be allowed, staff prepared several options including potential criteria for height increase to 55 feet, benefits and issues. Staff recommends establishing a distance limit from 175th or the park blocks. He acknowledged there would be instances where a single parcel would have a split height limit. Discussion followed regarding the area where the height increase would be appropriate. Commissioners agreed that establishing a distance from the park blocks within which the height could be increased would be appropriate. Staff offered to provide sketches of distance options and to discuss appropriate property depths with the Building Department.

Planning Commissioners reviewed revisions made as a result of suggestions at the August 20 meeting and made minor additional edits to the Introduction and Land Use Sections. Mr. Sturtz assured that once the Planning Commission had completed their review, the Master Plan would be reviewed by a staff member for grammar, sentence structure, spacing, etc.

Commissioners reviewed the Transportation section of the Master Plan and suggested several revisions including ensuring the map matched the text, staff update the map to identify all projects, and identify new local streets on the Figure 2 map. The Commission concluded their review with Section 4.3.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz anticipated the Sign Code would be presented to the Planning Commission in October. He advised that the Council issued a temporary moratorium on the removal of wine tasting A-board signs.

Mr. Sturtz advised he would be out of the office September 9 – 12 to attend the State Planning Director's Conference. He reported the work on the City's budget continues, explaining the Community Development Department and Planning Commission were responsible for 9 of the 14 Council goals and 31 of the objectives. He explained the Community Development Department's budget was based on programs; cutting the budget would require cutting programs.

Mr. Sturtz reported work continues on the regional terrorist and weapons of mass destruction emergency management procedures.

Mr. Sturtz reported the Tree Board has two new members and are working on the Tree Tribute program which includes the siting of memorial tree groves. He advised that the Northshore School District was interested in the Consolidated Freightways site for a bus barn.

During a recent conversation with the developer of Greenbrier, he indicated it was the first time residents have brought them flowers and cookies to thank them for the housing opportunity the development provided. Mr. Sturtz commented that the development is cited regionally and nationally as a successful project.

Mr. Sturtz reported the 136th roundabout near Woodinville High School is working well and the skate park is nearly completion.

Vice Chair Jarvis inquired about the occupancy rate of the senior housing at Greenbrier. Mr. Sturtz estimated the units were 50% occupied but offered to verify that information.

9. PLANNING SCHEDULE

Planning Commission recommended changes to the City Council goals and an update on Grace were added to the September 17 agenda. A special meeting for continued review of the Second Working Draft of the Downtown Little Bear Creek Corridor Master Plan was scheduled for September 24.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Chair DePolo advised the wastemobile would be in town this weekend. He inquired regarding the intent of the Planning Commission's review of the Sign Code. Mr. Sturtz answered specific topics included tourism, way-finding, and tasting room signage. He noted this may be an opportunity to establish a CAP to assist with the review.

Commissioner Stecker suggested a main sign with a map identifying the location of the tasting rooms. Mr. Sturtz suggested a Commissioner participate on the Tourism Taskforce.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:24 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

**Wednesday
September 17, 2003**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Philip Relnick and Hank Stecker.

ABSENT: Commissioner Rohn Amegatcher.

Commissioner Ramquist moved to excuse Commissioner Amegatcher. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; Steve Munson, Planner; and Cole Caplan, Recreation Coordinator.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, September 3, 2003

Commissioner Eigenberg moved to accept the minutes of September 3, 2003 as printed. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS

(a) City Council Goals

Community Development Director Ray Sturtz explained the City Council was having its annual retreat the first weekend in October; one of the items on their agenda would be review of their goals and objectives. He explained many goals were ongoing, others may take several years to accomplish; the objectives under each goal are often revised annually. He advised staff had reviewed the Council goals and objectives and provided recommended changes.

(Commissioner Amegatcher arrived at 7:15 p.m.)

Planning Commissioners reviewed the goals and objectives and made minor changes.

Commissioner Ramquist moved that the Planning Commission recommend the City Council amend the City Council goals and objectives to include the recommended changes contained in the staff report dated September 17, 2003, and the changes recommended by the Planning Commission at the September 17, 2003 Planning Commission meeting. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

(b) Grace Master Plan – Update Status and Public Involvement Process

Planner Steve Munson advised staff had been working with Snohomish County staff on guiding principles, a memorandum of understanding, and a work plan and were close to reaching agreement. He had also met with the City's GIS Coordinator regarding maps of the area showing acreages and parcels and separating the area into three workable/manageable portions. He advised a Request for Proposals would be advertised this weekend for a consultant to assist with the cost/revenue evaluation of annexation. He advised staff had also been working on transportation modeling for the area which would utilize some of the traffic modeling done as part of the Downtown Little Bear Creek Corridor Master Plan.

Mr. Munson described citizen participation options including traditional Citizens Advisory Panel, Subcommittee of the Planning Commission, Stakeholders Group, and combination of Subcommittee and Stakeholders. He sought the Commission's input regarding their preferred approach to citizen involvement. Discussion followed regarding dividing the Grace area into three portions (north, south and Brightwater), the minimal number of residents in the Grace area, Snohomish County's experience with stakeholder groups in the public involvement process, CAP versus a stakeholder group, the importance of involving the public as soon as possible, previous efforts to annex the area, recent changes in annexation regulations, upcoming changes in Snohomish County administration, and issues in the Grace area that need to be addressed regardless of annexation.

Commissioner Relnick moved that the Planning Commission review these options and provide staff with their preferred alternative, Alternate 4 (combination of Planning Commission subcommittee and Stakeholders Group) for public involvement in the development of the Grace Master Plan. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

7. UNFINISHED BUSINESS

(a) Teen Rep Interview

Recreation Coordinator Cole Caplan recalled the Planning Commission expressed their support at the last meeting for a TeenRep. He introduced Meredith Ryan who had expressed specific interest in serving as a TeenRep to the Planning Commission.

Commissioners interviewed Ms. Ryan, inquiring about her interest in government, how information would be disseminated to students, her specific interest in the Planning Commission, teens' reaction to the Skate Park and what else teens would like in Woodinville, teens' reaction to the roundabout, how she would combine meetings with school work, and the importance of seeking input/participation from other students.

Commissioner Eigenberg moved that the Planning Commission appoint Meredith Ryan as the TeenRep to the Planning Commission for the 2003-2004 term. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Chair DePolo declared a brief recess for the Planning Commission to become acquainted with Ms. Ryan.

6. NEW BUSINESS (continued)

(c) Buildable Lands Update

Senior Planner Erika Jensen explained the Buildable Lands requirement of the GMA requires cities and counties to collect and analyze land use and building permit data, achieved densities and provide estimates of future capacities for residential and commercial development. Each year the City collects and summarizes this data for the Buildable Lands report that is submitted to King County and the State.

The City's first Buildable Lands Report covered the years 1996-2000 and is summarized in an appendix of the Comprehensive Plan. She highlighted data for 2001 and 2002 including average achieved density of 4.35 dwelling units per acre in single family residential plats and 12.96 dwelling units per acre in multifamily plats, single family residential development consumed approximately 19.4 net acres and multifamily development consumed approximately 4.68 net

acres, residential development averaged about 96 dwelling units per acre (slightly higher than the average 81 dwelling units per year) that occurred between 1996 and 2000, approximately 110,205 square feet of commercial and industrial floor area was added, and commercial and industrial development consumed approximately 6.12 net acres.

Ms. Jensen briefly reviewed the 2001 Buildable Lands Summary Tables, referring to the total remaining residential and total remaining commercial and industrial data that corresponded to changes that were included on the Comprehensive Plan docket.

7. UNFINISHED BUSINESS (continued)

(b) Study Session: Second Working Draft Downtown Little Bear Creek Corridor Master Plan

Mr. Smith distributed a map illustrating park blocks height increase area options ranging from 100 feet to 300 feet. Discussion followed regarding the current height limits in the downtown core, and height increases achievable via incentives. A majority of Planning Commissioners supported a 200 foot dimension for the height increase area. Mr. Smith advised staff would rewrite Section 1.2 (Downtown Core Building Height) and revise the map with the direction regarding the 200 foot dimension in the height increase area. It was also noted the CBD boundary on the Land Use map needed to be corrected.

Planning Commissioners reviewed revisions made as a result of suggestions at the September 3 meeting and made minor additional edits to the portion of the Transportation section that had been reviewed previously.

Commissioners resumed their review with Section 4.4 of Transportation and suggested several changes to the Street Beautification, Garden Way Retail Street and Street Types sections. Planning Commissioners concluded their review of the Transportation section and agreed to begin review of the Parks, Trails and Open Space section at the next meeting.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz advised the City Council requested a Planning Commissioner serve on the Tourism Taskforce. Commissioners Amegatcher and Stecker volunteered.

Commissioner Relnick moved to nominate Commissioner Stecker as the primary Planning Commissioner on the Tourism Taskforce and Commissioner Amegatcher as the alternate. Vice Chair Jarvis seconded the nomination.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Mr. Sturtz reported issues discussed at the Washington State Planning Directors Conference included State annexation laws that still need to be revised, and the potential for Department of

Ecology to establish urban standards for protection of streams to allow more flexibility in urban areas. He advised he was one of three recipients at the conference of a 30 years of service award.

9. PLANNING SCHEDULE

Chair DePolo reminded Planning Commissioners of the special meeting on September 24 for review of the Downtown Little Bear Creek Corridor Master Plan.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Relnick reported on the dangerous situation that occurs at the exit from SR 522 at 195th where traffic backs up onto the freeway. Mr. Sturtz advised the City was working with Sound Transit on improvements to the on/off ramps at 195th. He offered to have the Public Works Director brief the Planning Commission when those improvements were further in design.

Commissioner Ramquist reported on his recent visit to Guatemala and the City of Antigua, commenting on the phenomenal energy, life and zest in the air from great lighting, colors, and live music. He suggested when the Planning Commission began developing design standards, they think of unusual things that would make people excited to come to Woodinville.

Commissioner Amegatcher encouraged Commissioners to visit the Community Trade and Economic Development's new website, "Affordable by Design" that contained examples of affordable housing throughout the region.

Commissioner Amegatcher inquired about the status of the Heritage Society's effort to replace numbered street signs with names. Mr. Smith advised Public Works Director Mick Monken was leading that effort. Due to the cost of replacing the signs, they would be replaced when other improvements occurred or as the signs needed to be replaced. He offered to provide the Commission a status report.

Commissioner Amegatcher expressed concern with light from Woodinville Lumber shining into neighboring residential areas. Mr. Sturtz advised there were zoning code regulations regarding lights shining onto adjacent properties. He offered to research the situation and report back to the Commission.

Commissioner Eigenberg inquired whether the recycling center was operational. Mr. Sturtz replied he was not certain, explaining the facility receives commercial materials for recycling, not residential recycling.

Commissioner Eigenberg encouraged Commissioners to visit the Skate Park.

Chair DePolo inquired about the protocol for a Planning Commissioner to speak to the Council. He expressed concern with the Council's recent moratorium on enforcement of the Sign Code. Mr. Sturtz explained there were two moratoriums with regard to signs; in the Neighborhood Business Zone and Winery Tasting Room Signs. Those signs would be reviewed as part of the Sign Code update, and the remainder of the Sign Code was being enforced. Mr. Sturtz advised that for a Planning Commissioner to speak to the Council, they would need to speak as a representative of the Commission. Chair DePolo offered to draft a memo to the Council for Commissioners' consideration at the next meeting.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:47 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
September 24, 2003**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, and Hank Stecker.

ABSENT: Commissioner Philip Relnick.

Commissioner Ramquist moved to excuse Commissioner Relnick. Commissioner Stecker seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Carl Smith, City Planner; Erika Jensen, Senior Planner, and Charleine Sell, Senior Administrative Assistant.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

Consideration of a letter to the City Council regarding the recent Council decision to call for a sign code moratorium was added as Agenda Item 6a.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES - None

6. NEW BUSINESS

**(a) Letter to City Council Regarding Moratorium on Sign Code Enforcement
Actions**

Commissioners reviewed the letter to the City Council and made minor amendments. Chair DePolo agreed to revise the letter and email it to Senior Administrative Assistant Charleine Sell

and Community Development Director Ray Sturtz to be wordsmithed who would then email it to all Commissioners for their approval.

7. UNFINISHED BUSINESS

(a) Study Session: Second Working Draft Downtown Little Bear Creek Corridor Master Plan

City Engineer Joe Seet described issues associated with a pedestrian underpass at SR 202/131st Avenue NE including security, costs, and whether Washington State Department of Transportation would allow it. He described other alternatives for pedestrians to reach a signalized crossing. He explained Sound Transit was installing flyer stops which will include consideration of enhanced pedestrian facilities at the east and west bound ramps. He noted the flyer stops would also allow Community Transit (CT) to serve the Woodinville area.

Mr. Seet described the Bottleneck Relief Project (BNRP) that could provide an opportunity for a midpoint entry of the trail. He described the timeline for the BNRP.

It was suggested the opportunity for this trail connection be presented to the Parks & Recreation Commission as soon as possible. Mr. Seet offered to inquire with the granting agency regarding addition funding for a trail connection.

Mr. Seet briefed the Commission on several other Public Works projects and efforts to minimize road closure and impacts to businesses while the projects were underway. He advised of negotiations with BNSF on a memorandum of understanding to provide a crossing at 132nd Avenue NE.

Commissioners resumed their review of the Downtown Little Bear Creek Corridor Master Plan with the Parks, Trails & Open Space Section. Several revisions were suggested including the Planning Commission's recommended first and second choices for alignment of the Park Blocks, deleting Section 5.6 (Protect Little Bear Creek) and 5.7 (Restore Woodin Creek) as they were issues outside the Master Plan, and extending the pedestrian/bicycle trail to Greenbrier.

Commissioners agreed to resume their review of the Master Plan at the next meeting with Section 5.2 Pedestrian/Bicycle Trail.

8. PLANNING DIRECTOR'S REPORT - None

9. PLANNING SCHEDULE – Not discussed

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL - None

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:55 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant



**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

**Wednesday
October 1, 2003**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Rohn Amegatcher, Philip Relnick and Hank Stecker, and Teen Representative Meredith Ryan.

ABSENT: Commissioner Mark Ramquist.

Commissioner Stecker moved to excuse Commissioner Ramquist. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Ray Sturtz, Community Development Director; Lane Youngblood, Parks & Recreation Director; Carl Smith, City Planner; Erika Jensen, Senior Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, September 17, 2003

Commissioner Eigenberg moved to accept the minutes of September 17, 2003 as printed. Commissioner Relnick seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS

(a) Little Bear Creek Linear Park Master Plan

Parks & Recreation Director Lane Youngblood “walked” the Planning Commission through the Little Bear Creek Linear Park via drawings, identifying key features of the draft Master Plan, key public issues raised to date and how the Parks & Recreation Commission addressed those issues, and how the Downtown Little Bear Creek Corridor Master Plan and the Little Bear Creek Linear Park Master Plan worked together.

Ms. Youngblood identified and described two plan drawings, one that illustrated enhancement and restoration opportunities along Little Bear Creek, and another that illustrated trails and recreation opportunities. She identified the three reaches of Little Bear Creek on the first map and areas for stabilization and restoration projects. On the second map, she identified the trails proposed along Little Bear Creek, potential for an under/overpass at 131st, potential railroad crossing at 132nd, proposed active recreation opportunities and potential for a train station. She described the concern that arose from adjacent property owners over the proposed two trails, explaining the Parks & Recreation recommended keeping both trails in the Master Plan, but developing a multipurpose trail on the west side and deferring development of a trail on the east side until development in that area warranted it.

Ms. Youngblood responded to Planning Commission questions regarding the proposed trail alignments, number of property owners that would be impacted by the trail, timing and cost of park and trail development, funding opportunities, trail improvements in the buffer and environmental review of improvements, other entities that had developed a trail within the buffer of a salmon-bearing stream, ensuring appropriate access to Little Bear Creek, the trail providing an opportunity for public education and “ownership” of Little Bear Creek, and methods of constructing trails/boardwalks in wetlands with minimal impact.

A brief discussion followed regarding conflicts between bicycles and pedestrians on the Sammamish River Trail and lack of parking at Wilmot Park.

Commissioners discussed how the Little Bear Creek Linear Park Master Plan would be referenced in the Downtown Little Bear Creek Corridor Master Plan. Ms. Youngblood referred to the Action Plan within the document and the hope that some would be included in the Downtown Little Bear Creek Corridor Master Plan. Discussion followed regarding differences between the two Master Plans and the need to synchronize the plans.

Ms. Youngblood suggested Park and Planning staffs work together to synchronize the plans. Commissioners identified the following areas where further coordination was necessary/desirable: non-motorized plan, 131st under/overpass, railroad station, connectivity and easements, and in the Schematic Master Plan section. Commissioners recommended City Engineer Joe Seet describe to the Parks & Recreation Commission the upcoming transportation improvements and their impact on the Little Bear Creek Linear Park Master Plan. It was also

suggested the Little Bear Creek Linear Park Master Plan include a statement indicating that the plan must adhere to all city regulations.

7. UNFINISHED BUSINESS

(a) Study Session: Second Working Draft Downtown Little Bear Creek Corridor Master Plan

Commissioners resumed their review with Section 5.2 Pedestrian/Bicycle Trail and made several revisions including identifying the extension of the trail to Greenbrier on the map, rewriting Section 5.4 and changing the title to Access to Sammamish River Trail, changing the title of Section 5.5 to SR-522 Pedestrian/Bike/Gateway Overpass, staff to rewrite Section 5.6 regarding Little Bear Creek Linear Park Master Plan with a paragraph describing the Plan, a paragraph on trails and a paragraph on the six acre parcel the City owns.

Commissioners reviewed Chapter 6.0, Capital Improvement Plan, reorganizing the tables so that Existing Planned Improvements were first, followed by Transportation Master Plan Proposed Improvements and Parks, Trails & Open Space Master Plan Proposed Improvements. The priority columns were eliminated in favor of the projects being considered and ranked along with other capital projects for inclusion on the CIP. Commissioners requested the Bottleneck Relief Project (BNRP) as well as other capital projects identified in the Transportation section be added to the list of Transportation Existing Planned Improvements. It was suggested the various projects that would be part of the BNRP be identified on the list.

Mr. Smith advised staff would update the appendices.

Mr. Smith requested Commissioners confirm whether their intent when increasing the height limit along the Little Bear Creek Corridor from 45 feet to 55 feet was to increase the base height from 35 feet to 45 feet. Mr. Sturtz explained the current base height in the CBD was 35 feet; to achieve up to 45 feet, the building must step back 1 foot for each 1 foot of additional height. Discussion followed regarding current height limits, whether two step backs (one at 35 feet and one at 45 feet) would be appropriate, and whether the step back would be on the freeway side or the corridor side.

Commissioners recommended further discussion regarding the base height be deferred to allow Commissioners an opportunity to consider the issue further, look at buildings in the area, and staff provide further analysis such as examples of buildings with step backs.

8. PLANNING DIRECTOR'S REPORT

Mr. Sturtz relayed the Council's appreciation for the Commission's input on their goals and objectives. He advised the Council retreat was this coming weekend.

Commissioners agreed the letter regarding Moratorium on Sign Code Enforcement Actions be forwarded to the City Council.

9. PLANNING SCHEDULE

Mr. Smith advised the goal had been to provide a revised draft to the Planning Commission by the October 15 meeting; with the changes requested tonight, that schedule would be difficult to achieve.

Commissioner Amegatcher moved to cancel the October 15, 2003 Planning Commission meeting. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Commissioner Amegatcher moved to schedule a Special Planning Commission meeting on October 22, 2003. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Commissioner Relnick advised he would be out of town October 30 and November 5.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Eigenberg expressed concern with the accuracy of the Planning Commission Review in the July/August CityView publication. Mr. Smith pointed out the lengthy lead times for that information, explaining that due to recent changes to the Master Plan, the information likely was accurate at the time the article was written.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:50 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
October 22, 2003**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Philip Relnick and Hank Stecker and Teen Representative Meredith Ryan.

ABSENT: Rohn Amegatcher.

Vice Chair Jarvis moved to excuse Commissioner Amegatcher. Commissioner Relnick seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; and Erika Jensen, Senior Planner.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Jens Molbak, 13625 NE 175th Street, questioned how it was determined that land south of 175th was re-developable. He also asked whether the Planning Commission had recommended an alignment for the park blocks. Chair DePolo answered the preferred alignment was the north alignment but both alignments would be forwarded to the City Council for consideration. Mr. Molbak requested the Master Plan reflect both the north and south alignments as options. He referred to Figure 1-5, questioning whether this was an old graphic as it still showed a parking garage at the corner of Garden Way and 175th. Mr. Smith explained the intent of the aerial photograph was to illustrate the type of buildings that could be developed and the legend identifying specific buildings was intentionally omitted. Planning Commissioners agreed to

color the illustration so that the building at Garden Way and 175th was the same color as other buildings.

Mr. Molbak pointed out the Master Plan identified both Garden Way and 173rd Street as improvements on the CIP. He commented this was misleading, as Garden Way currently existed but 173rd did not. He recommended 173rd be shown in grey as a proposed street. Commissioners agreed. Mr. Molbak also recommended all pages, including graphics, be numbered.

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes of September 23, 2003

Vice Chair Jarvis moved for approval of the minutes of September 23, 2003. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

(b) Regular Meeting Minutes of October 1, 2003

Commissioner Ramquist moved to accept the minutes of October 3, 2003 as written. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

6. NEW BUSINESS - None

7. UNFINISHED BUSINESS

(a) Study Session: Downtown Little Bear Creek Corridor Master Plan 3rd Draft

In response to Mr. Molbak's question regarding re-developable land, Mr. Smith explained information from the King County Assessor was used to make this determination; parcels where the improvement value was half or less of the land value were identified as re-developable. Mr. Molbak inquired why the Master Plan was so site specific with regard to re-developable parcels. Commissioners agreed it was appropriate to remove references to "re-developable" land in the Master Plan.

Commissioners reviewed the Introduction Section and suggested several revisions including numbering all pages and graphics in the Master Plan; adding a page reference whenever figures were mentioned in the text; adding a graphic identifying the location of the Tourist District, Wedge neighborhood, and northwest gateway; and identifying the location of the park blocks as "Option 1."

Mr. Smith highlighted text that was added to the Land Use Section of the Master Plan. Commissioners began reviewing the Land Use Section and suggested several revisions including

the addition of a southern boundary to the description of the Master Plan area, removing reference to re-developable land, updating the first figure in Section 1.0 to include the private road section of Garden Way and the extension of 133rd, and eliminating reference to Council goals. The Commission concluded their review with Section 2.1.

Mr. Smith recalled at the last meeting the Commission discussed making a recommendation regarding base height in the GB, CBD, and R48 zone. He displayed a comparison of base heights in the three zones and incentives for achieving additional height. He displayed examples of buildings with various base heights, maximum heights, and stepback requirements. He also displayed photographic examples of buildings in the region with upper floors that were stepped back. He relayed the recommendation of Joe Wallis, the City's architectural consultant, for a 35 foot base height.

Discussion followed regarding requiring the stepback on only the street frontage, avoiding further limitations on heights than could be achieved under the existing code, defining setback and stepback in the Zoning Code, the importance of a pedestrian friendly feeling on 175th, and at what height stepbacks should be required.

In the CBD, there was general consensus for a 10 foot stepback above a height not to exceed 25 feet on the street frontage, and allow for up to four floors with a not to exceed maximum building height such as 51 feet.

8. PLANNING DIRECTOR'S REPORT - None

9. PLANNING SCHEDULE

There no changes in the Planning Schedule. Commissioner Relnick advised he would be absent from the November 5 meeting.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Vice Chair Jarvis suggested that once the Planning Commission completed its review of the Downtown Little Bear Creek Corridor Master Plan, a retreat be scheduled so that the Commission could discuss its focus for the coming year. She suggested the Sign Code as a focus. Mr. Sturtz suggested holding a retreat in January 2004.

At Vice Chair Jarvis' request, Mr. Sturtz provided an update regarding the retaining wall on the Waste Management property that collapsed following Monday's rains.

Commissioner Stecker, the Planning Commission representative on the Tourist District Taskforce, advised their November meeting would include discussion regarding signs.

Commissioner Eigenberg reported on the Best Available Science CAP. He also suggested consideration be given to extending the no parking zone on the north side of 179th, the north side of the Park and Ride, due to bus staging that occurs on the south side of the roadway making it difficult for vehicles to pass.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:48 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
November 5, 2003

7:00 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Mark Ramquist, Rohn Amegatcher, and Hank Stecker and Teen Representative Meredith Ryan.

ABSENT: Planning Commissioners Dan Eigenberg and Philip Relnick.

Commissioner Amegatcher moved to excuse Commissioner Eigenberg and Commissioner Relnick. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner. Special guests included Councilmember Don Brocha.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Jeff Smith, 13632 NE 177th Place, Woodinville, suggested the Planning Commission was approaching the height issue backward and preferred land use issues be considered before height limits were established. He urged the City to incorporate maximum flexibility in the Master Plan including considering worse case scenario. He urged the Commission not to require building in the corridor to be developed either partially or completely with office. Chair DePolo clarified it would be a hybrid zone. Mr. Smith commented a 60 foot height limit would allow more flexibility than 57 feet. He recommended incentives be flexible and possibly postponed until the land uses were identified.

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes, October 22, 2003

Commissioner Ramquist moved to accept the special meeting minutes of October 22, 2003 as written. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

6. NEW BUSINESS

(a) Sign Code Update

Senior Planner Erika Jensen briefed the Commission on the upcoming Sign Code Update. She explained issues to be considered during the update included billboard amortization, Neighborhood Business Zone signage, subdivision identification signs, and tourist signage. She referred to a letter sent to property owners with billboards requesting voluntary compliance with the City's existing sign code. Discussion followed regarding mall-type signage in the Neighborhood Business Zone and the status of the billboards on City property and the fire station property. Commissioners requested staff provide an inventory of billboard ownership, length of lease, etc., when the issue was discussed as an agenda item.

7. UNFINISHED BUSINESS

(a) Study Session: Downtown Little Bear Creek Corridor Master Plan, 3rd Draft

City Planner Carl Smith recalled at the October 22 meeting, there was a discussion of building heights and incentives to include in the Master Plan. He reviewed options for base building height and stepback incentives for the Downtown Core, Downtown Park Block Overlay, and Parkway Corridor. Commissioners discussed at what height the stepback should occur, the impact of the stepback on the building design, and worst case scenarios.

Commissioners expressed their preference regarding base building height, stepback incentive, and additional incentive potential for each area as follows:

Downtown Core

Base Height – increase from the present 35 feet to 39 feet not to exceed three floors.

Stepback Incentive – require a stepback on any building over two stories (not greater than 28 feet)

Additional Incentive Potential – an additional floor (maximum of four with a height not to exceed 51 feet) can be obtained through the provision of one or more additional City approved incentives.

Downtown Park Block Overlay

Base Height – increase from the present base height of 35 feet to 39 feet not to exceed three floors.

Stepback Incentive – require a stepback on any building over two stories (not to exceed than 28 feet)

Additional Incentive Potential – an additional floor (maximum of four with height not to exceed 51 feet) can be obtained through the provision of one or more additional City approved incentives. With the structured parking incentive, the building could be up to five floors in height, not to exceed 57 feet.

Parkway Corridor

Base Height – increase from the present base height of 35 feet to 39 feet not to exceed three floors.

Stepback Incentive – require a stepback on any building over two stores (not to exceed 30 feet)

Additional Incentive Potential – an additional floor (maximum of four with a height not to exceed 51 feet) can be obtained through the provision of one or more additional City approved incentives. With the structured parking incentive, the building could be up to five floors in height, not to exceed 60 feet. Commissioners agreed SR-522 was not a street frontage where a stepback would be required.

Commissioners continued their review of the Master Plan, beginning with Section 2.2 of the Land Use Section. Several revisions were suggested including updating the base building height to reflect the preceding discussion and deleting some drawings that did not accurately depict proposed building design.

Commissioners reviewed the Transportation Section, Mr. Smith highlighted new text, and Commissioners suggested several revisions. The Commission concluded their review of the Transportation Section with the intent of beginning their review of the Parks and Open Space Section at the next meeting .

8. PLANNING DIRECTOR'S REPORT

Community Development Director Ray Sturtz relayed Councilmember Brocha's commendation to the Planning Commission on their review of the Master Plan.

Mr. Sturtz advised the Tree Board had selected several tribute tree sites and planned to brief the Commission on those sites in the near future. He explained the Tree Board's plans to hold the Arbor Day event at Woodin Creek, one of the proposed tribute tree sites.

Mr. Sturtz congratulated Commissioner Ramquist on graduating from the Civic Academy. He advised flu shots would be available at City Hall on Thursday, November 13.

Mr. Sturtz highlighted tasks that were included in the Planning Department's 2004 budget. He advised Wendy's was proposed for the former Burger King building. He reported on efforts to clean Woodin Creek due to recent flooding.

Mr. Sturtz advised of an upcoming public meeting regarding the King County Comprehensive Plan update, noting one of the considerations was removing the Alliance Church property from the agricultural designation. He advised the Brightwater Final EIS would be published on November 17. The City hired a consultant to assist with its response. With regard to Grace, he advised that a fiscal impact analysis consultant had been hired.

Mr. Smith advised that the City was doing modeling for the Master Plan; a report would be provided at a future Commission meeting. A consultant has also been hired to conduct an economic analysis of the proposals in the Master Plan.

9. PLANNING SCHEDULE

Chair DePolo pointed out meetings were scheduled for the next two Wednesdays, November 12 and 19.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Ramquist reported on the Civic Academy, noting it was an interesting and fun experience. He also reported on the Legislative Forum, attended by Senator Finkbeiner, Representative Ruderman and a person from Representative Nixon's office. Discussion at the forum included the sourcing rule, transportation, the 2003 legislative session, Brightwater, and the upcoming legislative session. He encouraged Commissioners to attend future Legislative Forums.

Chair DePolo relayed his conversation with Councilmember Brocha regarding Commissioners addressing the Council, explaining it was appropriate for Commissioners to speak to the Council as individuals on issues that were not before the Commission.

TeenRep Ryan described options for bringing information to students including inviting junior and high school students to a Planning Commission meeting to discuss what they would like to see in Woodinville, making presentations to junior high school classes to solicit their feedback, and/or Commissioners speaking to high school classes. Commissioners suggested setting a date for students to attend a Planning Commission meeting.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:27 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
November 12, 2003**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Rohn Amegatcher, and Hank Stecker.

ABSENT: Planning Commissioners Mark Ramquist and Philip Relnick and Teen Representative Meredith Ryan.

Vice Chair Jarvis moved to excuse Commissioners Ramquist and Relnick and TeenRep Ryan. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner, and Wally Holstad, Fire Marshal.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda. Mr. Sturtz introduced Wally Holstad, the city's new Fire Marshal.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES - None

6. NEW BUSINESS - None

7. UNFINISHED BUSINESS

(a) Study Session: Downtown Little Bear Creek Corridor Master Plan 4th Draft

City Planner Carl Smith reviewed staff's understanding of the recommendations regarding base height, stepback incentive, additional incentive potential and implementation strategy for the downtown core area, downtown park block overlay, and parkway corridor that were reached by the Commission at their November 5 meeting. Commissioners agreed with staff's summary and indicated the stepback would be required on the street frontage only.

Mr. Smith referred to the Mercer Island Town Center Development and Design Regulations that were included in the Commission's packet for information. He explained Mercer Island regulations contained many of the same ideas that were proposed in the Master Plan.

Commissioners continued their review of the Draft Downtown-Little Bear Creek Corridor Master Plan, beginning with Section 5.3.

(Commissioner Ramquist arrived at 7:37 pm.).

During the Commission's review, it was suggested some of the drawing prepared by Joe Wallis that illustrated the active park blocks be incorporated into the Master Plan.

The Commission completed their review of the Master Plan and requested staff provide a strike-through version at the November 19 meeting for review prior to the December 3 public hearing.

8. PLANNING DIRECTOR'S REPORT

Commissioners discussed the date, location, and agenda for their January retreat. January 28 was selected as the tentative date for the retreat; agenda items to include the 2004 work program and City Council/Planning Commission joint meetings.

Mr. Sturtz advised a balanced budget had been presented to the City Council; the Council was in the process of reviewing the budget.

Mr. Sturtz relayed greetings from former City Planner Stephanie Cleveland, now the Planning Director in Stanwood, and Dana Jenkins, now living in Canada.

Mr. Sturtz reported the Tree Board's interest in the non-motorized trail system that was described in the Downtown-Little Bear Creek Corridor Master Plan as an opportunity for tree tribute areas.

Mr. Sturtz advised the staff had submitted the City's final comments on the Regional Hazard Mitigation Plan and the Regional Weapons of Mass Destruction and Terrorism Plan.

Mr. Smith announced he got married during his recent vacation in Las Vegas.

9. PLANNING SCHEDULE

Commissioner Amegatcher moved to schedule a special meeting on December 10 to continue the public hearing regarding the Downtown Little Bear Creek Corridor Master Plan, if necessary. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Commissioner Stecker moved to cancel the December 17 Planning Commission meeting. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

Upon advice that it was easier to cancel a meeting than reschedule a meeting, the following motion was made:

Commissioner Eigenberg moved to reinstate the December 17 Planning Commission meeting. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 6-0.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Ramquist commented on the website, Project for Public Spaces, that Commissioner Amegatcher emailed to Commissioners. Commissioner Amegatcher offered to forward the site's address to staff.

When calling for the vote on a motion, Commissioner Amegatcher requested the Chair ask for those in favor as well as those opposed.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:37 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

Wednesday
November 19, 2003

7:00 p.m.
Council Chambers

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, Philip Relnick and Hank Stecker.

ABSENT: Teen Representative Meredith Ryan.

Commissioner Amegatcher moved to excuse TeenRep Ryan. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; and Wally Holstad, Fire Marshal.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Regular Meeting Minutes, November 5, 2003

The following changes were made to the minutes:

- Page 1259, first paragraph under Sign Code Update, revise the third sentence to read, "She referred to a letter sent to property owners with billboards requesting voluntary compliance with the city's existing sign code."

- Page 1259, first paragraph under Sign Code Update, revise the last sentence to read, "Commissioners requested staff provide an inventory of billboard ownership, length of lease, etc. *when the issue was discussed as an agenda item.*"
- Page 1261, first paragraph, revise the last sentence to read, "With regard to Grace, he advised that a ~~physical~~ *fiscal* impact analysis consultant had been hired."

Commissioner Ramquist moved to accept the minutes of the November 5, 2003 meeting as corrected. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

6. NEW BUSINESS - None

7. UNFINISHED BUSINESS

(a) Study Session: Downtown Little Bear Creek Corridor Master Plan, 4th Draft

City Planner Carl Smith presented the 4th Draft Downtown Little Bear Creek Corridor Master Plan and described plans to update the appendices with information from the most recent meetings when the Master Plan was presented to the City Council for their review.

Commissioners and staff reviewed the 4th Draft Downtown Little Bear Creek Corridor Master Plan and requested a number of additional revisions.

Jens Molbak, 13625 NE 175th Street, questioned the identification of 172nd on several graphics as a Proposed Street on the Existing 20 Year TIP. It was the consensus of the Commission to combine the streets identified as Proposed Streets on Existing 20 Year TIP with Master Plan Recommended Streets and change the color designation on the map to yellow to make it easier to distinguish those streets from Existing Streets.

8. PLANNING DIRECTOR'S REPORT – None

9. PLANNING SCHEDULE

Mr. Smith explained that due to the effort necessary to make the revisions in time to get the Master Plan to the printer and provide copies to the Commission a week in advance of the public hearing, some of the changes to the maps would not be completed until the Master Plan was presented to the City Council. He described public notice and display ads that would be placed in the *Woodinville Weekly* to notify the public of the December 3 public hearing.

Commissioners agreed to discuss the public input provided at the public hearing regarding the Downtown Little Bear Creek Corridor Master Plan at the meeting following the conclusion of the public hearing. If it was necessary to continue the public hearing to the December 10 meeting and the public hearing was concluded at that meeting, Commissioners agreed to cancel the

December 17 meeting and discuss the public's input at their regularly scheduled January 7 meeting. The December 17 meeting would only be held if necessary to continue the public hearing.

Commissioners recommended that speakers at the public hearing regarding the Downtown Little Bear Creek Corridor Master Plan adhere to the established time limit (three minutes for individuals and five minutes if representing a group).

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Ramquist commented there was an area at the north end of Green Lake (near Dukes) that looked like the proposed park block area.

For Commissioner Relnick, Chair DePolo explained Commissioners were welcome to speak, email or provide written comments to the Council as a citizen regarding matters that were outside the Commission's purview. He noted Commissioners also needed to explain they were not speaking as a Commissioner when providing comments as a citizen.

Commissioner Amegatcher reported on the Tourism Task Force's efforts, explaining Senior Planner Erika Jensen developed a very logical process for developing way-finding signs. He advised Chateau Ste. Michelle offered their design staff to assist with developing a logo for the signs.

Ms. Jensen explained a key component of a way-finding sign system was a common theme so that the signs were easily recognizable. She offered to email Commissioners the PowerPoint that was presented to the Tourism Task Force.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 9:11 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Regular Meeting**

**Wednesday
December 3, 2003**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:02 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, Philip Relnick, and Hank Stecker, and Teen Representative Meredith Ryan.

ABSENT: None.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; Joe Seet, Traffic Engineer; Charleine Sell, Senior Administrative Assistant; Debra Crawford, Planning Technician; Steve Munson, Planner, and Gina Coccia, Planning Intern. Other guests included Mayor Scott Hageman, City Councilmember Cathy Wiederhold and Parks & Recreation Commissioner Bob Vogt.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES

(a) Special Meeting Minutes of November 12, 2003

Vice Chair Jarvis moved for approval of the Special Meeting of November 12, 2003. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

(b) Regular Meeting Minutes of November 19, 2003

Commissioner Eigenberg moved to accept the Regular Meeting minutes of Wednesday, November 19, 2003 as written. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

6. NEW BUSINESS - None

7. UNFINISHED BUSINESS

(a) PUBLIC HEARING: Proposed Downtown Little Bear Creek Corridor Master Plan

Chair DePolo described the procedures for the public hearing.

Commissioner Eigenberg moved the Planning Commission open the public hearing to consider the proposed Downtown and Little Bear Creek Corridor Master Plan. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

On behalf of staff, Community Development Director Ray Sturtz thanked the Planning Commission and others who had participated in the development of the draft Master Plan which included a two-year process to gather public input. He explained that after the public hearing, the Commission would consider the testimony and exhibits, deliberate and forward a recommendation to the City Council.

City Planner Carl Smith entered the following exhibits into the record:

Exhibit 1: Staff Report dated December 3, 2003

Exhibit 2: Downtown & Little Bear Creek Corridor Master Plan Public Hearing Draft, December 3, 2003

Exhibit 3: Downtown Little Bear Creek Corridor Master Plan Appendix, Draft-August 2003

Exhibit 4: Letter from Richard V. Jackson, dated December 1, 2003

Exhibit 5: Fax from Len McNally, dated December 3, 2003

Mr. Smith advised that written materials submitted during the public hearing would also be entered into the record as exhibits.

Mr. Smith explained how the Master Plan was developed with community input and the guidance of the Planning and Parks & Recreation Commissions. He reviewed the Comprehensive Plan vision and how the Master Plan addressed the vision including development of a street grid system, creating a pedestrian boulevard south of 175th, and incentives to encourage housing downtown. He also reviewed the vision for the Little Bear Creek Corridor

including promoting a viable economic future; preserving, protecting and enhancing environmentally sensitive areas; and creating recreational and public education opportunities.

Mr. Smith reviewed the public process that began in January 2002, explaining there had been over 70 public involvement opportunities to date including workshops, Planning Commission meetings, Parks & Recreation Commission meetings, and outreach sessions in local venues.

Mr. Smith explained the Master Plan was divided into three main chapters; Land Use, Transportation, and Parks & Open Space. He displayed a map of the Master Plan area and described areas where changes were proposed in the land use including areas where height increases were proposed. He identified the Park and Ride site where the Master Plan proposed a Transit Oriented Housing Development (TOHD). He assured the Park and Ride would remain with the addition of dwelling units providing a range housing affordability levels. Mr. Smith also reviewed recommended increases in building height in the General Business zone (entitled Corridor in the Master Plan) to encourage more flexible land use

With regard to Transportation, Mr. Smith explained the Master Plan also recommended improvements to transportation. He identified future streets proposed in the Master Plan to improve circulation.

With regard to Parks and Open Space, Mr. Smith explained the most significant park-related recommendation in the Master Plan was the park blocks which would create a downtown park extending from the Civic Center to the new Garden Way. Another feature recommended in the Master Plan was an interconnected system of trails that would connect the Sammamish Trail to Little Bear Creek.

Ralph Swanson, Plywood Supply, 7036 NE 175th, Kenmore, explained Plywood Supply owned 14 acres along Little Bear Creek. He submitted a biography of their attorney, John Keegan, and requested his time be allotted to Mr. Keegan.

John Keegan, Davis Wright Tremaine, 1501 4th Avenue, Seattle, submitted written materials, and expressed concern that the draft Master Plan had not been available until Monday, December 1. He suggested the Commission extend the public hearing for 2-3 weeks to allow the public adequate time to review the Master Plan and submit additional comments. He was concerned the land uses for the GB zone had not been adequately identified, noting he did not have the appendix that listed permitted land uses. He encouraged the Commission to provide implementation details along with the Master Plan and to develop a zoning ordinance that specified the uses. He observed Floor Area Ratio (FAR) was not addressed in the Master Plan and recommended it be addressed in the zoning code to assist properties that were heavily impacted by required buffers. With regard to trails along Little Bear Creek and across property, he noted there were no projects in the Capital Improvement Plan for acquiring property for trails. He expressed concern that the heights and setbacks were still too restrictive and recommended streamside regulations be addressed.

Scott Kirkpatrick, Sound Transit, 401 S Jackson, Seattle, commended the Planning Commission and staff on the development of an excellent Master Plan. He expressed support for the TOHD described in the Plan, indicating it accurately represented Sound Transit's interest in the site.

Maria Morris, 18800 132nd Avenue NE, Woodinville, thanked the Planning Commission for their efforts on the Downtown Little Bear Creek Corridor Master Plan. She submitted a letter written to the Planning Commission in February 2003, noting the questions she posed in that letter were still valid and have not been addressed. She quoted from a statement made by the architect of New York's Central Park to the City of Boulder regarding the importance of government putting the public interest foremost. She disagreed with several items in the Master Plan, pointing out it did not address the City's vision to retain and enhance Woodinville's northwest woodland character. She urged the Commission to return the Master Plan to the development stage and include other areas of the City including the McLendon's and McCorry's areas. She recommended an EIS, traffic study and other assessment of the impacts be conducted, as well as identifying the cost of the projects in the Master Plan.

Albert Dykes, 2850 SW Yancy St #M221, Seattle, part owner of Woodinville Business Center, voiced concern with the lack of notice and time to review of the Master Plan. He pointed out the short timeframe did not allow interested parties to have their professionals review and testify regarding the Master Plan. He concluded that a reasonable timeframe would be three weeks.

John Mattoon, 17300 135th Avenue NE #27, Woodinville, resident of Canterbury Square, commented he was impressed with the evolution of the Master Plan. He commented that 4-6 story buildings would not make Woodinville a high-rise community but would create an atmosphere that would allow developers to cooperate with the City and provide the amenities that additional density would make possible.

Gary Whitsell, 17330 135th Avenue NE, Woodinville, representing Canterbury LLC, and a partner in two businesses, described his ongoing concern with the numerous businesses that would be displaced by the proposed park blocks. Commenting that although he was in favor of a pedestrian friendly, vibrant downtown and improved traffic flow, he encouraged the Planning Commission to consider an alternative to the northern park block alignment. He pointed out that the southern alignment would have less impact on the existing businesses.

Anna Nelson, Buck & Gordon, 2025 First Avenue, Ste. 500, Seattle, representing Data and Staff Services Company, submitted written materials and expressed support for the Master Plan. She expressed appreciation for the consideration given the R48/Office zoned property and the proposed height increase for that zone. She explained the additional height would facilitate development of the site which was 70% encumbered by wetlands. She noted the mature trees on the site would buffer any development from adjacent uses and development of the site would assist in realizing the key pedestrian connection envisioned in the Master Plan.

Senior Administrative Assistant Charleine Sell entered the following items received as exhibits thus far in the public hearing:

- Exhibit 6: PowerPoint presentation by city staff
- Exhibit 7: Davis Wright Tremaine resume
- Exhibit 8: Letter from John Keegan, dated December 3, 2003
- Exhibit 9: Letter from Maria Morris, dated February 7, 2003
- Exhibit 10: Letter from Anna Nelson and Brent Carson, dated December 3, 2003

Thomas Terranova, 15332 182nd Place NE, Woodinville, compared the green hills and stars in Woodinville to the five story buildings constructed in Juanita Bay that he equated to concrete canyons. Due to his love for Woodinville, he urged the Commission to leave it alone as much as possible.

Jeff Smith, Check Ride, 13632 NE 177th Place, Woodinville, commended the Planning Commission and staff for their work on the Master Plan. He agreed with Mr. Keegan regarding the need for more time to review and comment on the Master Plan, particularly before it was forwarded to the City Council.

Thomas Marxen, 13515 NE 175th, Woodinville, a partner in real estate in the downtown core, expressed his preference for the southern alignment of the park blocks, as it would be less disruptive to several dental offices in the area.

Chair DePolo clarified there were two park block alignments in the Master Plan, northern and southern; the northern location was the preferred alignment in the Master Plan. He explained the southern alignment would shift the park blocks one block south.

Jens Molbak, 13625 NE 175th, Woodinville, representing Molbak's LLC and Molbak's Family Owned Partnership, expressed support for the planning process in which he had been actively engaged. He expressed his ongoing concern for several aspects of the Master Plan which were highlighted in a letter to the Planning Commission in July 2003. He requested that letter be entered into the record as many of the concerns raised in the letter were still unresolved. He highlighted two issues, the creation of new local streets and alignment of the park blocks. He explained the creation of local streets was more appropriately addressed when redevelopment occurred which would allow more flexibility. He pointed out the northern alignment of the park blocks would have an immediate negative affect on Molbak's ability to continue operating in Woodinville. He encouraged the Commission to adopt a policy for creating public parks when land became available rather than mandating the location.

Bob Parks, TRF, 6410 Roosevelt NE, Seattle, TRF and Downtown Woodinville LLC, commended staff and the Planning Commission for the outstanding job they did producing the Master Plan. He identified an area of TRF that was omitted on the Master Plan and requested it be added. With regard to the Little Bear Creek Corridor, he noted setbacks were not beneficial if the goal was to have buildings at the sidewalk to facilitate pedestrian retail. He agreed it would be appropriate to extend the public hearing to allow additional time for further review of the Master Plan. He suggested allowed uses be addressed in this process. He encouraged flexibility in the Master Plan, such as not being specific regarding setbacks or floor heights.

Chair DePolo clarified the difference between setback and stepback, explaining the intent with regard to stepback was to soften the architectural appearance of buildings.

Jens Molbak observed the Master Plan appeared to be biased against office use. Rather than establishing a maximum building height limit in feet, he preferred a height limit in number of stories, noting five stories would encourage retail, residential and office uses.

Commissioner Amegatcher moved to continue the public hearing to December 10, 2000 at 7:00 p.m. to accept oral and written testimony. Commissioner Stecker seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Ms. Sell entered the July 2003 letter from Jens Molbak into the record as Exhibit 11.

Chair DePolo declared a brief recess.

8. PLANNING DIRECTOR'S REPORT

City Manager Pete Rose provided a status report on Brightwater, explaining King County's Final Environmental Impact Statement (FEIS) had been issued in which the King County Executive selected the Grace site as well as the 195th Street conveyance route. He pointed out the conveyance pipes would pass through Woodinville, providing some nexus for the City to the project. He advised staff and a consultant were reviewing the FEIS for a potential appeal.

Mr. Rose advised the Brightwater odor control consultant planned to make a presentation at the January 12 City Council meeting. He advised King County has promised no odor at the fence line 24/365. Mr. Rose responded to Commissioners' questions regarding the January 20 deadline for the City to submit an appeal brief to King County identifying where the FEIS was insufficient.

Mr. Sturtz advised the Woodinville Community Church had been reserved for the Commission's retreat; further discussion regarding food, agenda items, etc. would occur in January.

In response to an inquiry by a Commissioner regarding the Fire Department's sign, Mr. Sturtz advised the fire station was allowed a sign and a decision was made to mount it on the legs of the billboard.

9. PLANNING SCHEDULE

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Vice Chair Jarvis inquired about the activity occurring on the parcel behind the theater. Mr. Sturtz offered to research the project and email Commissioners his findings.

Commissioner Amegatcher expressed his thanks to staff for their efforts throughout the year.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:43 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
December 10, 2003**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The Special meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, Vice Chair Cherry Jarvis and Planning Commissioners Dan Eigenberg, Mark Ramquist, Rohn Amegatcher, Philip Relnick and Hank Stecker.

ABSENT: Teen Representative Meredith Ryan.

Commissioner Eigenberg moved to excuse Teen Representative Ryan. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Also present were Pete Rose, City Manager; Ray Sturtz, Community Development Director; Lane Youngblood, Parks & Recreation Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; and Charleine Sell, Senior Administrative Assistant.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS - None

5. APPROVAL OF MINUTES – None

6. NEW BUSINESS - None

7. UNFINISHED BUSINESS

(a) CONTINUED PUBLIC HEARING: Proposed Downtown Little Bear Creek Corridor Master Plan Draft

Chair DePolo described the procedures for the continued public hearing.

Senior Administrative Assistant Charleine Sell entered additional items received as exhibits:

Exhibit 12: Letter from R. W. Thorpe & Associates, dated December 3, 2003

Exhibit 13: Email from Gary Whitsell, dated December 8, 2003

Exhibit 14: Letter from Jarvis Investments, dated December 9, 2003

Exhibit 15: Fax from Donald Marcy, dated December 10, 2003

Exhibit 16: Letter from Dan Ramirez, dated December 10, 2003

Exhibit 17: Letter from several residents of Canterbury Square

Exhibit 18: Letter from Maria Morris, dated December 10, 2003

Dan Ramirez, Woodinville Chamber of Commerce, read the letter dated December 10, 2003 from the Woodinville Chamber of Commerce that expressed support for the Master Plan. He commended staff for the development of the plan, noting that with the Plan in place, development would occur sooner than later. He referred to the resolution in support of the Master Plan adopted by the Woodinville Chamber of Commerce in August 2002.

John Cogan, 22718 NE 57th Ct, Redmond, observed the trail on the east side of Little Bear Creek that had originally been included in the Master Plan had apparently been relocated to the street. He approved of abandoning the concept of a trail on the east side of Little Bear Creek due to the impact such a trail would have on those properties. He commented on the newspaper article that indicated the railroad wanted to sell their tracks in this area. He recommended the properties impacted by the 100 foot setback be left alone.

Maria Morris, 18800 132nd Ave NE, Woodinville, thanked the Planning Commission for their efforts with regard to the Downtown Little Bear Creek Corridor Master Plan. She expressed concern with the timing of the public hearing near the holidays, and preferred the public hearing had been delayed by a month. She pointed out the north alignment of the park blocks, rather than the southern alignment, would require taxpayers to pay not only for acquisition of property but also for businesses that were displaced. She summarized the southern alignment was more fiscally prudent. She cited numerous Comprehensive Plan goals and policies with which she found the Master Plan to be contradictory.

Barbara Nelson, 16003 148th Ave NE, Woodinville, thanked the Planning Commission for the excellent job they had done over many months, noting they had faced a great deal of criticism for what she felt had evolved into a fair-minded Plan. She commented on her involvement in commercial real estate, noting that the market drove development. She commented that although Woodinville had developed into a healthy retail/residential community, she did not foresee it attracting a large office corridor due to the need for large parcels of land to accommodate the large buildings.

Peter Tountas, 12505 NE 164th Street, Woodinville, Vice-President, Alliance of Woodinville Residents, submitted written comments that stated the Master Plan omitted several very important elements because it failed to identify the primary assets of the City in the downtown area and failed to provide an impact appraisal in terms of traffic, housing density and financial

reparation. He detailed why the asset assessment was important, pointing out the most important current asset in downtown was Molbak's. He posed four questions with regard to the Master Plan, 1) using FAR, how many more residents are forecasted, 2) how many more people were forecasted to come in and out of the city as employees and employers, 3) how many more vehicles would become resident to Woodinville and how many more would enter the city (non-resident), and 4) how would taxes be impacted by the projects proposed in the Plan.

Terry Jarvis, 19107 152nd NE, Woodinville, read from written materials he submitted, suggesting the Plan limit building heights to five floors instead of establishing a height limit in feet. He described the various floor heights this would accommodate and pointed out it would allow pitched roofs with innovative and interesting designs. He concluded that market conditions, lot size, and soil conditions would dictate the number of building floors if an overall limit of five floors were established. He also suggested the structured parking incentive be removed.

Bob Parks, 6410 Roosevelt Way NE, Seattle, representing Downtown Woodinville LLC and TRF, again pointed out the small area of frontage in TRF along 175th that was not designated in the same manner on the map as the remaining TRF frontage. He agreed with Mr. Jarvis' suggestion to limit the heights of buildings in the Little Bear Creek Corridor to five floors and allow the market to establish the actual height of each floor. He noted this would provide more flexibility and a better result in the corridor.

Commissioner Ramquist moved to close the oral testimony portion of the public hearing. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Commissioner Eigenberg moved to extend the time to receive written comments until 5:00 p.m. on Wednesday, December 17, 2003. Commissioner Amegatcher seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

It was suggested staff contact those who indicated a desire to submit comments but had not done so to advise them of the extension.

Commissioners began discussing issues/concerns that had been raised, beginning with building heights in the corridor. Discussion included how roofs were calculated in building height, the maximum building height that could be achieved if the height were limited by number of floors rather than building height designated in feet, the FAR concept for calculating density, providing sufficient flexibility so that development occurred, and providing adequate flexibility to allow for the creativity of the marketplace.

Suggestions included considering the associated impacts such as roof architecture but not reopening discussion regarding building heights, and giving consideration to a reduction in the street setback. Commissioners requested staff provide examples of the maximum height that could be achieved if the maximum building height were five floors.

Chair DePolo clarified that although the concept of FAR was mentioned in the Master Plan, the Planning Commission's recommendation regarding a specific FAR would not be made until the traffic study had been completed.

Next, Commissioners discussed Mr. Parks' request regarding the small area of frontage in TRF along 175th that was not designated in the same manner on the map as other TRF frontage. Mr. Smith explained this was the parking lot adjacent to the theater; because the core area height increase was applied one parcel deep, this parcel was not designated as the size of the parcel would result in the core area height increase extending further than one parcel deep. He suggested either a split zone or an overlay for a portion of the parcel. It was suggested staff investigate an appropriate depth for a split zone or overlay and whether there were any conditions on that parcel.

Commissioners discussed the availability of the appendixes at the counter, library and the City's website. With regard to Mr. Molbak's comment that the Master Plan was biased against office, Mr. Smith advised office was an allowed use in the CBD.

With regard to how the capital improvements would be funded, City Manager Pete Rose explained the projects in the Master Plan would compete with existing capital improvement projects for available capital funding. He explained the City currently collected approximately \$1 million per year in capital funds plus the utility tax which is currently dedicated to the Little Bear Creek Parkway. He explained other options included voter-approved bonds, accessing the City's banked property tax capacity which he indicated the City Council has not chosen to do to date, or tax incremental financing under which the City could create a redevelopment area. Mr. Sturtz emphasized the Master Plan did not raise taxes. Mr. Smith pointed out the Frequently Asked Questions section of the appendix addressed funding.

Additional suggestions included incorporating sample FAR currently in the appendix into the FAR section of the Master Plan as well as incorporating a paragraph summarizing Appendix C and providing examples of uses that were allowed in the Little Bear Creek Corridor area.

Chair DePolo clarified the Planning Commission would be forwarding a recommendation to the City Council; another public process would occur at the City Council level.

8. PLANNING DIRECTOR'S REPORT - None

9. PLANNING SCHEDULE

Commissioner Amegatcher moved to cancel the regular meeting of December 17, 2003. Vice Chair Jarvis seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 7-0.

Commissioners requested staff mail them any written comments that were received as of the December 17 deadline.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Eigenberg reiterated his concern with the conflict between buses and vehicles on 179th and the need to restrict parking in that area. Chair DePolo suggested the use of the Customer Service Request on the City's website.

Commissioner Stecker reported the Tourism Task Force had made tremendous headway during their last two meetings including review of signage. Commissioners accepted his offer to present the proposed signage to the Planning Commission.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:35 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

**CITY OF WOODINVILLE
PLANNING COMMISSION
Special Meeting**

**Wednesday
January 14, 2004**

**7:00 p.m.
Council Chambers**

1. CALL TO ORDER

The meeting of the Woodinville Planning Commission was called to order at 7:00 p.m. by Chair DePolo.

2. ROLL CALL - FLAG SALUTE

PRESENT: Planning Commission Chair Terry DePolo, and Planning Commissioners Dan Eigenberg, Mark Ramquist, and Philip Relnick and Teen Representative Meredith Ryan.

ABSENT: Vice Chair Cherry Jarvis and Commissioners Hank Stecker and Rohn Amegatcher.

Commissioner Ramquist moved to excuse Vice Chair Jarvis, and Commissioners Stecker and Amegatcher. Commissioner Relnick seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

Also present were Ray Sturtz, Community Development Director; Carl Smith, City Planner; Erika Jensen, Senior Planner; and Charleine Sell, Senior Administrative Assistant.

3. APPROVE AGENDA IN CONTENT AND ORDER (INTRODUCTIONS)

There were no changes requested in the content and order of the agenda.

4. PUBLIC COMMENTS

Peter Tountas, 12505 NE 164th Street, Woodinville, encouraged the Commission to consider the following: 1) the Master Plan clearly favors developers, 2) the Master Plan in reality is spot zoning not a total downtown Woodinville plan, 3) there are no solutions in the Master Plan to traffic problems as the number of vehicles generated is not known, and 4) there is no clear plan regarding how the improvements will be financed.

5. APPROVAL OF MINUTES

(a) Regular Meeting of December 3, 2003

Commissioner Eigenberg moved to accept the minutes of the regular meeting of December 3, 2003 as submitted. Commissioner Ramquist seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

(b) Special Meeting of December 10, 2003

Commissioner Ramquist moved to adopt the minutes of the special meeting of December 10, 2003, as amended (correction of typographical error). Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 4-0.

8. PLANNING DIRECTOR'S REPORT

Commissioners discussed topics and the menu for the January 28 Planning Commission retreat.

Mr. Sturtz reminded Commissioners of the vacancy on the City Council. He explained anyone interested in applying must submit a letter of interest and a Council Appointment form. The deadline for submission of the material is 5:00 pm. on January 23, and the Council will be reviewing applications at their February 2 meeting.

Mr. Sturtz reported the City will be submitting its Weapons of Mass Destruction and Terrorist Plan to King County next week.

Mr. Sturtz advised that the Council voted Monday to submit an appeal of the Brightwater FEIS.

6. NEW BUSINESS

(a) Study Session: Sign Code Update Alternatives

Senior Planner Erika Jensen explained the topics to be addressed in the sign code update included billboards, way finding signs, Neighborhood Business signs, and residential identification (subdivision entry) signs. She noted the Commission packet included a background on each of these issues including alternatives/solutions. She referred to Attachment A, an annotated version of the code that incorporated the proposed alternative language.

Ms. Jensen briefly reviewed the issues for each topic. She described next steps including a work session on billboard and way finding signs at the January 21 meeting and a work session on Neighborhood Business and subdivision identification signage at the February 4 meeting with

follow-up on all sign-related issues at the February 18 meeting. She advised a public hearing on the changes would be held in July with the annual docket.

Ms. Jensen requested Commissioners review the materials provided and advise if there were other sign issues that needed to be addressed, additional background information was needed, or other alternatives needed to be explored.

Ms. Jensen circulated and described way finding signs the Tourism Task Force had developed with the assistance of a graphic artist. Discussion followed regarding the ramifications of changing legal non-conforming signs to an amortization program, how way findings signs would be funded, and the amortization timetable and buy-out program utilized by other cities. Commissioners requested staff research the number of cities who utilized amortization programs, their amortization time table, and the fee paid by businesses for a sign on the freeway.

7. UNFINISHED BUSINESS

(a) Downtown and Little Bear Creek Corridor Master Plan Draft, Discussion and Recommendation

Mr. Sturtz relayed Vice Chair Jarvis' indication that she was comfortable forwarding the Master Plan to the Council as long as any corrections were minor. Ms. Sell noted all Commissioners were emailed inviting them to submit any questions/concerns and none were received from the absent Commissioners.

Chair DePolo declared a brief recess. (Commissioner Amegatcher arrived at 7:50 p.m.)

Commissioners reviewed a December 18 staff memo that addressed the concerns raised by the Commission following their review on December 10.

- **What are the development conditions on the TRF property abutting the north side of 175th Street that does not show the Downtown Core overlay?**
It was the consensus of the Commission to include language proposed by staff.
- **What are the City's roof pitch measurements and requirements?**
It was the consensus of the Commission not to make any change to the Master Plan with regard to this issue.
- **What is the feasible limit for the height of building stories?**
It was the consensus of the Commission not to make any change to the Master Plan with regard to this issue.

Commissioners reviewed the following revisions staff proposed be made to the draft Plan in response to issues raised by the Planning Commission at the December 10 public hearing:

- **Potential inclusion in the Downtown Core Area of the TRF parcel described above.**
It was the consensus of the Commission to include the TRF parcel property in the Downtown Core Area
- **Add additional explanation or examples of Floor Area Ratio (FAR).**
It was the consensus of the Commission to include the language and examples proposed by staff with regard to FAR.
- **Include examples of the proposed new uses in the Corridor.**
It was the consensus of the Commission to include the language proposed by staff.
- **Include additional information regarding CIP funding**
It was the consensus of the Commission to include the language proposed by staff.

Discussion followed regarding the process for review of the Master Plan once it was forwarded to the City Council, traffic modeling that would be presented to the City Council, potential prioritization of capital projects, the Council's decision with regard to the location of the park blocks, and development of implementation strategies.

Commissioner Ramquist moved that the Planning Commission recommend that the City Council adopt the Facts and Findings contained in the Planning Commission staff report for January 7, 2004 and the Planning Commission's recommended draft Downtown and Little Bear Creek Corridor Master Plan as contained in Exhibit 2 of the public hearing record and as amended. Commissioner Eigenberg seconded the motion.

Vote: All voted in favor of the motion, and the motion passed, 5-0.

Commissioners each voiced their reasons for supporting the Master Plan.

Commissioner Relnick had no comment.

Commissioner Ramquist commented the Master Plan was a result of a lot of very hard work and public participation; that it was not just the Planning Commission's plan, but had input from everyone, and is truly a 'City of Woodinville' plan.

Commissioner Eigenberg stated he likes this plan but pointed out the Master Plan was only a starting point and changes would occur over the next 15-20 years. He was confident it was a great starting point for the future of Woodinville.

Commissioner Amegatcher noted that this was a courageous plan for the community of Woodinville, and it took courage for the public to state their points of view. He acknowledged it was not possible to please everyone but that the Master Plan did a good, fundamental job of putting the City on the right track. He expected there would be changes to the plan in the future, it would grow, with new vision and knowledge.

Chair DePolo commented this was the most difficult document he had assisted in creating in his six years as a Planning Commissioner. He remarked it had been an interesting process, one where the best and worst of Woodinville voiced their opinions, from those who were passionate about the City and had nothing to gain, to people who did not care about Woodinville, as well as people in between. He continued that the Master Plan represented a good balance and would maintain the character of Woodinville. He said the Park Blocks are the most central theme of the Plan and would be a catalyst for the type of development that would fit nicely around the Plan. He noted in the future, people would look at the park blocks as an incredible asset that the City had the forethought to retain.

Mr. Sturtz expressed his appreciation to staff and the Commission for their work on the Master Plan.

Mr. Smith remarked this had been one of the most thorough planning processes he had been involved in during his career. He commended the Planning Commission on their thorough review.

9. PLANNING SCHEDULE

Discussion regarding how to present the Downtown and Little Bear Creek Corridor Master Plan to the Council was added to the January 21 meeting.

10. PUBLIC COMMENTS - None

11. REPORTS FROM COMMISSIONERS AND ISSUES TO BE FORWARDED TO THE CITY COUNCIL

Commissioner Amegatcher reported on the presentation made to the City Council regarding the Brightwater odor control system, commenting he was impressed by the sophistication of the questions posed by the community. He commended King County for taking seriously and anticipating the skepticism and questions and for providing a presentation regarding the practical application of the odor control system and how it was proposed to be designed to keep odors out of the community. He noted one of the issues was the control of odors from the trucks that would transport biosolids away from the site as the material would be covered only by tarps.

Commissioner Amegatcher relayed a question he posed to King County staff regarding what would happen in the event of an emergency shutdown of the facility. He explained King County ordinances allowed 50 hours of odor events per year; Brightwater was designed to have 0 hours of odor events per year. Commissioner Amegatcher advised King County was invited to display the Brightwater model in the City Hall lobby.

Commissioner Eigenberg reported on the recent Best Available Science (BAS) meeting, explaining the committee, to this point, had primarily been receiving information and would soon begin working through proposed changes to incorporate BAS.

Commissioner Amegatcher noted he requested the consultant consider the application of BAS as it applied to the City. Although he had feared the process would be monopolized in one direction, it had been a very balanced process.

Commissioner Relnick explained he has been walking around the City to familiarize himself with the community. He expressed concern with the lack of sidewalks when walking up 140th from the new gym. Mr. Sturtz explained the Creekside development had completed Phase 1 of their project; Phase 2 permits were ready to be issued which would include sidewalks. Sidewalks on the east side (Sirkin property) would be constructed at the time development occurred on that site.

Commissioner Relnick also pointed out the lack of crossings on 140th did not make it very pedestrian friendly.

12. ADJOURNMENT

Hearing no further comment, Chair DePolo adjourned the meeting at 8:32 p.m.

Respectfully submitted,

Charleine Sell
Senior Administrative Assistant

APPENDIX K

Record of Public Involvement

**5. Written & Verbal Comments
(not otherwise noted)**

CITY OF WOODINVILLE
PLANNING COMMISSION
PUBLIC HEARING

PLEASE SIGN BELOW IF YOU WISH TO COMMENT DURING THE PUBLIC HEARING

PUBLIC HEARING: DOWNTOWN & LITTLE BEAR CREEK CORRIDOR MASTER PLAN

DATE & TIME: DECEMBER 10, 2003 7:00 P.M.

Hearings before the Planning Commission are an opportunity for citizens to express their views. **If you wish to speak**, please so indicate in the appropriate box when you sign in (**please print clearly**).

When you are recognized by the Planning Commission Chair:

1. Please stand before the podium and **state your name and address**.
2. Your comments should be limited to three minutes
3. If previous speakers have made the same point, simply indicate your support or disagreement unless you have new information.

Thank you for your participation.

PRINT NAME	ADDRESS & PHONE	REPRESENTING SELF/BUSINESS	DO YOU WISH TO SPEAK?
Dan Ramirez	17401 133 Ave N.E. Woodinville, WA 425-481-8300	Chamber of Commerce	YES
John Cogan	22718 NE 57 CT Redmond, WA 98053	self	yes
Maria Morris	18800 132nd Ave NE Woodinville, WA 98072	self	if possible have additional comm
Barbara Johnson	16003 148 th Ave NE	ROI	yes.
PETER TOUNTAS	12505 + 15 164 th St	AWK	YES
TERRY JARVIS	19107-152 nd NE	WOOD	YES
Bob Parks	6410 Roosevelt Way NE Seattle WA 98121	TRF Traffic	Yes

PLEASE SIGN BELOW IF YOU WISH TO COMMENT DURING THE PUBLIC HEARING

PRINT NAME	ADDRESS & PHONE	REPRESENTING SELF/BUSINESS	DO YOU WISH TO SPEAK?
✓ Ralph Swanson	Plywood Supply		yes
✓ John Keegan	D W		✓
✓ Scott Kirkpatrick	401 S Jackson Seattle 98104	Sound Transit	yes
✓ Pete Mallonee	Woodinville # 17300 135th Ave NE 205	Center bus Sq -	NO
✓ Maurice Mallonee	" 425-488-7192	"	NO -
✓ Maria Morris	18800 132nd Ave NE Woodinville 425-486-6787	Self	Yes
✓ Albert Dyke	2850 SW Yancy St #221 Seattle, WA 98126	Woodinville Business Center	Yes
✓ Jon Mattson	17300-135th Ave NE #27 Woodinville	Self	yes
✓ Gary Whitzell	17330 135th Ave NE	Cantabury LLC, +MRW+G.	Yes.
✓ Bill Whitescarver	18800 Soundview Dr Stanwood WA	SELF	?
✓ Elvia Whitescarver			
✓ Carlene Emercy	17300 135th Ave Woodinville	SELF	NO
✓ Paul Chrysler	13930 NE Mill Pt. #112 Woodinville	John L. Scott RE	no
✓ Bruce Rawlinson	13279 NE 183rd Woodinville WA	K	No
✓ Anna Nelson	2025 First Ave Suite 500 Seattle 98121	Property Owner	Yes
✓ Tom Terranova	15332 182nd PINE ^{wood} NE	Self	?
✓ LESLIE THURSTON	15558 148 th AVE NE	SELF / BUS.	?
✓ Jeff Smith	13632 NE 177th Pl	Check P.M	Yes
19 Thomas O. Marxen	13515 NE 175th suite B	Bus.	Yes
20			
21			

Richard V. Jackson
3861 Saratoga Road
Langley, WA 98260

RECEIVED

DEC - 2 2003

City of Woodinville

December 1, 2003

Planning Commission
Attn: Charleine Sell
City of Woodinville
17301 133rd Ave. N.E.
Woodinville, WA 98072

Re: Public Hearing on Little Bear Creek Master Plan
Scheduled for December 3, 2003 – 7:00 PM
Comments

Gentlemen:

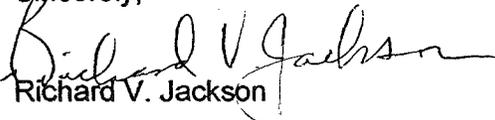
I am one of the 35 "limited partners" in the development known as Woodinville Business Center No. 1, which owns property which backs on to Bear Creek, fronts on N.E. 177th Pl., and is bounded by 134th Ave. N.E. on the west side. The original plat indicated a 20 ft. wide strip along Bear Creek for a "native growth protective easement", and ample consideration was given to that requirement in the partnership's development plans.

The partnership was formed in 1980; most of the investors are private individuals and invested in the partnership because of the potential for developing the property as an office/warehouse or light industrial complex in consonance with the growth of Woodinville as a whole. Phases 1 and 2 have been completed and have been in operation for some time. Permits for construction of Phases 3 and 4, which lie adjacent to Bear Creek, have been secured but actual construction has not yet started.

The proposed 100-ft. setback from Bear Creek will seriously impair the value of both the developed and undeveloped portions of this site. Since no mention has been made of how the owners so affected will be compensated for the losses which they will occur, and apparently the method of financing the proposed acquisitions has not been discussed, I must voice an objection to any approval of the proposed changes until those matters have been satisfactorily resolved.

Please make these objections a part of your written record.

Sincerely,


Richard V. Jackson

Cc: Albert L. Dykes]
Managing General Partner

File: WBC No. 1 12-01-03

EXHIBIT <u>5</u>
PAGE <u>1</u> OF <u>3</u>

RECEIVED

December 3, 2003

Mr. Terry DePolo, Planning Commission Chair
Planning Commissioners
City of Woodinville
Woodinville, WA 98072

DEC 03 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

Dear Chair DePolo and Planning Commissioners,

Due to business travel, I am unable to attend this evening's public hearing. I am submitting written comments which, if read at normal speed, will not exceed three minutes.

I have closely tracked the nearly two year planning process that has lead to the third draft of the Downtown-Little Bear Creek Corridor (DTLBCC) Master Plan. As a former Planning Commissioner for nine years and current president of the Alliance of Woodinville Residents, my interest in the plan is focused on its impact to Woodinville's quality of life as well as how well it might achieve its goals as articulated by the City's Comprehensive Plan.

The amount of time and deliberation spent by the Planning Commission in reviewing the plan is truly impressive. (The city's first Comprehensive Plan received almost as much attention!) The Planning Commission has gone the extra mile in welcoming public input during your discussions. Appropriate time has been set aside for public review. I applaud you for setting the standard in this regard for future issues of significance.

I have read the plan. I believe the issues it is said to address – traffic, pedestrian friendliness and parks - align with the priorities of the community. (Although traffic, traffic and traffic may be the actual top three priorities!) However, based on what I read, there is not a clear connection between the plan and these priorities. In addition, the plan should, but does not address other critical priorities including how do we ensure Woodinville remains unique among eastside cities and how do we maintain Woodinville's urban/rural community feel. These two ideas came through as the strongest elements of Woodinville's visioning process and are the major themes of its Comprehensive Plan.

Regarding traffic improvements, the plan appears to simply restate the current grid road ordinance and related street improvement regulations for new development. The city's public works department has already completed several successful downtown traffic improvement projects and more are scheduled on the city's CIP. The city continues to collect a utility tax for improvements to Little Bear Creek Parkway. In sum, the city seems to be doing a nice job of allocating resources to improve downtown traffic without a downtown plan.

The plan does call for building height and density calculation changes that would result in a significant increase in resident and visitor vehicle trips but does not answer several key questions:

- If downtown's traffic solutions are already in the CIP and/or current regulations, what is the value-add of the plan to traffic solutions?
- How can adding incrementally thousands of additional residents in downtown help the traffic situation?

The plan calls for increased building height and increased residential density to encourage a pedestrian friendly downtown. Mixed-use retail is supposed to catalyze this effect. If in fact a real relationship existed among this mix, then Bellevue should be the paradigm of pedestrian friendliness. The reality is there is no pedestrian hustle-bustle in Bellevue, and there is no guarantee of pedestrian hustle-bustle in Woodinville as a result of increased building height and increased residential density.

Obviously, something more than development regulations are required to achieve pedestrian-friendliness, but the plan is incomplete and unconvincing on this critical issue.

With the exception of the park blocks, for parks and open space the plan does little more than repeat projects already detailed and considered in the Parks, Recreation and Open Space Plan. The park blocks are attractive, but is it realistic to think that a project requiring a \$20M-\$25M level of commitment is practical for a city of less than 10,000 people with other pressing capital needs?

The park block area is currently in use by multiple businesses across multiple landowners. In addition to the financial needs of the project, coordinating the acquisition and development of all parcels in a timeframe that supports the objectives of the park blocks is questionable. I am afraid that long before the park blocks become a reality (if they become a reality), the community will be poorer in terms of parks, recreation and open space per resident as the new high-rise buildings fill with residents while the park blocks remain a distant CIP dream.

Technically, this plan does address some important Comprehensive Plan goals for affordable housing, achieving (or over-achieving in the case of this plan) GMA targets for household and employment, encouraging a grid road system, encouraging efficient building development, etc. It's no surprise considering this plan was developed by technical consultants and carried forward by city staff planners paid to develop and execute technical solutions.

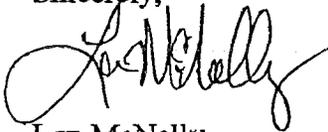
What this plan lacks is a reflection of the vision the residents of Woodinville have for their community. That is, a unique, "small-town" eastside community that represents both an urban and rural lifestyle (City Living, Country Style). If this plan is intended to force us to accept a shift toward the urban part of the equation, then what are the benefits from such a shift over no shift? How are we maintaining our unique character with this shift? What are the compelling arguments for this shift? Why this plan for Woodinville?

Why now? The plan is silent on these issues. Again, it's no surprise considering the plan sets out to address only technical issues using tested recipes from The Planner's Cookbook.

I strongly urge the Planning Commission review a summary of the community's visioning comments that formed the basis of the Comprehensive Plan. Not to see if those comments are still valid, (I am not aware of any Woodinville community visioning that has occurred since that would weaken the force of these comments) but to see if this plan embodies those values. I think you will conclude that the community expects something special in its planning, something we all can be proud of and can be assured that the Woodinville we value today will be the Woodinville we will enjoy in the future.

I don't think this plan gets us there. Or if it does, it's not obvious to me and probably not obvious to anyone who reads this plan out of concern for its impact on Woodinville's quality of life. I suggest the Planning Commission delay their approval of this plan until the tough questions regarding Woodinville's quality of life have been asked and answered and have been incorporated into the plan.

Sincerely,



Len McNally
City of Woodinville



Areas of Practice

Environmental & Natural
Resources
Real Estate & Land Use

johnkeegan@dwt.com
(206) 622-3150

John E. Keegan

Partner - Seattle, Washington Office

Representative Experience

Master plan developments, residential plats, hospital and medical facilities, shopping centers, transmission towers and solid waste handling facilities

Representing developers of residential, commercial and industrial development as well as government agencies

Cases and Projects

Master Plan Development. Served as counsel for developers of Lakemont, the award winning master plan community in Bellevue, Washington, a mixed-use development with single-family, multi-family and commercial uses as well as generous amounts of recreation and open-space

Retail. Represented the developers of the SuperMall in Auburn, Washington, a million square feet plus regional shopping center

Broadcasting and Telecommunications. Represented the developers of Seattle's last major in-city television and FM transmission tower on Capitol Hill as well as assisted in siting of wireless telecommunication facilities

Industrial. Represented one of the world's largest disposal and recycling companies in obtaining permits for the construction of a regional sanitary landfill in Eastern Washington, as well as permits for transfer and other solid waste handling facilities in Washington

Energy Facilities. Represented the host city and county in contested proceedings before Washington's Energy Facility Site Evaluation Council (EFSEC) on application for oil tanker port and cross-continental transmission lines

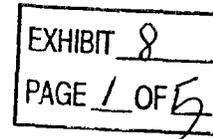
Health Facilities. Representation of a nationally pre-eminent children's hospital in the development and approval of its master plan, transportation management system, and land use entitlements for facilities in the Seattle metropolitan area

Municipal. Represented various Washington cities on complex and contested land use, solid waste, real estate and other matters

Prior Experience

Worked for the Department of Housing and Urban Development's general counsel in Washington, D.C.

Legal advisor to King County on land use matters for six years and served as the chief of the civil division



Davis Wright Tremaine LLP

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SEATTLE, WA 98101-1688

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FAX (206) 628-7699
www.dwt.com

December 3, 2003

Terry De Polo, Chair
City of Woodinville Planning Commission
17301 133rd Avenue NE
Woodinville, WA 98072

Re: Downtown and Little Bear Creek Corridor Master Plan – December 2003 Draft

Dear Mr. De Polo and Members of the Planning Commission:

I submit this comment relating to the December 2003 Draft of the Downtown and Little Bear Creek Corridor Master Plan (“Master Plan”) on behalf of our clients, Plywood Supply, Inc. and various related members of the Swanson family (collectively referred to as “Plywood Supply”). Plywood Supply is the owner of approximately 14 acres of undeveloped property in the Little Bear Creek Corridor (“LBCC”).

Plywood Supply has been participating in workshops and Planning Commission and Parks and Recreation Commission meetings since the inception of the Master Plan process in late 2001 and early 2002. We incorporate by reference all prior letters submitted on behalf of Plywood Supply to the Planning Commission and Parks and Recreation Commission.

Let me briefly highlight our current concerns with the proposed Master Plan, restricting our comments to the portions of the Master Plan relating to the LBCC.

1. Inadequate Time to Review December Draft. For a process that has already taken several years to unfold, we were extremely disappointed that the current December 2003 Draft was not made available to the public until Monday, December 1, 2003, less than 72 hours prior to tonight’s public hearing. This is simply an inadequate amount of time for the public to review, digest and prepare written and oral comments on a 60-plus page document.

For the final public hearing by the Planning Commission on this very important matter, we recommend that you allow at least two weeks and preferably three weeks between the release of the draft to be considered and the commencement of the public hearing.

2. The Uses and Floor Area Ratio (FAR) Allowed in the New General Business (GB) Zone Are Not Specified. We applaud the change which the Planning Commission made in the initial review of the Master Plan, to reject the "office park" land use designation for the LBCC properties in favor of a broader and more flexible "general business" designation. However, we are concerned that such concept will be diluted, altered and potentially lost if the City does not spell out such uses in the Master Plan itself or simultaneously adopt an implementing ordinance which fleshes out the new GB zone.

Plywood Supply made arrangements to pick up multiple copies of the latest version of the proposed Master Plan on Monday morning, December 1. The Appendices were not included with the Master Plan, and, therefore, we have not had the opportunity to review the so-called "working list" of proposed GB uses that are apparently shown in Appendix C to the Master Plan. This list of uses is critical to Plywood Supply and other property owners. We cannot support a Master Plan where the delineation of such uses is left up in the air.

There is also no indication of what Floor Area Ratio (FAR) will be allowed in the new GB designation. The October 2002 version of the Master Plan indicated that there would be only a modest increase in the allowable square footage of development in the LBCC (from 575,000 sf to 650,000 sf). We asked for a higher FAR. Again, the devil is in the details. The Plan should provide for a substantial increase in the FAR for the GB designation.

Plywood Supply does not want to be left in "land use limbo," which is where we are now. We have had bad experiences when the City's land use regulations are left so vague and uncertain. For example, the City has interpreted its Critical Areas Ordinance (WMC Ch. 21.24) to require a "management zone" regulation for the area 100 feet to 200 feet from the edge of Little Bear Creek. At a meeting with City staff in June, 2002, we asked for a copy of the "management zone" regulations and were told that they would be available in a matter of a few weeks, or a month. We are still waiting to see the City's management zone regulations.

Do not leave the critical issue of allowed uses in the LBCC to chance. Address those uses now as part of the Master Plan or as an accompanying zoning ordinance. Do not let the intent of the Master Plan on this point become lost or significantly altered by failing to address it quite specifically now.

3. Parks and Public Pedestrian Trails Cannot Be Built Across Private Property Without Public Funds. The Master Plan (on Figure 5-1) shows a "Little Bear Creek Linear Park" several hundred feet wide, a "Pedestrian Bicycle Trail" along Little Bear Creek from 175th to the northern limits of the Plan area, and a "Pedestrian/Bicycle Trail" on the west side of Little Bear Creek Parkway. At Plywood Supply's property, there is also a "Pedestrian/Bicycle Bridge" that crosses SR 522.

This is a lot of public park and trails. For Plywood Supply, three sides of its property (west, north and east) would be impacted by public park and trails. In addition to losing land, Plywood Supply would also suffer restrictions on use, e.g., vehicles would have to cross the "Pedestrian/Bicycle Trail" on the west side of Little Bear Creek Parkway (also known as N.E. 177th Place) each time they entered and exited the site. (This trail should be moved to the east side of the Little Bear Creek Parkway, on the west side of the BN right-of-way, where it would avoid the dangerous vehicle/pedestrian conflict that is inevitable on the western developed side of the Parkway.)

What is startling is the fact that the "Capital Improvement Plan" chapter of the Master Plan (pp. 61-65) provides no budget or estimated cost for the acquisition of these lands. No public park or trail can be implemented across these LBCC properties without acquisition of land by the City and the payment of just compensation. In addition to paying for the raw land over which the public parks traverse, the City will have to pay for the reduction in value of the remaining adjacent private parcels. This is a substantial cost, but without provision made for such acquisition, this part of the Plan does nothing but create a cloud over the future development of the LBCC land.

The City Parks and Recreation Director several years ago expressed an interest in acquiring part of the Plywood Supply property for a lineal park along the LBCC. Then the City said it had no funds to acquire such land. Then the City stopped talking about acquiring the land for a lineal park and, instead, just put the lineal park into the Master Plan *with no provision for its acquisition*. This is contrary to the requirements of the Growth Management Act, which requires that the Capital Facilities element of the Comprehensive Plan be consistent with the Plan. RCW 36.70A.120. Woodinville's proposed Capital Improvement Plan is not. Where there is a funding shortfall, the GMA requires local government to reconsider the land use element of its Plan. RCW 36.70A.070(3) and (6).

If the City's intent is to force dedication of the lands for the lineal park and trails as a condition of future development, that option is illegal. The Supreme Court of the United States addressed that issue in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) where it struck down the imposition of a public beach trail across the Nollans' property as a condition of their development.

4. Heights and Setbacks Are Too Restrictive. The Master Plan has gone backwards as far as height and setback restrictions are concerned. We understand there is an existing 35 to 45-foot height limit in the GB zone that applies to the LBCC properties. The October 2002 version of the Master Plan proposed increasing that height limit to 67 feet or five stories (p. 33).

The December 2003 Master Plan reduces the allowed base height to 39 feet. Building height can be increased to 51 feet or 60 feet (the maximum) only if the property owner provides various "incentives" on the site such as structured parking, public open space, pedestrian/bicycle

facilities, or other amenities (pp. 25-26). For any building over two stories, the owner must also set back 30 feet from Little Bear Creek Parkway (p. 26).

A base height of 39 feet in a general business zone, which includes office use, is extremely and unreasonably low. The GB designation should allow a much greater base height. The proposed "incentive" system is confiscatory, requiring property owners to give up land for development or provide public amenities simply to make reasonable use of their property. Again, these kinds of "incentives" constitute exactions that are impermissible under *Nollan* and the plethora of cases that have followed. Structured parking is not only uneconomic at this time, but it may also be structurally impossible to accomplish on the LBCC properties because of the high water table. Mention is made in the Master Plan of "Appendix F: Height Examples," but that was also not included as part of the Plan provided to us on Monday, December 3.

5. Streamside Management Regulations. The proposed Master Plan fails to deal with an issue that is potentially the most serious impediment to development of the LBCC properties, i.e., the City's Critical Areas Ordinance which provides the setback, buffer and other development restrictions in respect to Little Bear Creek and its wetlands. For Plywood Supply, up to two-thirds of its property could be consumed by the setbacks, buffers and management zones applied to its property. We believe there is a way to fully and better protect the Little Bear Creek habitat with performance-based mitigation measures that are consistent with the best available science.

We would have preferred to address this issue hand-in-glove with the Master Plan, but we feel compelled to alert you to this gap in the planning process. Recently, the City has initiated a process to update its Critical Areas Ordinance and the outcome of that process will be of huge importance to the development of the LBCC.

For fear that we may not have another chance to be heard before the Planning Commission acts on the Master Plan, we have hurriedly made these comments. In summary, we urge you to:

1. Hold a public hearing two and preferably three weeks after the availability of the current version of the Master Plan on December 3;
2. Establish the permitted uses and floor area ratio for the new General Business (GB) designation as part of the Master Plan or in an accompanying zoning ordinance (if the Planning Commission does not do this, please recommend that the City Council do it);
3. Either eliminate the public park and trail elements in the LBCC or provide a "Capital Improvement Plan" that pays for it;
4. Increase the allowable base height in the new GB designation (without the necessity of incentives as a prerequisite) and eliminate the 30-foot setback from Little Bear Creek Parkway; and

Terry De Polo, Chair
December 3, 2003
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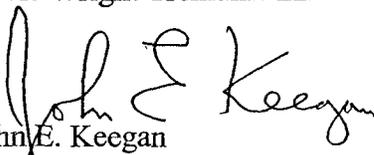


5. Recommend to the Council that it adopt reasonable, performance-based mitigation in the Critical Areas Ordinance for these narrow, heavily constrained parcels in the LBCC.

Thank you for your consideration.

Sincerely,

Davis Wright Tremaine LLP


John E. Keegan

cc: Members of the Planning Commission
Ralph L. Swanson, Sr., CEO
Donald F. Swanson, President of Operations
Warren E. Koons, Esq.

February 7, 2003

EXHIBIT 9
PAGE 1 OF 3

TO: Woodinville Planning Commission

From: Maria Morris
18800 132nd Ave NE, Woodinville, WA 98072

RE: Environmental and Traffic issues in the draft DTMP/LBCC

A year ago, a valid random phone survey found that traffic is the major problem citizens say needs to be addressed in the City. The traffic element of this plan can either solve our congestion problems or worsen them. To help calm our concerns, we've been told not to worry about the potential impact of this plan on the near future because the build-out of it will not happen for 20 or more years, and that the build-out will actually lessen traffic problems.

Some of you probably remember that when the 1995 Comprehensive Plan went into effect, we believed it would have a build out of 20 or more years and so concurrency would be found. Yet within the space of 5 years, the character of downtown was completely changed, and we found ourselves in the traffic mess we have now.

So I'm asking you to remember that your own common sense is the best tool you have.

Following are my questions relating to traffic that will be generated as a result of this plan. They're not in order of importance.

1. Traffic comparisons. According to the traffic consultant's report in the draft Master Plan documents, the main things that Woodinville needs to do to reduce traffic congestion are large projects not directly in downtown, for example the SR522 overpass at 120th (from Home Depot to SR 202), intersection improvements in the old Hooterville area, and diamond interchange at SR 522 and NE195th. These projects are already on the city's TIP and CIP. Given that, it would seem that our downtown traffic congestion would be reduced without the new draft Downtown/Little Bear Creek Master plan, and that it is the increased heights, density and changed uses in the plan that creates the need for grid roads to reduce traffic congestion. Further, many of the grid roads in the Plan have been on the Public Works wish list for years. It seems to me that when comparing current zoning with the new plan, we need to compare apples with apples. So my question is, when the traffic comparisons were made, did they use a current zoned downtown build-out which includes the current TIP and CIP and those grid roads that were already planned, to compare with the new Draft Downtown/Little Bear Creek Master Plan? If you do compare apples to apples, does it still show that we need to have 5 story buildings, with all the increased density and increased traffic volumes that means, to lessen our traffic congestion?

Continued on following page.

Page 2.

2. Retail square feet for trip analysis. There is a difference between the figures used by the traffic engineers and the figures given to the State in the Environmental Impact Statement in the draft documents. If you look at the tables on page 71 and 78, the retail/commercial trips generated is based on 147,000 square feet of retail for the new draft Downtown/Little Bear Creek Master plan. Yet on Page 90 of the Environmental Impact Statement, it says "Planned Development could eventually result in... 443,000 square feet of retail/commercial," almost 3 times the square footage that the consultants' calculations are based on. The square feet of office space is the same (@726,000 sq. feet) in both the traffic engineers' tables and the information given to the state, so why is the retail different? Which figure is correct for the retail space? What is the correct number of trips generated for the total build-out of retail space for the city if the plan goes into effect?
3. Total trips generated. When you look at the engineer's tables for trips generated, the figures are for-rush hour trips. The total trips generated are not there. What are the total trips generated? The number I get from using the tables in the appendix is between 27,000 to 50,000 more trips per day generated, but it's hard to know. Shouldn't we look at the total trips as well as the rush hour trips? Won't the total trips impact the maintenance and repair costs of our roads, and the quality of the air that we breathe? Have these impacts been included in the costs of the plan to residents?
4. Total retail trips. The Bellevue Square Management office told me that there are approximately 600,000 square feet of retail space in Bellevue Square. They get approximately 16 million visitors a year, which averages out to 43,800 visitors per day. According to the draft Environmental Impact statement in the plan documents, the City expects the new plan to result in 443,000 square feet of retail space, or 73.8% of Bellevue Square. Comparing that to Woodinville, 73.8% of Bellevue's 43,800 visitors per day would be over 32,000 visitors per day for Woodinville. Of course Bellevue Square is a popular and successful mall. Even if we only get two-thirds of that, it's still over 20,000 trips per day, just for the retail part of this plan. Even if it takes 20 or 30 years, I'm concerned because I don't see any figures that come even close to that in the traffic analyses.
5. Costs to residents. In a memo from the consultant to the city for the Draft Downtown/Little Bear Creek Master Plan, dated 8/14/2002 (included in the draft documents), they state that the total buildout of the plan is about 2.5 million square feet, and the city can expect to get \$750,000 in traffic impact fees from new development. You are probably aware that improvements to Little Bear Creek Parkway alone are going to cost the city approximately \$4 million. With the new traffic impact fees being considered, please take another look at whether the new traffic impact fees will really be enough.

Continued on following page.

Page 3.

6. Residential trips generated. The calculation used for the residential trips generated by the new plan uses a lower trip rate per square foot than the one for existing zoning. The one used for the new plan is .55, while our current plan has a rate of .67. According to the consultant's note, this is "due to larger size". What does "larger size" mean? Does it mean more people or bigger buildings? How many people actually coordinate where they live and where they work so they don't have to drive? How many city staff live in downtown apartments? How many of our own friends and neighbors are willing to walk or bicycle even 15 minutes to get anywhere during our wet winters? How realistic are these figures, what happens to traffic if not all the buildings get built up to the maximum height, or if other changes are made to the plan? What will happen to the rate then?

7. Air Quality. One of the true costs of the plan related to traffic is air quality. You may be aware that there have been hundreds of complaints recently about the smell from the soup factory. I recently spoke to an analyst at the Puget Sound Clean Air Agency, who told me that since Woodinville is in a valley with narrow openings, the air tends to get trapped in the valley, which is why the soup smell lingers. If the soup smell gets trapped in our valley, won't car exhaust also get trapped here? At this time, we don't even have an Air Quality Monitoring station in this valley to let us know the quality of our air. But when there are air inversions, we can all feel our eyes burning and sinuses congesting. The city must ensure that the impact on air quality will not increase due to traffic.

8. SR 522 overpass from SR202. I have very deep concerns about the traffic situation after reading the Discussion of Results by Earth Tech in Bellevue (page 14 of their report). It basically says that unless BOTH the overpass at 120th (from Home Depot to SR 202) and diamond interchange at 195th are made to our access to SR 522, there will be "extreme overloading in all future cases" to 131st Ave. NE. In other words, they took into account the possibility of the improvements to SR202 that were recently approved and all other possible improvements, and still conclude that there would be extreme overloading unless both of these projects are built. Will these projects be built in a timeline concurrent with Woodinville's new growth and the traffic being generated by the new densities and new uses in downtown? What will you do to ensure concurrency?

9. Changes in draft Downtown/Little Bear Creek Master Plan. A number of changes and additions of fairly large areas have been made and are still being considered for the plan, which would significantly change the traffic analysis. Do you plan to do a new analysis? How much time will you be giving to the public to review the final plan with revisions and related figures detailing impacts to the community before your public hearing? Will the changes made be reflected in a new Environmental Impact Statement?

December 3, 2003

VIA HAND DELIVERY

Woodinville Planning Commission
17301 133rd Avenue N.E.
Woodinville, WA 98072

Re: Downtown and Little Bear Creek Corridor Master Plan

Dear Planning Commission Members:

We represent Data & Staff Service Company, the owner of the 24-acre vacant parcel located in the R-48/O zone. We urge you to recommend to the City County its approval of the Downtown and Little Bear Creek Corridor Master Plan (the "Master Plan") as presented in the December 2003 public hearing draft.

Over the past two years our firm and representatives of Data & Staff Service, including its president, Don Sirkin, have participated in the workshops and study sessions that have led to the formulation of this Master Plan. We are pleased that this process has carefully considered the broad interests of the city and its property owners and residents.

With regard to the R-48/O zone, the Master Plan contains critically important provisions for a limited height increase that will allow some recapture of the significant loss in development potential in the R-48/O zone due to its sensitive areas. As demonstrated in our prior correspondence, including our June 21, 2002 letter (a copy of which is attached) approximately 70% of the property in the R-48/O zone must be permanently set aside for protection of steep slopes, streams and wetlands. Yet, this property's downtown location offers a unique opportunity for residential and mixed-use development. By allowing for the increased height, development within the R-48/O zone becomes more feasible and, at the same time, the existing topography and sensitive area buffers within this zone will effectively hide development from surrounding properties. We urge your approval of the height standards as proposed for this zone.

With regard to the Master Plan's recommended pedestrian/bike system, we believe the R-48/O zone can accommodate the proposed trail system. However, as stated in our June 21, 2002 letter, the trail through the R-48/O zone will need to be protective of sensitive areas. Due to this fact and the steep topography, it may not be practical or advisable to have the trail built for bicycle access. Also, in some segments, the trail may be best linked to street sidewalks or on-street bicycle paths. Although Figures 4-0 and 5-1 of the Master Plan show the Pedestrian/Bike trail in a specific location, we understand this to be conceptual only. Also, the existing Master Plan language appears to provide the flexibility to address site specific challenges that will be faced for implementation of the trail through the R-48/O zone.

We appreciate the careful attention you have given to our concerns and recommendations throughout this lengthy Master Plan process. We also want to express our gratitude to Carl Smith and other city staff who worked diligently to develop this Master Plan.

Very truly yours,



Brent Carson



Anna M. Nelson

BC:BC
Enclosures

cc: Don Sirkin
Carl Wilson

June 21, 2002

Mr. Carl Smith
City of Woodinville
Planning Department
17301 133rd Avenue N.E.
Woodinville, WA 98072

**Re: Proposed Woodinville Downtown Master Plan
North End District**

Dear Mr. Smith:

Thank you for taking the time to talk with me earlier this week regarding the topics to be discussed at the City's upcoming Downtown Master Plan work session. As you know, I have been attending the City's work sessions for the proposed Downtown Master Plan on behalf of our client, Data & Staff Service Company. Our client is the owner of an approximate 24-acre vacant parcel located in the northeastern area of the downtown. The site is zoned R48/0 and is commonly known as the Sirkin property.

It is our understanding that methods for implementation of the proposed Downtown Master Plan will be discussed at the next work session. We are supportive of an increase in building height for the downtown area, and are writing to provide information specific to a building height increase for the Sirkin site. We strongly believe that this increase in height is necessary to facilitate development of the Sirkin property. We understand that the City is generally supportive of an increase in height for this property and would request that the work session documents reflect this support.

We also have some concerns regarding the information contained in the "North End District" potential future development graphic that was presented at the May 23rd work session. While we understand that these work session materials are illustrative at this time, they may later be incorporated into an adopted physical Downtown Master Plan, and we believe such graphics should accurately reflect the true development potential of this area. In this regard, we have coordinated with Cam-West, the developer of a portion of the residential property to the north, to ensure that the revisions we have proposed are consistent with the development approvals that have been granted for that site.

On behalf of Data & Staff Service Company, we are providing this information in advance of the upcoming July 11th work session. Enclosed is a revised graphic for the North End District, which we ask the City to incorporate the revisions that are appropriate for the next work session, and that you continue to work with us as the Downtown Master Plan evolves. More detailed information concerning our comments and requests for revisions is provided below.

A. HISTORY OF THE SIRKIN PROPERTY.

The Sirkin property is located in the northeastern area of the downtown and has been owned by Data & Staff Service Company since 1968 (*see enclosed letter dated June 21, 2002 from Don Sirkin*). This 24-acre parcel is one of the only remaining vacant parcels in the downtown area. The site is wooded and contains sloped areas, several wetlands, and a stream. These sensitive area features and their buffers encumber approximately 70% of the site, severely restricting the development area of the site. The development area is clustered toward the north and central area of the site.

The development area on the Sirkin site is effectively hidden from the surrounding properties. Existing light industrial uses are located north of the Sirkin site. Due to the area topography, these industrial uses are located at an elevation well above the development area of the Sirkin site and, as a result, are separated from future development to the south. Also north of the site is a planned residential development that is under construction. As a result of the change of elevation, this neighborhood is also separated from any development on the Sirkin site. This neighborhood is further buffered due to the extensive sensitive area buffers that are located on the northeastern portion of the Sirkin site. Existing multi-family residential uses are located to the south of the site. Sensitive areas and their required buffers separate this existing neighborhood from the development areas on the Sirkin site.

In 1997, the City designated this site for High-Density Residential/Office uses in its Comprehensive Plan. This designation allows for a mix of residential and office uses with up to 48 dwelling units per acre; however, it should be noted that in accordance with WMC 21.12.080, many areas of the site must be excluded from the site for purposes of density calculation (roads, stormwater facilities, recreation areas, streams, wetlands). As these areas cover a significant portion of the site, the Comprehensive Plan residential density designation of 48 dwelling units per acre, which results in 1,152 dwelling units, will never be realized. Instead it is expected that the maximum residential development is more likely to be approximately 600 dwelling units.

This property has been considered for development at various times over the years. Most recently, an application for multi-family residential development was filed with the City in November, 2000. This application proposed development of 444 multi-family units. The density was limited by the site constraints and the building height limitation of 45 feet. The developer for this project has since determined that the density of the development was not sufficient enough to offset the numerous development costs. We believe it is the significant development costs and the inability to achieve the allowed density, not land cost, that are responsible for this project not proceeding. We are hopeful that development on this site will proceed and, as such, we are continuing to process the development application with the City while we continue to market the property.

B. INCREASE BUILDING HEIGHT FOR THE SIRKIN PROPERTY — HEIGHT CHANGE BENEFITS CITY AND OWNER, AND WILL NOT NEGATIVELY IMPACT ADJACENT PROPERTY OWNERS.

We are supportive of the direction the City and community are taking for the future of the downtown. We are also pleased to note that the Land Use Concept graphic from the May 23rd work session indicates the City's intent to maintain the R48/O land use designation for the Sirkin site. This zoning was specifically created for this property during the City's

Comprehensive Plan process, and it is appropriate to maintain this designation to provide for mixed denser residential and office uses in the downtown area.

While the site is appropriately zoned for these denser land uses, the site remains vacant. One of the key factors responsible for lack of development is the overly restrictive building height limitation. The zoning code currently limits building height to a maximum of 45 feet (essentially 4 stories). The site is physically burdened with wetlands, streams, and sloping topography (*see enclosed site plan with critical areas highlighted in green*). These physical features, when combined with the height restriction and development costs, create a disincentive to the type of development contemplated by the Comprehensive Plan and allowed zoning. As a result, it is highly unlikely that this site will be developed under the current regulations. A change in the City's regulations to allow an increase in building height is reasonable, will encourage development, and will not impact adjacent property owners (*see enclosed letter dated June 21, 2002 from Don Sirkin*). In support of an increase in height, we note the following:

- The increase in building height will allow a future developer to realize the density that is currently allowed, but which is constrained by the site topography, sensitive areas, and height restrictions.
- The ability to realize this allowed density will create sufficient resources to offset the development costs, thereby increasing the likelihood for development of this site.
- Development of the site will increase the residential population of the downtown area, thereby increasing the vibrancy of the downtown as many of these residents will be within walking distance to shop and recreate in the downtown.
- Development of this multi-family designated property will further the City's Comprehensive Plan multi-family housing goals which were developed to comply with the Growth Management Act.
- Development of the site will benefit the City through increased property tax revenue.
- The additional residential population will benefit the City tax base, as these new residents will purchase goods and services at downtown businesses.
- The additional residential dwelling units will benefit the City through corresponding increases in development impact fees.
- Taller buildings will be separated from adjacent properties, due to the limited development area, site topography, and required protection of sensitive areas.
- The ability to achieve the allowed density through a height increase will allow for greater development flexibility and the potential for a better designed development.

C. CITY POTENTIAL ROAD AND TRAIL CONNECTIONS NEGATIVELY IMPACT CRITICAL AREAS AND DO NOT BENEFIT ADJACENT PROPERTIES.

We are supportive of the City's desire to provide for better connections between the various properties in the downtown area. We understand that the location and type of connections (road, pedestrian, bicycle) are still under consideration and request that the City consider the following information in planning for these connections.

a. Trail Connections.

We have proposed relocation of several of the trails. The City graphic indicates a trail that follows the east and west side of the Sirkin property, with a trail that bisects the Sirkin site and connects to the trails on each side of the property. It appears that this graphic was developed without the benefit of understanding the sensitive areas located on the site. As proposed, the trails will impact numerous wetland areas. We have revised the graphic to locate the trails so that they are more protective of the sensitive areas, while maintaining the goal of providing a looped trail corridor through the downtown.

In addition, due to the topography and sensitive areas, it may not be practical or advisable to have the trail that crosses the site be built to standards for bicycle access. Similarly, off-street bicycle or off-street pedestrian walkways may not be appropriate in some locations. As the City develops more detailed trail plans for these various corridors, we suggest that the City encourage narrow, soft-surface trails that are more protective of the site conditions and allow some segments of the "trail" to be linked to street sidewalks or on-street bicycle paths.

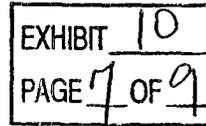
b. Road Connections.

Our proposal suggests deletion of the potential north and south road connections. Instead, we have proposed that these neighborhood connections be accomplished through the provision of trails. It appears that this graphic was also developed without the benefit of understanding the topography and sensitive areas located on the site. In particular, the proposed north connection is infeasible due to the site topography. The cut and fill necessary to accomplish such a connection, assuming it could be accomplished, would be very environmentally disruptive and would severely impact the little development area that does exist on the site.

Our proposal to replace this road connection with a trail connection is preferable. We are informed by Cam-West, one of the developers of the planned residential development to the north, that the City has required dedication of a trail system in that development. We believe a trail that connects to that dedicated trail system would be more beneficial to that neighborhood, would be more protective of the environment, and would retain the little development area that does exist on the Sirkin site. We have also suggested that the potential road connection to 181st Place be replaced with a trail connection for similar reasons.

D. NEED FOR FLEXIBILITY AND INCENTIVES TO ENABLE DEVELOPMENT OF SIRKIN SITE AND PROMOTE DOWNTOWN REDEVELOPMENT

In closing, to promote redevelopment and implement the proposed Downtown Master Plan, the City will need to provide more "carrots" than "sticks" to the development community. Increases in building height and reasonable development requirements will



further the City's ability to achieve the City's Comprehensive Plan vision for a "*compact, inviting downtown that is attractive and functional.*"

The Sirkin site is well suited to an increase in building height. The unique site conditions, the benefits to the City from a height increase, and the lack of negative impact from an increase in height on surrounding properties make this site an obvious choice for an area of downtown where increased building height should be encouraged. By providing for additional height, the City is more likely to realize the land use and density stated in its adopted Comprehensive Plan.

Thank you for the opportunity to provide these comments. We appreciate your consideration and support for development of this site. We look forward to continuing to work with you, the City staff, and the community to develop revisions to the proposed Downtown Master Plan that will enable development of this site. I will give you a call next week to see if you have any questions regarding this information. If you have any questions in the interim, please do not hesitate to call me at (206) 382-9540.

Very truly yours,

Buck & Gordon LLP

Anna Marie Nelson, AICP
Land Use Planner

- Attachments
1. Don Sirkin letter dated June 21, 2002
 2. "Pedestrian Railroad Crossing at 140th" graphic
 3. Site plan with critical areas highlighted in green
 4. Wetland Delineation Map

cc: Don Sirkin
Data & Staff Service Company

Steve Gaines
President, CBIC

Ray Sturtz
Planning Director, City of Woodinville

Nathan Pate
Senior Planner, Community Development, City of Woodinville

Don Arambula, ASLA
Crandall Arambula

John Harkness
Land Acquisition, CAM-WEST

June 21, 2002

Mr. Carl Smith
City of Woodinville
Planning Department
17301 133rd Avenue NE
Woodinville, WA 98072



Re: City of Woodinville Proposed Downtown Plan

Dear Mr. Smith:

I am writing in regard to my property (the Sirkin site) that is located in Woodinville's downtown area. I bought this property through my company, Data and Staff Service Co. in 1968, and lived there for a number of years. I used to walk to downtown Woodinville from my home and barn. I attended Woodinville City Council meetings in the late 90's, and served on several Citizens Advisory Economic Development Committees.

During the time the Comprehensive Plan for Woodinville was being developed, I was interested and active. The City Council proposed use of my property to meet its multi-family requirements for the Comprehensive Plan. I supported the City Council's proposed use of my property for multi-family use and now my property is zoned Residential 48 /Office (R48/O). This zoning was only applied to my property and any developer of the property will be required to build at least 300 multifamily housing units.

Over the years a number of developers have contacted me about buying the property, but they have walked away for one or more of a variety of reasons. Some of the major reasons have been:

- Use constraints because about 70% of the property is covered with wetland and wetland buffers (*see attached site plan*);
- High development costs associated with wetlands, a sloped site, infrastructure improvements, and payment of impact fees; and
- Height limitations which dramatically reduce the ability of a developer to put enough housing units on the property to fulfill the City's multi-family housing density requirements and off-set the high development costs.

A few years ago I presented a plan to increase height limits on the property because it was the only way to get close to the high density multiple zoning. The height increase I presented then is

Letter to Carl Smith
Page 2
June 21, 2002

EXHIBIT 10
PAGE 9 OF 9

even more persuasive today. The City is considering changing height requirements in the downtown as part of its Downtown Plan and development of my property will result in additional people living and purchasing goods and services in the downtown. I request that the City reconsider increasing height limits for my property as part of the Downtown Plan effort.

As I have pointed out before, whether or not height limits are raised at any other place in the downtown, it makes sense to raise the height limits on my property because of the topography. The property slopes down dramatically from both the North and the East and is heavily wooded with trees that will remain because of the wetlands. On the West and South, the property is also heavily wooded with trees that will remain because of the wetland. With the topography and heavily wooded areas, people won't even notice the extra height. I don't know of any other property in downtown area with this type of view protective topography.

I encourage you to recommend increasing the height for my property as part of the Downtown Plan. Increasing the height limit on the property is a "no-harm, no-foul" situation. It benefits the City because the City will be able to meet its Comprehensive Plan objectives, and, at the same time, materially increase its tax revenues. It benefits me because developers will be more interested in a property where they can get a reasonable return on their investment.

Thank you for your consideration and good luck with your new Downtown Plan.

Respectfully submitted,
Data and Staff Service Co.



Don Sirkin
Chairman and CEO

DATA AND STAFF SERVICE CO.



Cairncross & Hempelmann, P.S.

RECEIVED

JUN 02 2003

EXHIBIT 11
PAGE 1 OF 3

CITY OF WOODINVILLE
PLANNING DEPARTMENT

June 30, 2003

VIA U.S. MAIL

Woodinville Planning Commission
Woodinville City Hall
17301 - 133rd Ave NE
Woodinville, WA 98072

Re: Draft Downtown-Little Bear Creek Master Plan

Dear Planning Commission Members:

We represent Molbak's and have reviewed the above-referenced draft Master Plan on their behalf. We have a number of comments regarding the proposal based upon the Recommendation Matrix dated April 29, 2003. In addition, Jens Molbak has reviewed this letter with Mr. Lowell DeYoung, who owns the property adjacent to the west side Molbak's and owns DeYoung's Farm & Garden Store. Mr. DeYoung supports our comments in this letter.

A. New Local Streets.

The draft Master Plan proposes several new streets for downtown Woodinville. Although additional access within downtown Woodinville is a desirable and important goal, that must be balanced with the impact to private property. Unless the City of Woodinville is going to condemn the necessary right-of-way and pay fair market value for the property, the provision of these rights-of-way will have a substantial impact to private property owners. Moreover, for owners such as Molbak's and DeYoung's, which own large parcels of property, the street locations designated in the draft master plan may not make sense when the properties are developed in the future. Certainly when the larger parcels develop, access will need to be provided within those parcels, but flexibility should be provided so that access can occur in the locations that best suit the proposed development. The goal of providing additional vehicular access within downtown Woodinville can be accomplished by simply adding some policies to the comprehensive plan that encourage additional streets, and provide for additional access routes to be reviewed when larger parcels of property develop. This approach has been used in Woodinville previously.

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www.cairncross.com

{00159449.DOC;1}
dmarcy@cairncross.com
direct: (206) 254-4465



B. Garden Way Retail Street.

The extension of Garden Way through Molbak's property could have a significant negative impact on Molbak's current operation. It would separate the retail facilities from an area that is used for parking during busy times at the store. It would also expose the receiving and support facilities, which are not currently designed for street exposure. Unless the design of Garden Way accommodates Molbak's customers, this proposal would not be welcome so long as Molbak's is operating its facility in Woodinville.

C. 172nd Street N.E.

It is our understanding that this street is not on the City's Grid Street Ordinance, although the draft Master Plan shows that it is. We believe that the future development of this street should follow the same principle as other local streets. Please see comment A above. When these properties redevelop in the future, the need for new streets should be reviewed at that time in the context of the future use.

D. Central Park Blocks.

The concept of Central Park Blocks is certainly attractive, and it is understandable why planners would want to include this feature in a master plan. However, the current proposed location of the Park Blocks would severely impact Molbak's ability to operate in downtown Woodinville in the future. In addition, the Park Blocks would take substantial portions of both Molbak's & DeYoung's properties, especially when combined with the proposed, adjacent streets.

E. Downtown Residential.

Additional downtown residential development should be encouraged. Without a significant number of residents downtown, it is difficult to achieve the vibrancy and vitality that many people associate with mixed-use areas.

F. Five Floor Maximum.

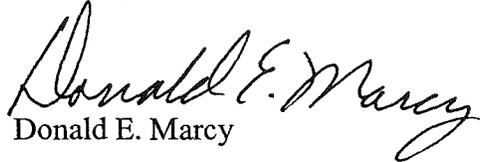
After reviewing the draft Master Plan with qualified real estate professionals, we believed the draft Master Plan should include a five-floor maximum, with a maximum building height limit of 59 feet. A mix of uses, including retail, office, and residential is necessary to create the type of vibrant, pedestrian-friendly environment the City envisions. In general retail uses, most suited for the ground floor, require 15 feet of height, office uses require 12 feet, and residential uses require 10 feet. The current proposed height limit of 55 feet favors retail and residential and creates a disincentive for office use. The proposed limit would not accommodate a five story building with ground floor retail, two floors of office use, and two floors of residential use. All three uses are necessary to create the urban density required to create a viable and vibrant downtown.

Woodinville Planning Commission
June 30, 2003
Page 3

EXHIBIT 11
PAGE 3 OF 3

Thank you for your consideration of our concerns. If you have any questions regarding our comments, we would be pleased to discuss them.

Sincerely,


Donald E. Marcy

DEM:ldg

cc: Mr. Jens Molbak
Mr. Lowell DeYoung

R.W. THORPE & ASSOCIATES, INC.

❖❖ Planning • Landscape • Environmental • Economics ❖❖

PRINCIPAL:
Robert W. Thorpe, AICP

December 3, 2003

Woodinville Planning Commission
C/O Ray Sturtz
Director, Community Development
City of Woodinville
17301 - 133rd Ave NE
Woodinville, WA 98072

RECEIVED

DEC - 4 2003
City of Woodinville

Stephen Speidel, ASLA
Vice President

EXHIBIT	12
PAGE	1 OF 1

VIA FAX: (425) 489-2758

Reference: Little Bear Creek Community Plan, Park Element, and CIP

Honorable Planning Commission Members:

This letter is to summarize past observations and recommendations presented at several Planning Commission meetings by representatives of R. W. Thorpe & Associates, (including comments by Robert Thorpe, AICP, and Stephen Speidel, ASLA, on park and landscape elements), and incorporates the findings of Mundy Associates relating to economic impact.

On behalf of the Little Bear Creek Property Owners Association, we are appreciative of all the attention our provided information has received, modifications to building height, parking, design process, and other bonuses. We are also appreciative of the fact that you have changed the trail/open space corridor placement on the east or south sides of Little Bear Creek, from a mandatory requirement, to one that is voluntary, or a suggested "guideline", as we understand it.

We still have concerns with the need for increased review area from the existing 100' to a proposed 200', and the need for more detail in how permits in that area will be undertaken. We also continue to be concerned about the potential economic impact of the additional 100', as testified by Ron Throupe, Ph.D., of Mundy & Associates, for the 24 property owners and tenants in this area.

In closing, we believe much progress has been made on this plan, and thank you for those efforts. **However, a final step pertaining to any trail designation without clear funding mechanisms in the Capital Improvements Program on the easterly or southerly side of Little Bear Creek, should be considered before final adoption.**

Respectfully submitted,
R. W. Thorpe & Associates, Inc.


Robert W. Thorpe, AICP

Cc: Little Bear Creek Owners Association, c/o Jeff Smith

EXHIBIT <u>13</u>
PAGE <u>1</u> OF <u>1</u>

RECEIVED**Carl Smith**

From: Gary Whitsell [gary@mrwco.com]
Sent: Monday, December 08, 2003 2:35 PM
To: Carl Smith
Cc: Chris Rieke; Doug; Don Miller Woodinville
Subject: December 10, 2003 Planning Comm. Public Hearing

DEC 08 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

Dear Carl,

For entry into the record at the December 10, 2003 Planning Comm. public hearing:

I am a member of Canterbury, LLC which owns the Canterbury Office Park on 135th Ave NE and a partner in Miller Rieke Whitsell & Co., CPA's and Helmsman Financial Group, LLC. , both located at 17330 135th Ave NE, Woodinville, WA.

I attended the public hearing on December 3rd and voiced my concern for displacement of existing businesses by the park block as currently proposed. I stated there are approximately 40 business's that would be faced with relocation by the northern option of the park block.

I urge the City to scale down the park block and to adopt the southern park block option thereby having the least impact on current businesses and reducing the overall cost of implementing the park block concept. I strongly oppose the northern option and cannot support it. I favor the southern option and will work with the City, along with other business owners I am sure, for it's implementation.

Thank you for your considerations.

Gary M. Whitsell, CPA
Miller Rieke Whitsell & Co., P.S.
17330 135th Ave. NE
Woodinville, WA. 98072
ph: 425-485-7400
fax: 425-485-8587

JARVIS INVESTMENTS



EXHIBIT 14
PAGE 1 OF 2

December 9th, 2003

RECEIVED

DEC 07 2003

Woodinville Planning Commission
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

CITY OF WOODINVILLE
PLANNING DEPARTMENT

RE: Comments on the Draft Downtown and Little Bear Creek Corridor Master Plan

Dear Planning Commission:

I would like to make a couple of suggestions with respect to the Little Bear Creek Corridor portion of the draft Master Plan.

I would suggest that the language in the plan limit the heights of buildings as "five floors" instead of limiting the height in "feet". Today's market requires that "Class A" general business (GB) properties have between 15 and 20 foot floor to floor distance on the first floor in order to attract a strong and viable user/tenant. And, in the same "Class A" building, upper floors now typically require 12 feet floor to floor height, depending upon the type of architecture, natural light requirements or window design and variations in the overhead mechanical equipment. Leaving the exact height more flexible will give incentive for the desired upscale buildings that we wish to encourage in Woodinville. Economics will dictate the lowest acceptable distances.

And, most importantly, this will allow pitched roofs with innovative and interesting design that creates the variation, texture, and small town curb-appeal that is so important to this entranceway into Woodinville. Without this flexibility, new buildings would all have flat roofs with HVAC service equipment on top of their roofs, just to be able to get under an arbitrary height measurement.

Market conditions, lot size, and soil conditions will dictate the number of building floors as long as an overall limit of "five floors" is set. General Commercial (GC) and Office (O) zoning parking requirements and circulation for ingress and egress are very specific and limiting in Woodinville's code. A five story building with a 10,000 square foot footprint would require a minimum of 175 parking stalls plus additional space for circulation and landscaping. With these requirements, there are few parcels in this corridor that could accommodate this size building.

Ultimate height is not an issue for neighbors, as Appendix "F" clearly shows. The corridor's topography is such that any possible four or five story buildings would appear

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WOODINVILLE, WA 98072-1303

TEL: (425) 482 4076 FAX: (425) 482 4476

To: Woodinville Planning Commission

page 2

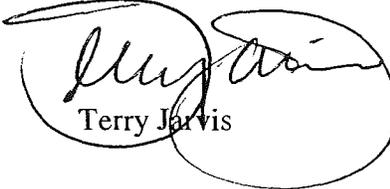
EXHIBIT	14
PAGE	2 OF 2

to be in perfect scale. Buildings with pitched and innovative roofs and construction details would appear very attractive. All short buildings with flat roofs would have an industrial look and appear unattractive.

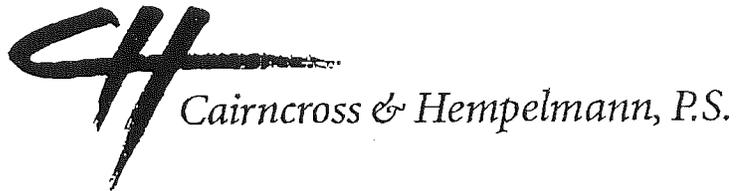
I would like to suggest that the structured parking requirement for five story buildings be removed. This would allow projects to be phased so that one building could be built, and then at a later time, another building could be built with the addition of structured parking that could serve both.

In summation, I would suggest that the building heights in the Little Bear Creek Corridor be set as "five floors", and that the "Structured Parking Incentive" be removed.

Sincerely,



Terry Jarvis



December 10, 2003

EXHIBIT 15
PAGE 1 OF 2

VIA FACSIMILE

Woodinville Planning Commission
Woodinville City Hall
17301 - 133rd Ave NE
Woodinville, WA 98072

Re: Draft Downtown-Little Bear Creek Master Plan

Dear Planning Commission Members:

We represent Molbak's and have continued to review the draft Master Plan and its revisions on their behalf. We submitted a letter to you dated June 30, 2003 which expressed concerns about a number of issues. With this letter, we reiterate those concerns about the draft Master Plan. There are a few issues that we would like to emphasize.

A. New Local Streets.

The Draft Master Plan designates certain new streets for downtown Woodinville, but it does appear to recognize that some of the additional access and grid network will have to be determined as larger parcels develop. Consistent with our June 30, 2003 letter, Molbak's believes that it is improper to designate rights-of-way at this time; rather, as larger parcels develop, access should be designed and provided in a manner that accomplishes both the City's goal of providing additional access within downtown as well as the property owner's goal of providing an efficiently designed development. To designate rights-of-way at this time creates a substantial monetary impact to private property owners.

B. Central Park Blocks.

Designating private property for parks is similar to designating private property for public rights-of-way. It has a substantial detrimental impact to the value of the property. The City should designate and acquire property for public parks when it has the money to buy the land. The City should not designate private property as the location for future parks at this time unless the City has the money and is prepared to purchase the property at this time. To the extent that the City feels it must designate park property at this time, Molbak's believes the southern alignment for the Park Blocks is necessary. The northern alignment is unacceptable as it severely impacts Molbak's ability to continue to operate in Woodinville.

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dmarcy@cairncross.com
direct: (206) 254-4465

EXHIBIT <u>15</u>
PAGE <u>2</u> OF <u>2</u>

Woodinville Planning Commission
December 10, 2003
Page 2

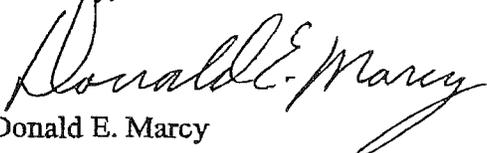
C. Building Height and Stepback.

Molbak's and its design consultants continue to believe that the height limits established for downtown buildings is insufficient to accomplish the mix of uses that the City desires. Height limits of 51 feet and 57 feet are insufficient to accommodate five story buildings that contain ground floor retail, office, and residential uses. Certainly it is desirable to have all three uses, but in order to do so a height limit of 59 feet would be more appropriate.

Additionally, the building height provisions require upper floors to step back on street facing elevations when the buildings exceed two stories. This stepback requirement could have a significant negative impact on the design and economic viability of buildings in the downtown area. To the extent the City desires smaller blocks and more access, the floor plates of the potential buildings will already have to be reduced. To require additional area reductions on the upper floors may create a significant design problem. It would be better simply to require that buildings provide architectural treatment of the street facing elevations to avoid the appearance of a "canyon" of buildings as one looks down the street. Stepbacks might be used to accomplish this, but there might be other design solutions as well.

Thank you for your consideration of our concerns. Molbak's would like to support the proposed master plan for the downtown area, but its concerns are very important and they hope you will address them. If you have any questions regarding our comments, we would be pleased to discuss them.

Sincerely,


Donald E. Marcy

DEM:ldg

cc: Mr. Ray Sturtz
Mr. Jens Molbak



EXHIBIT 16
PAGE 1 OF 2

12-10-03
LDR

Supporting comments for the Downtown and Little Bear Creek Corridor Plan

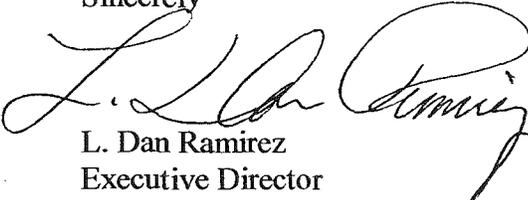
“Woodinville is a pleasant place in which to live, work, play, and visit, with a compact, inviting downtown that is attractive and functional” This is a vision we can all sign on. It’s what many of us have today and what we wish to keep for the future. I compliment Pete Rose, the City council, the city staff and all who have taken part in bringing us to this point in time. The months ahead hold great promise as we tweak the plan and finalize it. Through the spirit of cooperation and understanding, we will finish this task sooner than expected.

I feel that once we have the plan in place, its development will come sooner than later. Property owners, developers and tenants, will all be able to see its potential and plan for the future of a prosperous venture.

The Chamber of Commerce is already on record supporting this plan. We passed a resolution on August 21, 2002, in support of the Downtown and Little Bear Creek Corridor Plan.

Again, thank you for a job well done.

Sincerely



L. Dan Ramirez
Executive Director

Resolution of the Woodinville Chamber of Commerce Supporting the Proposed Downtown and Little Bear Creek Corridor Plan

WHEREAS, the City of Woodinville is responsible, as a planning agency, to properly plan for future growth of the City and prepare for any necessary infrastructure to support future growth; and

WHEREAS, the vehicle for planning Woodinville's future is a public document known as the Woodinville Comprehensive Plan; and

WHEREAS, the Comprehensive Plan calls for an economically vital, compact, pedestrian friendly downtown; and

WHEREAS, the City has recently undertaken a complete analysis of a portion of the City known as downtown and the Little Bear Creek Corridor area, in order to more fully understand the dynamic that will be necessary to create the desirable area as described by the public in the Comprehensive Plan; and

WHEREAS, the City has conducted a series of public meetings designed to confirm and specify the desired future land use, economic structure, and quality of life that is desired by residents, business owners, and property owners; and

WHEREAS, the Chamber of Commerce is committed to supporting the current business owners and encouraging a vibrant economic future for the City of Woodinville, and;

WHEREAS, the public process has identified common goals and benefits that will accrue to property owners and business owners as well as the general public, the result of the adoption of the Downtown and Little Bear Creek Corridor Plan, including changes in land use designations, a new street grid, a new focus for retail businesses, parks and open space, a pedestrian loop around the downtown, improved transportation circulation;

NOW, THEREFORE, THE WOODINVILLE CHAMBER OF COMMERCE DOES RESOLVE AS FOLLOWS:

Section 1. The Woodinville Chamber of Commerce supports the adoption of the Downtown and Little Bear Creek Corridor Plan as a roadmap to the future economic vitality of these areas and pledges to use the voice of the Chamber to advocate for adoption of the Plan.

ADOPTED BY THE BOARD OF DIRECTORS AND SIGNED INTO AUTHENTICATION OF ITS PASSAGE THIS 21ST DAY OF August 2002.

L. Dan Ramirez
Executive Director
Woodinville Chamber of Commerce

December 6, 2003

City of Woodinville
Planning Commission
Hon. Terry DePolo, Chairman
17301 – 133rd Avenue N.E.
Woodinville, WA 98072

EXHIBIT 17
PAGE 1 OF 5

Dear Members of the Planning Commission:

We, the undersigned, wish to express our support for the “Downtown and Little Bear Creek Corridor Master Plan”. A number of us attended the Public Hearing conducted by the Planning Commission the evening of December 3, 2003 and found it to be informative and of benefit to all of us in understanding the content of the Plan and at least some of the issues related to it.

All of us chose to make Woodinville and Canterbury Square our home in order to enjoy the pleasant lifestyle and easy access to shopping and civic activities that Woodinville offers. We believe that the plan, presently under consideration, *is on the right track* to providing the direction that the City needs to fully develop its potential to become one of the most attractive cities in western Washington. The Plan’s vision of creating a “compact, inviting downtown that is attractive and functional” is attainable and by implementing the steps outlined in the Plan, Woodinville can take advantage of its status as a new city to develop as envisioned by the Plan without having to take steps to correct mistakes of the past as many of our neighboring communities have found it necessary to do.

We have two comments that we feel are critical to the success of the Plan and ask that the Planning Commission include them in their recommendations to the City Council:

1. *The increase in building height to four and five stories, with required setbacks, proposed for several areas of the City will provide the incentive that will move the Plan forward.* Land cost in Woodinville is high now and will be even higher in the future. The additional building height will serve to provide the financial base for the amenities around which the plan is based.
2. *The Park Blocks should be adopted positioned between the existing 173rd Street and the proposed new 174th Street.* This location, indicated to be the “preferred” location, centers the Park Blocks between 175th Street and the by-pass (171st Street). We believe that this provides the most attractive configuration and adds to the concept of an appealing, pedestrian friendly area between the Civic Campus and the new extension of Garden Way.

We thank you for your consideration of our comments and thank you for the great deal of time and thought that you as Planning Commission members have contributed to the Plan.

Yours truly,
The following residents of Canterbury Square
17300 – 135th Avenue N.E.
Woodinville, WA 98072

~~Richard J. Lynch~~

Margorie Lynch

Louise Simpson

Gloria Griffith

Clytie Mattson

Pereda A. Jacob

Eleanor B. Ford

Francis E. Buggy

Sharon Phelps

Mary H. Koenigs

Barbara E. Coulston

Trudy Gould

Loisly Plummer

Lynn Branin

Della Gerber

Marcia H. Vaughan

Peggy T. Gould

Alice L. Wright

Darlene Stack

Melvin L. Scott

Maryjoye Scott

Patricia J. Judd

Joe F. Judd

Normie Stevenson

Louise Simpson

for Mattson

H. Jane Smith

Mother L. Patterson

Arthur Sirole

Ann M. Sirole

Sally Read Johnston

Hudrey D. Raddie

Stella B. Swinthe

Ihelma F. Hedges

Anna W. Coon

Cecilia A. Wilson

Hunka Ann Morris

Marilyn J. Mitchell

Patricia Reese

Isabel U. Beall

Shirley Van Doy

Dana D. Scott

Eileen Ling

Olea Schaeffer

Carol Greder

Ray E. Seymour

Pamela M. Seymour

Jeane L. Shubling

Gillian M. Chalmers

Walter S. Thompson

George E. Betrand

Eunice Hazelton

Walter S. Thompson

C. Brian Shaw

Antia M. Grant

Sylvia DeLuca

Walter S. Thompson

Jeanne Cunnelly

Shuley P. Mason

~~Ronald Cunnelly~~

Frances A. Boddy

~~John L. Cunnelly~~

Virginia L. Livingston

~~Paul Cunnelly~~

R. J. Franke

Donna M. Longhelt

Kath M. Chase

Daniel Acker

Virginia Buchanan

Mica Acker

Patricia A. Ganong

Nan Cyphers

Bill Ganong

Vivian Cyphers

Judy Cooper

Guy Maloney, Jr.

Maurice Maloney

Rod Abzandan

George F. Welley

Carol L. Berma

A. M. Greening

Betty Letcher

Alvina Houser

Clifford K. Houser, Jr.

Patricia Shanks

Barbara Pines

Paul L. Robinson

Betty L. Danforth

Jean Ann Brady

Kenneth O. Brady

Urmann or Bartness

Bob Weitzinger

Betty S. McCool

Harold Dixon

December 10, 2003

EXHIBIT 18
PAGE 1 OF 1

To: Woodinville Planning Commission

Again I'd like to thank you for all your efforts on the Downtown/Little Bear Creek Master Plan.

The additional comments I would like to make, which I hope you will consider before you make your final decision are the following:

First, the timing of the Public Hearing on such an important decision for our community is not good. Clearly the holidays are a time when time is difficult to come by for the average citizen, while attorneys and others who spoke here last week are here driven by a profit motive. If you truly wanted to hear what the public had to say, I believe this Public Hearing could have waited one more month.

Second, this Downtown/Little Bear Creek Master Plan is supposed to be incorporated with the city's Comprehensive Plan. According to the introduction of the Comprehensive Plan, Chapter 1 page 1, "any and all goals and policies of the Comp Plan should be taken into account" when development is proposed.

The Comp Plan is supposed to be a complete and integrated document, where there are no internal contradictions, rather each section complements the others.

Unfortunately I couldn't attend all the meetings you had, but I did note that staff cherry picked through the policies of the Comp Plan when justifying portions of the DTMP to you.

After reviewing the available documents, I believe the Downtown/Little Bear Creek Master Plan is incomplete and there is still work to do because it is in contradiction with or fails to address issues that fall under the following goals of the city's Comp Plan:

- Goal LU-1 and policies thereunder
- Goal LU-3 and policies thereunder
- Goal LU-4 and policies thereunder, especially policy 4.6
- Goal LU-8 and policies thereunder, especially policies 8.2, 8.4, 8.6
- Goal CD-1 and policies thereunder
- Goal CD-2 and policies thereunder
- Goal CD-3 and policies thereunder
- Goal CD-4 and policies thereunder
- Goal T-4 and policies thereunder
- Goal T-10 and policies thereunder
- Goal T-11 and policies thereunder
- Goal T-12 and policies thereunder
- Goal ENV-3 and the policies thereunder
- Goal ENV-5 and the policies thereunder
- Goal ENV-6 and the policies thereunder
- Goal ENV-7 and the policies thereunder
- Goal ENV-8 and the policies thereunder

The Office of Financial Management gave Woodinville's Comprehensive Plan highest praise when they first received it. I urge you not to add something to it that will weaken it, making it self-contradictory.

Finally, by choosing the northerly rather than the southern route for the park-block grid road taxpayers are put in the position of having to pay not only for the acquisition of property, but also for businesses that are displaced. The southern alternative is more fiscally prudent. I urge you to change where that road is.

Thank you.

Sincerely,

Maria Morris, 18800 132nd Ave NE, Woodinville 98072, 486-678

To: Woodinville Planning Commission

cc: Carl Smith

From: Peter Tountas
V.P., Alliance of Woodinville Residents

Date: December 10, 2003

Subject: Downtown and Little Bear Creek Master Plan (Draft)

The draft of the Downtown and Little Bear Creek Master Plan omits several very important elements. It fails to identify the **primary assets** of the city in the downtown area, and it fails to provide an **impact appraisal** in terms of traffic, housing density and financial reparation.

Let us first consider the asset assessment. Clearly, the most important current asset in the downtown area is Molbak's. I took the time over the past few weeks to ask people, on a random basis, what they thought was the best single feature of the downtown area. The response was loud and clear. It was Molbak's. It is amazing how often I am asked for directions to Molbak's. No one has ever asked me how to get to Tops or Office Max. Molbak's is a golden nugget and we must do everything to preserve and enhance this treasure. Incidentally, I have no financial interest in Molbak's or any other property in Woodinville except for my home. The Downtown Master Plan makes little or no mention of Molbak's nor does it not attempt to identify the assets that are commensurate with the motto that appears on the City's web site. That is, *County Living, City Style*.

There are four specific areas that need to be identified, with regard to an impact appraisal before the Downtown and Little Bear Creek Master Plan can even begin to be considered complete. These are:

1. According to this plan, and using the FAR concept, how many more residents are forecasted?
2. According to this plan, how many more people are forecasted to be coming in and out of the city as employees and employers?
3. According to this plan, how many more vehicles will become resident to Woodinville and how many more vehicles will enter the city (non resident)?
4. Capital Improvement to support this plan is forecasted in excess of \$68.7 million, spread over the next six plus years. There is no projection, included in this plan, on how the revenues from admission taxes, REET, utility taxes, and mitigation fees, would support the Downtown and Little Bear Creek Master Plan along with all of the other projects that will be considered. In other words, the citizens of Woodinville, and the PC, must have some idea what will happen to the four primary revenue generators as a result of this project. In short, what happens to our taxes.

No one wants the motto of our city, *City Living Country Style*, to become meaningless. If we are not careful we might be identified as that traffic mess of a town that is located right next to a huge sewer treatment plant. Don't think that could ever happen? Of course it can.

We must know the effect that the Plan has on the number of people that will be added, the number of vehicles that will be added, and how all of this will affect our taxes. Not knowing how the cost will affect the revenue sources is like taking out a bank loan and just leaving the interest rate open ended. We must also preserve our most valuable asset, which of course, is Molbak's. Five story buildings and a 1500 foot long by 108 foot wide park block will never, never, replace Molbak's.

There is not much difference in the generation of the Downtown and Little Bear Creek Master Plan and creating a business plan. The problem with this "business plan" is that there are too many pieces missing to accept it the way it is. I also believe that this plan, once completed, is so important that it must be presented to the citizens of Woodinville on an advisory ballot.

I trust you will do the right thing.

Peter Tountas
12505 NE 164th St.
Woodinville, WA 98072

425 488 4424 phone/fax
peter.tountas@gte.net



Cairncross & Hempel

EXHIBIT 20
PAGE 1 OF 2

December 10, 2003

VIA FACSIMILE

Woodinville Planning Commission
Woodinville City Hall
17301 - 133rd Ave NE
Woodinville, WA 98072

RECEIVED

DEC 11 2003
City of Woodinville

Re: Draft Downtown-Little Bear Creek Master Plan

Dear Planning Commission Members:

We represent Molbak's and have continued to review the draft Master Plan and its revisions on their behalf. We submitted a letter to you dated June 30, 2003 which expressed concerns about a number of issues. With this letter, we reiterate those concerns about the draft Master Plan. There are a few issues that we would like to emphasize.

A. New Local Streets.

The Draft Master Plan designates certain new streets for downtown Woodinville, but it does appear to recognize that some of the additional access and grid network will have to be determined as larger parcels develop. Consistent with our June 30, 2003 letter, Molbak's believes that it is improper to designate rights-of-way at this time; rather, as larger parcels develop, access should be designed and provided in a manner that accomplishes both the City's goal of providing additional access within downtown as well as the property owner's goal of providing an efficiently designed development. To designate rights-of-way at this time creates a substantial monetary impact to private property owners.

B. Central Park Blocks.

Designating private property for parks is similar to designating private property for public rights-of-way. It has a substantial detrimental impact to the value of the property. The City should designate and acquire property for public parks when it has the money to buy the land. The City should not designate private property as the location for future parks at this time unless the City has the money and is prepared to purchase the property at this time. To the extent that the City feels it must designate park property at this time, Molbak's believes the southern alignment for the Park Blocks is necessary. The northern alignment is unacceptable as it severely impacts Molbak's ability to continue to operate in Woodinville.

Law Offices

524 Second Avenue, Suite 500

Seattle, Washington 98104-2323

Phone: 206-587-0700 • Fax: 206-587-2308

www.cairncross.com

{00186629.DOC;1}
dmarcy@cairncross.com
direct: (206) 254-4465



C. Building Height and Stepback.

Molbak's and its design consultants continue to believe that the height limits established for downtown buildings is insufficient to accomplish the mix of uses that the City desires. Height limits of 51 feet and 57 feet are insufficient to accommodate five story buildings that contain ground floor retail, office, and residential uses. Certainly it is desirable to have all three uses, but in order to do so a height limit of 59 feet would be more appropriate.

Additionally, the building height provisions require upper floors to step back on street facing elevations when the buildings exceed two stories. This stepback requirement could have a significant negative impact on the design and economic viability of buildings in the downtown area. To the extent the City desires smaller blocks and more access, the floor plates of the potential buildings will already have to be reduced. To require additional area reductions on the upper floors may create a significant design problem. It would be better simply to require that buildings provide architectural treatment of the street facing elevations to avoid the appearance of a "canyon" of buildings as one looks down the street. Stepbacks might be used to accomplish this, but there might be other design solutions as well.

Thank you for your consideration of our concerns. Molbak's would like to support the proposed master plan for the downtown area, but its concerns are very important and they hope you will address them. If you have any questions regarding our comments, we would be pleased to discuss them.

Sincerely,


Donald E. Marcy

DEM:ldg

cc: Mr. Ray Sturtz
Mr. Jens Molbak



EXHIBIT 21
PAGE 1 OF 2

December 15th, 2003

RECEIVED

Woodinville Planning Commission
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

DEC 15 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

RE: Roof designs and building heights in the Little Bear Creek Corridor draft Master Plan.

Dear Planning Commission:

Roof design is one of the main ingredients to help the north entrance way into Woodinville develop with the variation, texture and interest that will create the "small town feel" we have already experienced in the TRF downtown development, and are striving to maintain. My concern is that we take steps to encourage creative and innovative design in this area of Woodinville.

The Little Bear Creek Corridor (the Woodinville-Snohomish Road) is a very special area. All of the east side of the W-S road that is zoned "GB" is behind the railroad tracks where four and five story buildings would necessarily be substantially set back from the roadway (the rail right-of-way is 100 feet), and where future buildings would buffer and shield the industrial developments directly behind them up on the hill. Three to five story buildings would appear in perfect scale—an example showing height and scale would be the new Woodinville Athletic Club building.

All of the west side of the W-S road is at or below road grade. If you will look at Appendix "F" you can see that the visual sight lines from any surrounding residential as well as industrial areas would look DOWN on those building roof tops. Flat roofs with HVAC equipment on top would have an industrial look and appear unattractive. This is a place where taller buildings with pitched roofs would be desirable, would create that small town feel, and again would appear to be in perfect scale. And, at the same time they would help to shield the traffic on Highway 522 from this entrance corridor, giving this roadway a "downtown city street" feel.

Presently, Woodinville's Zoning Code 21.12.050 (3) stipulates that "Building height shall be measured from the average finished grade to the...average height of the highest gable of a pitched or hip roof." This mandates that any four or five story building must have a flat roof just to get under an arbitrary height measurement.

To: Woodinville Planning Commission

page 2

EXHIBIT 21
PAGE 2 OF 2

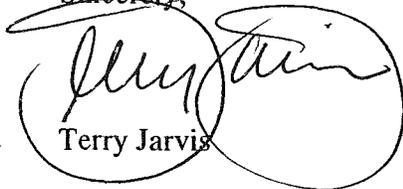
I would recommend that the building height measurement method for buildings in the Little Bear Creek Corridor be modified to read "Building height shall be measured from the average finished grade to the...eave height of the roof". This will encourage rather than penalize a development for exercising creativity or esthetics in their roof and building design.

Another item that is vital to the development of proper buildings in this area is the allowed maximum floor to floor distances. Today's market requires that "Class A" general business (GB) properties have between 15 and 20 feet floor to floor distance on the first floor to attract a strong and viable user/tenant. To obtain this kind of upscale building that our city demands, I would suggest that we limit the first floor distance to 20 feet; upper floors are acceptable at the currently prescribed 12 feet. Simple economics will dictate the lowest possible distances in each case.

The third suggestion that I have would be that the "Structured Parking Incentive" in the Little Bear Creek area be removed. In my estimation, a concrete structured parking building is an eyesore, and should be built only if economics require it. However, the high costs of such a structure will very likely preclude structured parking as an option, and this in itself will limit building floors.

In summation, I would suggest that: (1), The zoning code stipulate that building heights within the Little Bear Creek Corridor are to be measured from the average floor height to the eave height; (2). The first floor of GB buildings be set at a maximum of 20 feet floor-to-floor distance, and; (3). That the "Structured Parking Incentive" be removed.

Sincerely,


Terry Jarvis

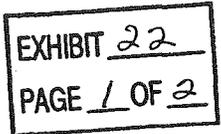
RECEIVED

DEC 15 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

**TRF Pacific, Inc.**

Sent via facsimile and US Mail

Robert M. Parks
President

December 16, 2003

6410 Roosevelt Way NE
Seattle, WA 98115
Direct: 206.985.0106 Main: 206.985.0100
Fax: 206.985.0102 Cell: 206.369.7567
rmparks@trfpac.com
www.trfpac.comWoodinville Planning Commission
City of Woodinville,
17301 - 133rd Ave NE
Woodinville, WA 98072

Attention: Carl Smith, City Planner

Re: Downtown and Little Bear Creek Master Plan in Woodinville

Dear Planning Commission Members:

Thank you for this final opportunity to submit written comments on the draft of Woodinville Downtown and Little Bear Creek Master Plan.

On behalf of Downtown Woodinville LLC and its Member TRF Pacific, Inc., I would like to compliment the Staff and the Planning Commission on a job very well done. We are pleased with the results of this long planning process and believe it will produce the desired results for the future downtown of Woodinville.

Our one request is that the land that we have that fronts on 175th lying between the Firestone store on the west and the Taco Time to the east, be included in the Downtown Core Area zoning. We believe that it was inadvertently left out of the rezone map because it is a portion of the larger single lot that contains the theater. We also believe that it would be consistent with the goals of the plan to put it in the Downtown Core Area to the same depth as that which is proposed for the Firestone store lot.

Submitted for your consideration;

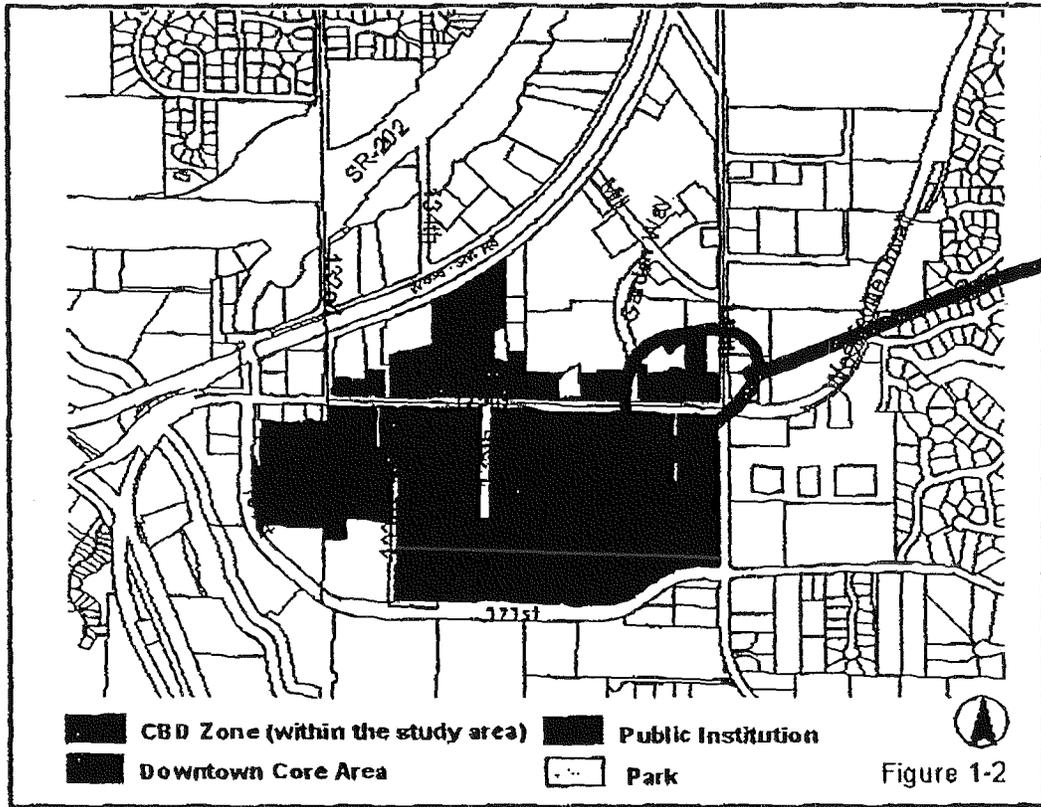
Downtown Woodinville LLC
By: TRF Pacific, Inc., MemberRobert M. Parks
President

Cc: Downtown Woodinville LLC Partners

LAND USE

EXHIBIT 22
PAGE 2 OF 2

1.0 DOWNTOWN CORE (CENTRAL BUSINESS DISTRICT ZONE)



To achieve the City's vision for a vibrant, pedestrian-friendly mixed use downtown, the most promising initial location is the area between 175th street and 171st street (including parcels abutting the north side of 175th street), and extending from the Civic Campus to 140th Avenue. This area is referred to in this Plan as the Downtown Core Area and shown above in Figure 1-2. The downtown land use recommendations of the Plan are focused in this area, because it is considered to have a high potential for redevelopment. The Core Area equals 72 acres, or approximately 40% of the total Central Business District (CBD) area of 176 acres. The entire CBD within the Plan study area contains approximately 1,895,000 square feet of commercial space. This area is shown in Figure 1-3, page 13. The Downtown Core Area contains approximately 543,000 square feet of commercial space.



RECEIVED

DEC 15 2003

December 8, 2003

EXHIBIT 23
PAGE 1 OF 2

To the Woodinville City Council

CITY OF WOODINVILLE
PLANNING DEPARTMENT

I understand the meeting held Dec. 3 concerning Woodinville development has been continued. (I received my notice of the Dec. 3 meeting this Sat., Dec 6). I am writing to give feedback (I have written several times at meetings etc) concerning the current downtown Little Bear Creek proposal. I feel it is most likely futile though; that anything said that goes counter to what the paid planning consultant (not sure that is his proper title) and the city council decided was our best direction, will be summarily dismissed. Most of my neighbors, and other friends in Woodinville do not speak up because we feel we are not listened to. Consequently, our current quiet voices are seen as agreeing with the current proposal. How ironic. We do ourselves no favors, but make it easy for you to think the whole community is behind all the proposed megadevelopment. I know very few people if any who think much positive about it.

I am a Wedge resident. I love where I live. I am however seeing my slice of heaven grow smaller with each year that passes. The pastures we saw out our living room, dining room, and kitchen windows have now become the neon sign for Target, metal roofs, and lots of lights. To the north the empty space which of course realistically needed development, is the Spa and Woodstove store, Ride Motor Sports, neon of course. And above those buildings (east side of the Woodinville Snohomish Road) light industrial or office developments with mega lights shining in our windows at night. Not such a lovely view. We no longer see the night sky. The Woodinville Athletic Center which dominates the hillside provides us with a multiplicity of neon and other lights. We have daylight 24 hours a day. How nice. Trees – where are the trees? Several years ago my husband was in contact with Ray Sturtz to try to diminish the glare from lights at businesses on the hillside above the Wdvn. Sno. Road. One building was treated with shields and did lose its light glare. However many more buildings and many many more lights cropped up, and nothing was done to shield them. It was obvious our struggle for adequate lighting protection had been purposely forgotten about – we ultimately gave up. . Let me say that we have several neighbors who also complain about the lights, signs etc., but only amongst ourselves – why? Because they feel their concerns would go nowhere just as ours went nowhere. I guess I have to agree with them. We had been told that in a few short years the trees to be planted would not only create a lovely landscape, but hide the offensive lights. Ha. There are virtually no trees. This does not bode well for the citizenry who hope the city will develop with compassion for the effected neighborhoods. We have been ignored. It does not seem that the city wants to do anything outside their box of grand plans. In other words, you will apparently build what you want with little regard to we the people who have to look at it, drive in it, live in it.

My husband and I went to the open house Oct. 16, 2002 to learn about the downtown and Little Bear Creek Corridor plan. Before the roundtable discussion began, while people were asking questions, and chatting, a neighbor of mine asked Ray Sturtz about the planned pedestrian walkway over the 522 highway. The map has it exiting basically at the base of my driveway. Mr. Sturtz, with a wave of his hand dismissed our concern of its placement by saying that the graphic designer just drew it there, that it wasn't necessarily really going to be put exactly there. Does that mean that the whole map might not be accurate – things just placed where the graphic artist thought they should go, or would look good? Trust begins to disintegrate.

I use this as my background for a lack of confidence in the City of Woodinville that the average citizen, will command respect and be earnestly listened to. I believe this, because the average citizen is most likely like me and my family – we moved to Woodinville because it was beautiful, it

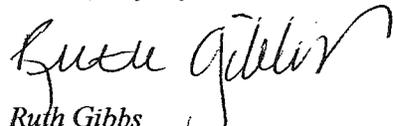
was quiet, it was close to Seattle or Bellevue without being Seattle or Bellevue, it was unique - you knew where you were because of the individual businesses, and shops. It was easy and friendly. It had neighborhoods with houses spaced apart - houses in what ultimately became casualties of the mandated growth plan. We are losing our breathing room, we have lost our night sky to the Target development of "anywhere in the USA stores", and Woodinville Athletic Center; our streets are jammed with traffic. We the average citizens have lost Woodinville. Friends coming to visit from distances far away have responded with "my god what is happening here"? That is not my bias speaking, but honest expressions from more than one visitor. It is truly embarrassing to see Woodinville lose it's ambience and uniqueness to greed. We all know things cannot stand still. We acknowledge that of course growth is necessary. Where we diverge is in that interpretation. We, the average citizen don't think the city needs to grow buildings 5 or 6 stories high- we didn't move here for that. How will we see Mt. Rainier - or do you care? We do not like the idea of feeling boxed in by cookie cutter buildings with no character. I feel that some property owners in the Bear Creek Corridor are pressuring to develop their properties to their maximum. I certainly feel that a property owner should be able to build, but when what is built so drastically affects the feel of the community, the direction of the community, the wishes of the community, the property owner may have to revise goals for the good of the community, not only for his or her own good.

Is there no desire in those of you who really think about our city, that we be UNIQUE, that we maintain the integrity of our community by how we develop, that we respect the FEELING of what Woodinville has represented? I do not believe we need cookie cutter businesses, that drive out the small business owner - those people are our community members, they have been the cornerstones of Woodinville - how can we displace them? Yes we need a vibrant downtown - but it CAN be small, and probably much more inviting if it OURS, not some paid designer's who doesn't know what it is like to really live in Woodinville.

The thought of the day to day impact that major development would have on our quality of life is unsettling. I do not know where any of you live, but my thought would be that if you lived close enough to downtown to suffer the consequences of pollution from more traffic, (train included), no stars at night because all the buildings and possibly motels(?) have themselves lit up the night sky you just might wonder if all the BIG development expansions are truly necessary for a healthy vibrant Woodinville.

Yes, we need to grow, we need to develop to maintain a healthy economy. But how much growth do we really need to be not only economically healthy, but emotionally as well - to feel good about where we live, what we see out our home windows as well as car and business windows? Can we not be Woodinville instead of a Bellevue or Kirkland or Redmond? Could we please be reasonable in our expectations for this city? Can we not remain Woodinville and not become a Bellevue wanna be?

Thank you for your time.



Ruth Gibbs
18605 136th Ave. NE
Woodinville

ENVIRONMENTAL CHECKLIST FOR CITY OF WOODINVILLE
INTEGRATED DOWNTOWN AND
LITTLE BEAR CREEK CORRIDOR MASTER PLAN

EXHIBIT 24
PAGE 1 OF 19

A. BACKGROUND

1. Name of proposed project, if applicable:
**City of Woodinville Downtown and
Little Bear Creek Corridor Master Plan**

2. Name of applicant:
**City of Woodinville
Department of Planning and Community Development**

3. Address and phone number of applicant and contact person:
Address: **City of Woodinville
Department of Planning and Community Development
17301 – 133rd Avenue NE
Woodinville, WA 98072**
Phone: **425-489-2757**
Contact: **Carl Smith**

4. Date checklist prepared:
October 22, 2003

5. Agency requesting checklist:
City of Woodinville

6. Proposed timing or schedule (including phasing, if applicable):
The City of Woodinville Department of Planning and Community Development intends to distribute the revised draft Downtown and Little Bear Creek Corridor Master Plan (the Plan) to the Woodinville Planning Commission and Woodinville Parks and Recreation Commission for review in November and December 2003. When approved by the Commissions, the Plan will be presented to the Woodinville City Council.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
Yes. The Plan is a planning document that sets the framework for future public and private development within the City of Woodinville's downtown area and Little Bear Creek Corridor. As such, it is anticipated there will be numerous site-specific development proposals in the planning area, both currently envisioned and yet to be proposed, that will fall within the geographic area covered by the Plan.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
City of Woodinville Comprehensive Plan Final Environmental Impact Statement, January 17, 1996, City of Woodinville.

City of Woodinville Comprehensive Plan 2002 Annual Update EIS Addendum, August 2002, prepared for the City of Woodinville by Huckell-Weinman Associates.

EXHIBIT 24
PAGE 2 OF 11

Downtown Woodinville Master Plan Transportation Overview, August 19, 2002, Memorandum from R.S. McCourt, DKS Associates to George Crandall, Crandall Arambula

Little Bear Creek Corridor Habitat Assessment, July 2002, prepared for the City of Woodinville by David Evans and Associates, Inc.

City of Woodinville Determination of Non-significance and Environmental Checklist for the Little Bear Creek Resource and Skate/BMX Park, May 27, 2002, prepared by the City of Woodinville.

Woodinville Park Master Plan Wetland Analysis Report and Environmental Memo, May 5, 2002, prepared for the City of Woodinville by B-twelve Associates, Inc.

Little Bear Creek Corridor Redevelopment Alternatives Traffic Impact Analysis, April 22, 2002, prepared for the City of Woodinville by Earth Tech.

Geotechnical Exploration Proposed Skate/BMX Park, April 22, 2002, prepared for Wiscomb Landscape Architecture Services, Inc. by Berquist Engineering Services.

Modified Phase I Environmental Site Assessment Beeson-Mercer Property, April 19, 2002, prepared for Open Space Resources by Krazan and Associates, Inc.

Tributary 0087 Biological Resources Inventory, March 1998, prepared for Gray and Osborne, Inc. by Adolfson Associates, Inc.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
No applications are pending. Permit approvals from the Washington Department of Fish and Wildlife (WDFW), Washington State Department of Ecology (DOE) and U.S. Army Corps of Engineers (COE, including concurrence from U.S. Fish and Wildlife Service and National Marine Fisheries Service) have been issued for two specific projects on Little Bear Creek – fish passage improvements and bank stabilization/protection near NE 205th Street and at the 132nd Avenue NE culvert. Permits issued for the City of Woodinville Rotary Community Park include permits from the DOE and WDFW.

10. List any government approvals or permits that will be needed for your proposal, if known.
The Plan will require adoption by the City of Woodinville City Council.

Future development projects as a result of this Plan will require approvals from the City of Woodinville, and may require other government approvals prior to construction. For example, two potential projects on Little Bear Creek – fish

passage improvements and weir repairs at NE 195th Street and culvert removal, bridge construction, channel restoration and bank stabilization/protection at 134th Avenue NE – may require permits or approvals from the City of Woodinville, Washington Department of Fish and Wildlife, Washington State Department of Ecology and/or U.S. Army Corps of Engineers. In the downtown core area, any additional bridge crossing of Woodin Creek may require similar permits and approvals. Permits will be required for Phase II of the Rotary Community Park. These permits will include approval from WDFW, DOE and COE and City of Woodinville SEPA official

EXHIBIT 24
PAGE 3 OF 19

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This Plan was developed to provide the detail needed to realize the vision of a “compact, inviting downtown that is attractive and functional” set forth in the City’s Comprehensive Plan. The Plan area covers approximately 300 acres in the City’s Downtown Core (Central Business District), R48/Office zone, and Little Bear Creek Corridor (General Business Zone).

A range of uses exist within the Plan area, including retail commercial, office, and residential uses; parks and open space; and roadways, trails and paths. The Plan recommends retention of most existing uses, and the addition of Office zone uses in the Little Bear Creek Corridor.

The Plan recommends capital improvements such as grid roads, new street improvements, and non-motorized trails to improve traffic and non-motorized circulation and create a more pedestrian- friendly downtown; a new downtown park (Park Blocks) and incentive based height increases. Within 200 feet of the Park Blocks, up to five floors (maximum of 57 feet) could be achieved through incentives such as provision of structured parking and design features to encourage the development of compact, mixed-use residential development downtown. In the remaining Downtown Core area, height increases up to four floors (not to exceed 51 feet) could be achieved through incentives. Incentive based height increases up to five floors (not to exceed 60 feet) and expanded uses are proposed in the Little Bear Creek Corridor to encourage the development of office and other uses and the preservation and enhancement of sensitive areas, wildlife habitat and open space. When approved, this Plan will become a subarea plan of the Comprehensive Plan.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The Plan area is within the City limits of Woodinville, King County, Washington in Sections 3, 9 and 10 of T26N, R5E. The Plan area is generally bounded by the

County line to the north, 171st Street to the south, the S~~a~~mmamish River and SR-522 to the west and 140th Avenue/Woodinville-Duvall Road to the east.

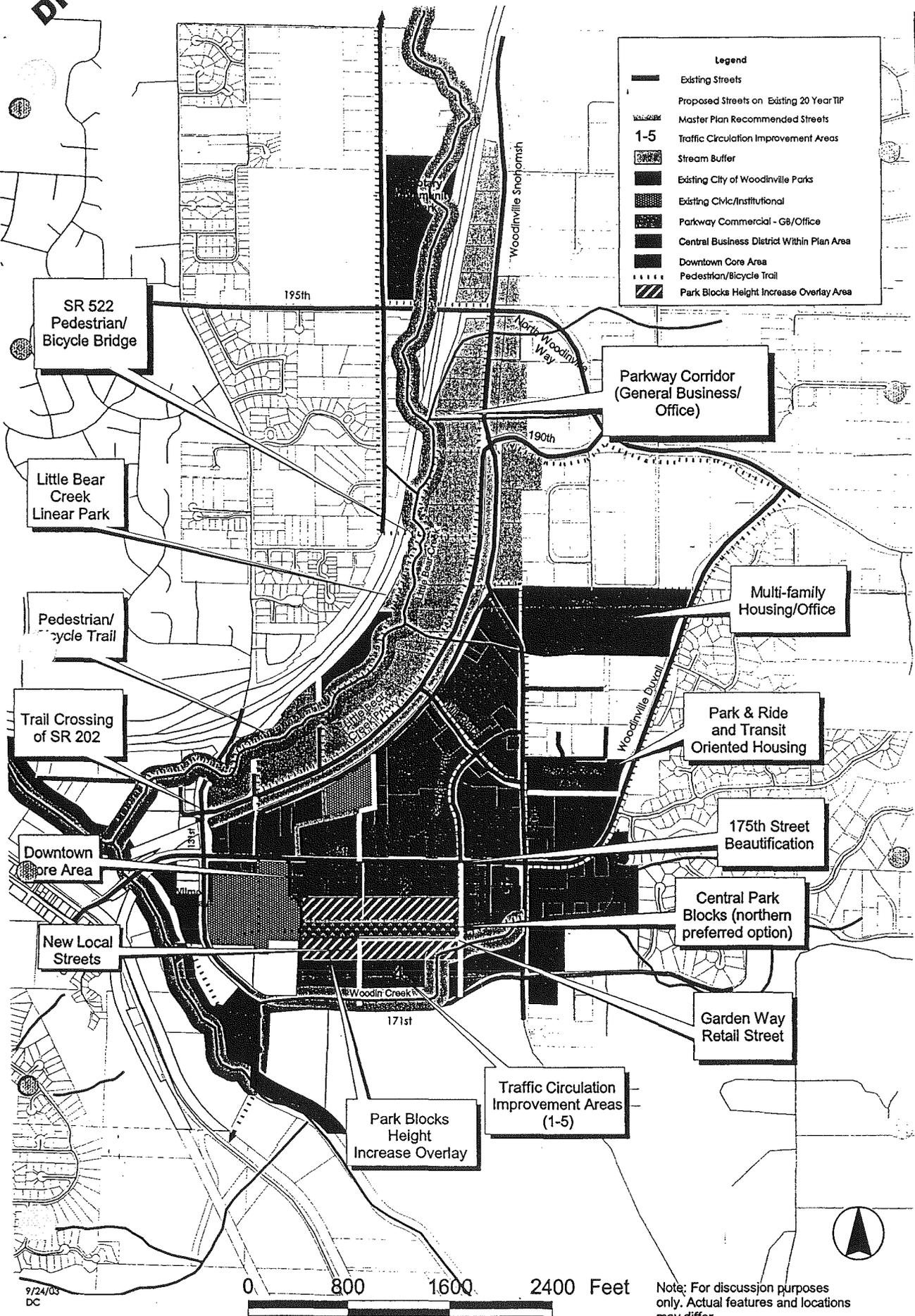
The area covered by the Plan and proposed land uses are shown in Figure 1.

EXHIBIT 24
PAGE 4 OF 19

DRAFT

City of Woodinville Downtown - Little Bear Creek Corridor Master Plan

EXHIBIT 24
PAGE 5 OF 19



Legend	
	Existing Streets
	Proposed Streets on Existing 20 Year TIP
	Master Plan Recommended Streets
	1-5 Traffic Circulation Improvement Areas
	Stream Buffer
	Existing City of Woodinville Parks
	Existing Civic/Institutional
	Parkway Commercial - GB/Office
	Central Business District Within Plan Area
	Downtown Core Area
	Pedestrian/Bicycle Trail
	Park Blocks Height Increase Overlay Area

SR 522
Pedestrian/
Bicycle Bridge

Little Bear
Creek
Linear Park

Pedestrian/
Bicycle Trail

Trail Crossing
of SR 202

Downtown
Core Area

New Local
Streets

Park Blocks
Height
Increase Overlay

Traffic Circulation
Improvement Areas
(1-5)

Parkway Corridor
(General Business/
Office)

Multi-family
Housing/Office

Park & Ride
and Transit
Oriented Housing

175th Street
Beautification

Central Park
Blocks (northern
preferred option)

Garden Way
Retail Street



Note: For discussion purposes only. Actual features and locations may differ.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other: Variable. The Plan area is primarily level. There are some slopes adjacent to Little Bear and Woodin Creeks that are steep, but short.
- b. What is the steepest slope on the site (approximate percent slope)?
Approximately **40%**
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. The soils in the area are generally glacial sand and gravel outwash deposits.
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. There is evidence of stream bank erosion along stretches of Little Bear Creek, primarily associated with development and removal of riparian vegetation.
- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. The adoption of the Plan will not result in any filling or grading. No construction is tied to Plan adoption, but subsequent development, restoration or other projects may require grading and filling.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. No construction is tied to Plan adoption.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? The adoption of this Plan will not result in any change in the amount of impervious surfaces, but subsequent development, transportation or other projects may. In general, the Plan calls for integration of parks and open spaces into the downtown core and, where possible, future development or placement of impervious surfaces in areas that are already disturbed, paved or developed.

However, some new buildings, streets and street extensions will be located in areas that are currently unpaved.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
None, these issues would be addressed as individual projects are proposed.

2. AIR

- EXHIBIT 24
PAGE 7 OF 19
- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. **None, adoption of the Plan will not result in any air emissions. Development under the Plan will result in temporary, construction-related air emissions, primarily dust and vehicle exhaust. Long-term emissions will be those expected with residential and commercial urban growth (vehicle emissions, HVAC exhaust).**
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. **Stock Pot Soups, which is immediately north of the proposed Master Plan Area, emits occasional odors which are noticeable. Also, if the adjacent South Snohomish/Grace area becomes the site for the proposed Bright Water Sewage Treatment Plant occasional odors may be emitted from the project.**
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: **None, these issues would be addressed as individual projects are proposed. Construction impacts will be minimized with applicable best management practices and long-term development impacts will be minimized through compliance with local codes and ordinances.**

3. WATER

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. **Yes. Both Woodin Creek and Little Bear Creek (including all or portions of five unnamed tributaries) are in the area covered by the Plan. Both of these creeks flow into the nearby Sammamish River. According to City of Woodinville's zoning code, Little Bear Creek is considered a Class 2 stream used by salmonids. Woodin Creek is considered a Class 2 stream with salmonids inside the City of Woodinville and without salmonids in King County (Adolfson Associates Inc., March 1998).**

In addition, several wetlands are known to exist in the vicinity of Little Bear and Woodin Creeks. Adolfson (1998) identified eight wetlands within the Woodin Creek riparian corridor in July 1997. Five of these wetlands were likely rated as Class 2 and three as Class 3. B-twelve (2002) identified two wetlands in the 18-acre parcel surveyed for the City of Woodinville Rotary Community Skate/BMX Park (an area just east of 136th Avenue NE, west of SR 522 and north of NE 195th street). One wetland was classified as Class 3 and the other as Class 2. Other wetlands are likely to exist in the area covered by this Plan.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Adoption of the Plan will not result in any work over, in or adjacent to Woodin or Little Bear Creeks or associated wetlands. Specific development proposals carried out subsequent to plan adoption may involve such work. In those instances, proposals will be developed to address environmentally sensitive area ordinance requirements and, if necessary, appropriate mitigation.

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This Plan to encourages more environmentally appropriate development adjacent to riparian areas and wetlands. The Plan also encourages the establishment of parks and open space along riparian corridors, and the re-establishment of stream and wetland buffers where possible.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. **Adoption of the Plan would not result in any fill or dredge activity. Specific development projects carried out after Plan adoption may involve some filling or dredging and would be subject to environmental review, permitting and, if necessary, mitigation plan development at the time of proposal.**
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. **No.**
- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. **Yes, the Plan includes areas immediately adjacent to Little Bear Creek and the Sammamish River that are within the 100-year flood plain for those water bodies.**
- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. **No.**

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known. **No.**
- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. **None. Areas covered by the Plan are served by public water and sewer systems.**

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. **No changes to the current sources or routing of runoff and storm water are proposed by this Plan. Development carried out after this Plan is adopted will be subject to local and county**

requirements for proper collection and disposal of runoff. The Plan encourages the enhancement and restoration of wetland and stream buffers within the Plan area which may reduce the amount of direct stormwater and runoff entering creeks and wetlands.

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- 2) Could waste materials enter ground or surface waters? If so, generally describe. No.
- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any: Any measures needed for specific development proposals will be in accordance with local and county accepted drainage and erosion control practices.

4. PLANTS

- a. Check or circle types of vegetation found on the site:
- deciduous tree: alder, maple, aspen, other (hawthorne, ash, cottonwood, willow)
 - evergreen tree: fir, cedar, pine, other (hemlock)
 - shrubs
 - grass
 - pasture
 - crop or grain
 - wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 - water plants: water lily, eelgrass, milfoil, other
 - other types of vegetation (blackberry, Scot's broom, reed canary grass and ornamentals)
- b. What kind and amount of vegetation will be removed or altered? No vegetation will be removed with Plan adoption. Subsequent development in the Plan area will necessitate removal of vegetation in areas that are currently undeveloped and/or change the types of vegetation present.
- c. List threatened or endangered species known to be on or near the site. Chinook Salmon have been documented in Little Bear Creek which flows through the Little Bear Creek Corridor.
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: Adoption of this Plan will not result in landscaping or planting except as part of project-specific actions. On-going City efforts along Little Bear Creek near NE 205th Street and 132nd Avenue NE include stream bank planting and non-native or invasive plant removal. Generally parks and open space concepts as envisioned in this Plan will increase and improve the quality of riparian and other vegetative corridors. Existing City regulations require the use of native trees and shrubs in landscape plantings and mitigation areas.

5. ANIMALS

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:
- birds: hawk, heron, eagle, songbirds, other: (ducks, gulls, woodpeckers, kingfisher, killdeer, crows, starlings, swallows)

✓ mammals: deer, bear, elk, beaver, other: (opossum, weasel, bat, raccoon, rat, squirrel, rabbit, frog, salamander, snake)
✓ fish: bass, salmon, trout, herring, shellfish, other: (sculpin, lamprey)

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b. List any threatened or endangered species known to be on or near the site.
Puget Sound Chinook salmon, a threatened species, have been documented in Little Bear Creek.

c. Is the site part of a migration route? If so, explain. Yes. Little Bear Creek is used, or has historically been used, by at least nine resident and anadromous species of fish. These include coast range sculpin, western brook lamprey, cutthroat trout, pink salmon, chum salmon, coho salmon, sockeye salmon, kokanee, and Chinook salmon. (David Evans and Associates 2002). Several of these species may use Little Bear Creek as a "migration route" as they travel to and from spawning grounds in the creek to either Puget Sound or Lake Washington.

David Evans and Associates (2002) also recorded eleven neotropical migrant bird species in the vicinity of Little Bear Creek: cedar waxwing, Swainson's thrush, belted kingfisher, willow flycatcher, black-headed grosbeak, golden-crowned kinglet, violet-green swallow, warbling vireo, Wilson's warbler, mourning dove, and white-crowned sparrow).

d. Proposed measures to preserve or enhance wildlife, if any: The Plan encourages restoration of the Woodin and Little Bear Creek riparian corridors, and creation of open space within downtown Woodinville. Creation and preservation of wildlife habit and re-establishment of stream buffers associated with specific development proposals will provide for long-term wildlife enhancement.

6. ENERGY AND NATURAL RESOURCES

b. a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. None. Adoption of this Plan will not in itself create additional energy needs beyond existing conditions. Energy needs of future project-specific proposals (other than short-term needs for construction) would primarily come from lighting, heating and cooling of future residential, office and commercial structures.

c. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. Adoption of the plan will not in itself affect the potential use of solar energy of any property. Subsequent development proposals as a result of the Plan could potentially have solar energy use impacts that will be addressed in project specific proposals.

d. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: None, in the Plan itself. Future development as a result of the Plan will comply with energy saving building codes.

7. ENVIRONMENTAL HEALTH

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a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. **No.**

- 1) Describe special emergency services that might be required. **None.**
- 2) Proposed measures to reduce or control environmental health hazards, if any: **N/A**

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? **Noise in the area covered by the Plan are those typical of mixed use urban areas – traffic, construction, commercial, residential and light industrial uses.**
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hour's noise would come from the site. **No additional noise would be created or associated with Plan adoption. Subsequent development proposals may involve both short-term construction and long-term operational noise that will be addressed in project-specific proposals.**
- 3) Proposed measures to reduce or control noise impacts, if any: **Future construction noise levels will be controlled by the City of Woodinville Noise Ordinance restrictions.**

8. LAND AND SHORELINE USE

- a. What is the current use of the site and adjacent properties? **Current uses in the area covered by the Plan include: residential, commercial, industrial, office, open space and park, and public facilities.**
- b. Has the site been used for agriculture? If so, describe. **The area covered by the Plan is within the City limits of Woodinville and is primarily urban in nature. Historically, the area within and surrounding the current City may have been used for agriculture. The Muckleshoot Tribe also considers the area as part of their 'usual and accustomed' fishing grounds.**
- c. Describe any structures on the site. **The area covered by the Plan includes roads, railways, residences, industrial, commercial and municipal structures and associated infrastructure.**
- d. Will any structures be demolished? If so, what? **As a part of Plan adoption no structures will be demolished. Structures may be demolished, or otherwise altered as part of future project specific development under this Plan.**
- e. What is the current zoning classification of the site? **City of Woodinville zoning classifications in the area of the Plan include: Public/Institutional, General Business, Central Business District, Office, Industrial, Residential (48 Dwelling Units per Acre)/Office and Public Park/Open Space.**

f. What is the current comprehensive plan designation of the site? Per the City of Woodinville's Comprehensive Plan, the Plan area covers five different land use designations: Auto service/General Commercial, Central Business District, Industrial, Public/Institutional, Parks/Open Space and High-Density Residential.

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- g. If applicable, what is the current shoreline master program designation of the site? Little Bear Creek and the Sammamish River are both within Shoreline Jurisdiction. 100-feet on either side of Little Bear Creek, from its confluence with the Sammamish River upstream to 132nd, is designated "Conservancy" by the City of Woodinville Shoreline Master Program. From 100 to 200-feet back on either side of the creek along this same stretch is designated "Urban." Areas on either side of the Sammamish River are designated similarly, although for some stretches of river the conservancy designation is 200-feet (rather than 100-feet) wide along the east side of the river and the "Urban" designation is absent.
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify. Yes, the riparian corridors along Little Bear and Woodin Creeks and associated classified wetlands are "environmentally sensitive areas" pursuant to Woodinville Municipal Code Chapter 21.24.
- i. Approximately how many people would reside or work in the completed project? Adoption of the Plan would not change the numbers of people residing in or working in the area. Subsequent development proposals may change residential density in the Downtown Core and/or add or change the amount and relative mix of residential, office, commercial and open space.

Due to the many variables and market conditions that contribute to the mix of commercial and residential uses, estimates of potential housing, employment and population in the plan area are highly speculative. For comparative purposes, estimates of theoretical future total capacity under both existing comprehensive plan and master plan designations have been prepared.

Under the existing comprehensive plan and zoning designations, the additional residential and commercial capacity in the Downtown Core is estimated to be between 850 and 1,200 dwelling units, and 670 and 1,050 employees. Under the proposed Master Plan, the additional residential and commercial capacity is estimated to be between 1,400 and 1,850 dwelling units and 270 and 525 additional employees. The additional residential capacity under either existing zoning or the draft Plan is expected to occur in the Downtown Core Area, in the R-48/Office zone, and on the Transit-Oriented Housing Development site.

- j. Approximately how many people would the completed project displace? None. As a result of adoption of the Plan, it is anticipated that subsequent developments will create additional residential capacity within the Downtown Core Area of the Central Business District in the form of mixed-use development. This will increase the availability and range of housing choices within the City of Woodinville.
- k. Proposed measures to avoid or reduce displacement impacts, if any: No displacement will result from the adoption of the Plan. If, with subsequent development, residential use areas redevelop, efforts will be made to reduce

displacement. Overall, a net increase in the number of residential units in the downtown area is anticipated as a result of development under this Plan.

1. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: The Plan is consistent with, and implements the vision for the Downtown and Little Bear Creek Corridor in the City of Woodinville's Comprehensive Plan. Subsequent development consistent with the Plan will meet design standards and guidelines to ensure compatibility with existing and projected land uses.

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9. HOUSING

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. Adoption of the Plan would not directly provide any additional housing. The Plan provides incentives for the development of additional housing within the Downtown Core neighborhood to increase housing availability and affordability, and the range of housing choices within the City. A mix of high-income, middle-income and low-income housing would be encouraged per City housing goals.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. No housing would be eliminated with Plan adoption. The Plan includes incentives to encourage the development of additional high-, middle- and low-income housing within the Downtown Core.
- c. Proposed measures to reduce or control housing impacts, if any: None needed.

10. AESTHETICS

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? The Plan is not a specific development proposal for any new structures. The Plan recommends increasing the base height from the existing 35 to 39 feet with additional height possible through incentives to a maximum height to four floors or 51 feet in the Downtown Core Area. Within 200 feet of the Park Blocks, the maximum height would be increased to five floors or 57-feet with incentives, and in the Little Bear Creek Corridor, the maximum height would be increased to five floors or 60 feet with incentives in the Little Bear Creek Corridor.
- b. What views in the immediate vicinity would be altered or obstructed? Plan adoption will not result in any altered or obstructed views. The proposed height increases up to 51, 57 and 60 feet recommended in the Plan may result in altered urban views in a limited area of the Downtown Core, and in the Little Bear Creek Corridor. Current views in the downtown core that include urban streets with primarily one and two story commercial buildings may change to a more urban appearance with views of taller buildings, interspersed with open space.
- c. Proposed measures to reduce or control aesthetic impacts, if any: All future development in the Plan area will be subject to City zoning regulations and design guidelines. New design standards will be established for development within the Downtown Core Area and Little Bear Creek Corridor with height increases. The Plan recommends that height increases be mitigated by a

required building setback no higher than 28 feet or above the 2nd story. In addition, to achieve maximum heights, developments must provide structured parking, additional design features and open space. The planned urban landscape includes parks and open space, creation of more pedestrian-friendly and aesthetically pleasing streetscapes, enhancement of sensitive areas and height-restricted development to ensure that new development is compatible with City of Woodinville's size and character.

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11. LIGHT AND GLARE

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Adoption of the Plan will produce no additional light and glare. If development were to occur at the heights and densities proposed in the Plan, additional buildings with windows and lighting could result in additional light and glare above existing conditions, but typical of urban environments. Potential light and glare impacts will be addressed through the permit process as projects are proposed.
- b. Could light or glare from the finished project be a safety hazard or interfere with views? Plan adoption will not create any safety hazards or interfere with views. The intent of subsequent development is to enhance urban views and streetscapes and encourage more uses within downtown while minimizing disruption of existing views and creation of safety hazards.
- c. What existing off-site sources of light or glare may affect your proposal? None.
- d. Proposed measures to reduce or control light and glare impacts, if any: None needed for Plan adoption. Future building and development projects will include consideration of light and glare impacts and appropriate avoidance or mitigation.

12. RECREATION

- a. What designated and informal recreational opportunities are in the immediate vicinity? Current formal recreational facilities in the area covered by the Plan include the Sammamish River trail system, Woodin Creek Park, Wilmont Gateway Park, City ball fields, City of Woodinville Rotary Community Park, and DeYoung Park. Informal recreational opportunities include use of vacant properties and highway right-of-way in the Little Bear Creek Corridor.
- b. Would the proposed project displace any existing recreational uses? If so, describe. No.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: Adoption of the Plan will not directly produce any impacts upon or create additional recreational opportunities. The Plan designates formal and informal recreational areas and a corridor of open space (Park Blocks) in the downtown core for future development. Future recreational facilities to be developed under or associated with this Plan include Woodin Glen and Little Bear Creek Linear Parks; the Park Blocks in the Downtown Core; and interconnected bike and pedestrian trails and crossings.

13. HISTORIC AND CULTURAL PRESERVATION

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- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. **The "Old Woodinville School" on 175th Street is a local historic landmark. It is not currently listed on the National Register of Historic Places or on the Washington Heritage Register, but may be eligible for listing due to its age and local historical value.**
- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site. **N/A**
- c. Proposed measures to reduce or control impacts, if any: **None needed.**

14. TRANSPORTATION

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. **The Plan area is served by State Route 522, State Route 202 and City of Woodinville downtown streets.**
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? **Yes, downtown Woodinville is currently served by the King County Metro Transit System.**
- c. How many parking spaces would the completed project have? How many would the project eliminate? **Adoption of the Plan would not create or eliminate any parking spaces. Future development may result in site-specific increases or decreases in the number of parking spaces depending on current and future land use. Numbers of parking spaces for specific projects will be in accordance with City standards.**
- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). **The Plan recommends improvements to existing public streets, extension of existing public streets, and the addition of public streets to improve traffic and non-motorized circulation and capacity within the Plan area.**
- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. **No, other than existing railroad tracks along Little Bear Creek Parkway that are used for freight hauling and a tourist Dinner Train.**
- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur. **It is expected that development under the Plan will result in nearly the same number of vehicle trips, or fewer, than build-out under the current Comprehensive Plan and Zoning. The Plan encourages mixed use development in the Downtown Core which is likely to result in more interaction among land uses, and increases in walk-trips, resulting in lower trip generation rates than existing development in the Downtown.**

- g. Proposed measures to reduce or control transportation impacts, if any: Plan adoption will not create any transportation impacts. Plan implementation will incorporate several measures to reduce or mitigate for transportation impacts that are expected to worsen under existing conditions given expected population growth. The Plan contains new grid streets and extensions to existing streets to aid traffic flow as well as improvements to existing streets to make them more safe and pedestrian-friendly. All subsequent development will be required to maintain minimum roadway and intersection levels of service adopted in the Comprehensive Plan and City of Woodinville Municipal Code Chapter 21.28. Additional mitigation may be proposed as a result of analysis of various Floor Area Ratios considered during plan implementation.

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15. PUBLIC SERVICES

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe. Adoption of the Plan will not result in an increased need for public services. However, development as a result of the Plan is expected to have a more compact land use pattern that makes public service delivery more efficient as compared with low density development that is further away from public service providers.
- b. Proposed measures to reduce or control direct impacts on public services, if any. None needed.

16. UTILITIES

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. Plan adoption will not require any additional utilities. Utilities needed for specific development proposals are generally available in an urban area and will be identified and discussed with project-specific development.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Janita W. Gurnea, Senior Planner

Date Submitted: 11-13-03

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

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When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? The increased density of residential and commercial development proposed in the Plan could result in more paved roads, trails, buildings and other impermeable or semi-permeable surfaces and result in increased runoff relative to existing conditions. However, new development as a result of the Plan will generally occur in existing developed areas. Increased growth and development will also result in temporary emissions of dust and particulate from construction activities and more long-term increase in air emissions (primarily from vehicles). Production, storage or potential release of toxic or hazardous substances is not anticipated to increase in this primarily office/commercial/residential area except as would be expected for normal transportation and transit to and through a growing urban area. Additional noise will be that associated with an increased number of homes, offices, businesses and vehicles and the temporary noise associated with new construction.

Proposed measures to avoid or reduce such increases are: Direct discharge to surface water will be controlled through compliance with local requirements for surface drainage and adherence to shoreline and sensitive area buffers. Improvements to area pedestrian and bike trails and the establishment of a transit center will help reduce the numbers of vehicle trips (and associated vehicle emissions) and proposed street improvements will help traffic circulation and flow. Noise levels will be controlled by the use of acoustical insulation or other noise mitigation techniques in new construction; limiting hours of construction activities; and requiring contracts to muffle equipment, limit periods of excessive noise and/or develop noise control plans.

2. How would the proposal be likely to affect plants, animals, fish, or marine life? Office, commercial and residential development associated with Plan adoption may take the place of existing habitat in undeveloped areas. For the most part, these areas are already developed urban lots that provide marginal habitat. In general, redevelopment will result in environmental mitigation that will be an improvement over existing conditions.

Proposed measures to protect or conserve plants, animals, fish, or marine life are: The integration of parks and open space with office, commercial and residential development will help conserve (and in places, re-establish) plants and habitat for animals and fish. Limiting future development within designated shorelines, sensitive areas and buffers will also protect or conserve plants, animals and fish.

3. How would the proposal be likely to deplete energy or natural resources? Adoption of the Plan and subsequent urban development in Woodinville will not result in

any additional energy use or natural resource use beyond that expected with population growth.

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Proposed measures to protect or conserve energy and natural resources are: **Concentration of development within downtown Woodinville will result in some efficiency in the use of energy and natural resources over the alternative of more dispersed development. Additionally, all new buildings will meet applicable, current energy codes.**

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands? **The primary issues associated with Plan adoption and development in downtown Woodinville include wetlands, stream buffers, and threatened or endangered species (Chinook salmon). The Plan proposes incentives for new development to preserve and enhance parks and open space in stream and wetland buffers and along Little Bear Creek.**

Proposed measures to protect such resources or to avoid or reduce impacts are: **When structures or activities must intrude into sensitive areas or near endangered species habitat (riparian restoration activities or placement of bridge supports, for examples) appropriate regulatory permits will be obtained and mitigation measures developed and followed. In general, adoption of the Plan is intended to preserve and enhance habitat and riparian areas, particularly in the Little Bear Creek corridor.**

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? **Adoption of the Plan and subsequent development under the Plan will more specifically implement the vision set forth in the City of Woodinville's Comprehensive Plan for a more compact, inviting downtown core. The Plan includes increased residential densities, and some changes in land use from existing conditions in the Plan area. Overall, it is the intent of Plan adoption to encourage development per the City of Woodinville's Comprehensive Plan vision and the Growth Management Act.**

Proposed measures to avoid or reduce shoreline and land use impacts are: **New residential, commercial and office development will be set back from shorelines (especially along Little Bear Creek) and park, open space and natural areas will be enhanced within shoreline buffers.**

6. How would the proposal be likely to increase demands on transportation or public services and utilities? **Increased demand for public transportation, services and utilities will result from population growth in and around the City of Woodinville, regardless of Plan adoption. Adoption of the Plan will concentrate this demand in downtown Woodinville, making pedestrian and transit travel more convenient and reduce reliance on single occupant vehicle travel.**

Proposed measures to reduce or respond to such demand(s) are: **On-going and planned future City of Woodinville street improvements; planned downtown transit center; and continuing coordination with surrounding communities for**

contracted services and utilities (sewer, water, garbage collection, recycling, etc.).

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7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment. All development will be required to comply with local state and federal environmental regulations and permits.

RECEIVED

DEC 17 2003

City of Woodinville

JOHN P. COGAN
22718 NE 57th Court
Redmond, WA. 98053
(425) 869-8652
December 17, 2003

Planning Commission
City of Woodinville

RE: Downtown - Little Bear Creek Master Plan;
Little Bear Creek Corridor Permitted Uses

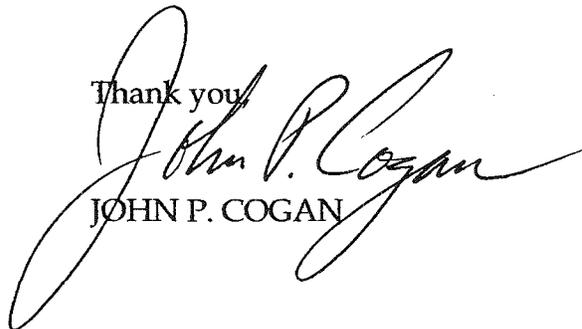
Folks:

This letter is written to again request that a bindery be a permitted use in the Corridor. I have requested this at a meeting and have written a prior letter detailing reasons.

Nowhere in the proposed code is a bindery mentioned. It is a perfect fit under General Business (WMC 1.1.1). It is not an industrial use, it is not printing. It is extremely high tech and serves a variety of businesses by making appropriate folders, magazines, and pamphlets out of raw printed material. The existing bindery at 13132 N.E. 177th Place has been there for seventeen (17) years.

Seattle and other cities recognize General Business as appropriate zoning.

Thank you,



JOHN P. COGAN

RECEIVED

DEC 16 2003

December 16, 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

Woodinville Planning Commission
C/O Mr. Carl Smith
City of Woodinville, Planner
17301 133rd Avenue NE
Woodinville, WA 98072

RE: Downtown/Little Bear Creek Master Plan

To whom it may concern:

After reviewing the Public Hearing Draft for the Downtown & Little Bear Creek Master Plan we would like to have the following comments entered into the public record:

Downtown Core:

- 1) Height: We are generally in favor of increasing height limits in the Downtown Core. We would favor raising the base limit to 42 feet to support 18 feet on the first floor, which is more favorable to retailers.
- 2) FAR: We favor the implementation of FAR to control density.
- 3) Taxes/Fees: We do not favor additional taxes and fees levied against new property development, if this is the intention of the language. (We are unsure if the proposal recommends new taxes/fees in addition to those that already exists, or if it was intended that the new development would generate public revenues through existing taxes/fees on new development.)
- 4) Stepback Requirement: Any stepback requirements for building over 2 stories should only be required above the 2nd story.

Park Blocks:

- 1) We favor the "Southern Alignment" for the Park Blocks over the "Northern Alignment" due to economics. The Northern Alignment requires condemnation of 376 feet of existing commercially developed property, and 200 feet of residentially developed property. The Southern Alignment would require condemnation of 200 feet of commercial property and 376 feet of residential land. It is our understanding that the existing residential area in question, is scheduled to be re-developed within 5 years. The cost of acquisition of vacated residential property is significantly less than

acquisition of operating commercial businesses and real estate. We would like further discussion of locating the entire Park Blocks within the existing residential property scheduled to be vacated by 2008.

Little Bear Creek Corridor:

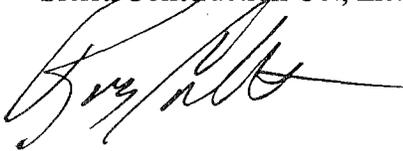
- 1) We are favorable to all the Land Use recommendations for the corridor including retention of "GB" zone, including most of the uses currently permitted in "O", and restrict residential.
- 2) Height Limit: We are in favor of increasing height limitations in the corridor. We would suggest increasing the proposed new limit by 3 feet to 42 feet, allowing for 18 foot first floor, which would better accomodate "flex-Tech", Manufacturing, or auto related retailers.
- 3) Stepback: The step back should only be required on floors above the 2nd story.
- 4) Structured Parking: We are in favor of a structured parking incentive, however, the height limitations of 5 floors of 12 feet will prohibit retail, flex tech or manufacturing/assembly as the floor height is not adequate.

Transportation:

- 1) Parkways street type: In general, we are in favor of the "Parkways" street type provided that turn lanes (175th Street) and 2 travel lanes in each direction (171st Street) are not effected.

Please let us know if you have any questions or if we can be of further help.

Sincerely,
Sierra Construction Co., Inc.



Roger Collins



TRF Pacific, Inc.

Sent via facsimile and US Mail

Robert M. Parks
President

EXHIBIT 27
PAGE 1 OF 2

December 16, 2003

RECEIVED
DEC 17 2003
City of Woodinville

6410 Roosevelt Way NE
Seattle, WA 98115
Direct: 206.985.0106 Main: 206.985.0100
Fax: 206.985.0102 Cell: 206.369.7567
rmparks@trfpac.com
www.trfpac.com

Woodinville Planning Commission
City of Woodinville,
17301 - 133rd Ave NE
Woodinville, WA 98072

Attention: Carl Smith, City Planner

Re: Downtown and Little Bear Creek Master Plan in Woodinville

Dear Planning Commission Members:

Thank you for this final opportunity to submit written comments on the draft of Woodinville Downtown and Little Bear Creek Master Plan.

On behalf of Downtown Woodinville LLC and its Member TRF Pacific, Inc., I would like to compliment the Staff and the Planning Commission on a job very well done. We are pleased with the results of this long planning process and believe it will produce the desired results for the future downtown of Woodinville.

Our one request is that the land that we have that fronts on 175th lying between the Firestone store on the west and the Taco Time to the east, be included in the Downtown Core Area zoning. We believe that it was inadvertently left out of the rezone map because it is a portion of the larger single lot that contains the theater. We also believe that it would be consistent with the goals of the plan to put it in the Downtown Core Area to the same depth as that which is proposed for the Firestone store lot.

Submitted for your consideration;

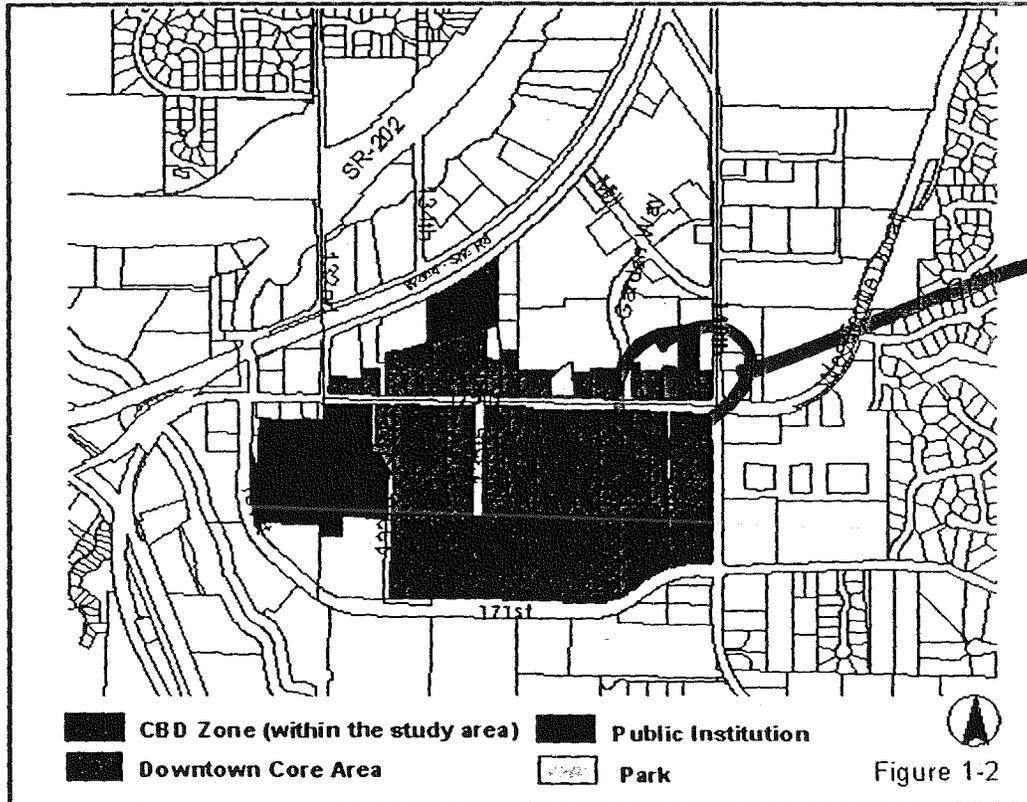
Downtown Woodinville LLC
By: TRF Pacific, Inc., Member

Robert M. Parks
President

Cc: Downtown Woodinville LLC Partners

LAND USE

1.0 DOWNTOWN CORE (CENTRAL BUSINESS DISTRICT ZONE)



To achieve the City's vision for a vibrant, pedestrian-friendly mixed use downtown, the most promising initial location is the area between 175th street and 171st street (including parcels abutting the north side of 175th street), and extending from the Civic Campus to 140th Avenue. This area is referred to in this Plan as the Downtown Core Area and shown above in Figure 1-2. The downtown land use recommendations of the Plan are focused in this area, because it is considered to have a high potential for redevelopment. The Core Area equals 72 acres, or approximately 40% of the total Central Business District (CBD) area of 176 acres. The entire CBD within the Plan study area contains approximately 1,895,000 square feet of commercial space. This area is shown in Figure 1-3, page 13. The Downtown Core Area contains approximately 543,000 square feet of commercial space.



R.W. THORPE & ASSOCIATES, INC.

❖❖ Planning • Landscape • Environmental • Economics ❖❖

PRINCIPAL:
Robert W. Thorpe, AICP

December 3, 2003

Woodinville Planning Commission
C/O Ray Sturtz
Director, Community Development
City of Woodinville
17301 - 133rd Ave NE
Woodinville, WA 98072

RECEIVED

DEC - 4 2003
City of Woodinville

Stephen Speidel, ASLA
Vice President

VIA FAX: (425) 489-2758

Reference: Little Bear Creek Community Plan, Park Element, and CIP

Honorable Planning Commission Members:

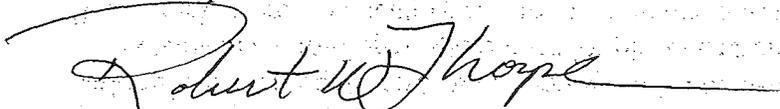
This letter is to summarize past observations and recommendations presented at several Planning Commission meetings by representatives of R. W. Thorpe & Associates, (including comments by Robert Thorpe, AICP, and Stephen Speidel, ASLA, on park and landscape elements), and incorporates the findings of Mundy Associates relating to economic impact.

On behalf of the Little Bear Creek Property Owners Association, we are appreciative of all the attention our provided information has received, modifications to building height, parking, design process, and other bonuses. We are also appreciative of the fact that you have changed the trail/open space corridor placement on the east or south sides of Little Bear Creek, from a mandatory requirement, to one that is voluntary, or a suggested "guideline", as we understand it.

We still have concerns with the need for increased review area from the existing 100' to a proposed 200', and the need for more detail in how permits in that area will be undertaken. We also continue to be concerned about the potential economic impact of the additional 100', as testified by Ron Throupe, Ph.D., of Mundy & Associates, for the 24 property owners and tenants in this area.

In closing, we believe much progress has been made on this plan, and thank you for those efforts. **However, a final step pertaining to any trail designation without clear funding mechanisms in the Capital Improvements Program on the easterly or southerly side of Little Bear Creek, should be considered before final adoption.**

Respectfully submitted,
R. W. Thorpe & Associates, Inc.



Robert W. Thorpe, AICP

Cc: Little Bear Creek Owners Association, c/o Jeff Smith

copy to PC
10/8/03

LITTLE BEAR CREEK
PROPERTY OWNERS ASSOCIATION

RECEIVED

OCT - 7 2003

City of Woodinville

Friday, October 3, 2003

Terry DePolo, Chair
Woodinville Planning Commission
17301-133rd Avenue N.E.
Woodinville, WA 98072

Re: Proposed Public Trail on the Eastside of Little Bear Creek.

Dear Commissioner DePolo and Members of the Planning Commission:

I am writing this letter on behalf of myself and the Little Bear Creek Property Owners Association. While we commend the Parks Commission for all of their hard work in creating a vision for the Linear Park, we are concerned that *any* (including future) proposed trail on the east side of the creek could compromise our ability to develop our properties.

On several occasions as the Parks Commission explored the feasibility of a trail on the east side of the creek, property owners came forward and expressed their concerns by speaking out at meetings, sending letters, and hiring professional consultants that presented valuable facts. Our conclusion is that the east side trail would not be in the best interest of the property owners or Little Bear Creek.

In conclusion, I would like to invite the Planning Commissioners to review the information, letters, and public comments presented to the Parks Commission *opposing* the east side trail. If the Commission would like copies of letters, studies etc that the Parks Commission received, please feel free to contact me at 425-402-8200. Thank you for your time.

Sincerely,



Jeff Smith, Chair

LBC Property Owners Association

P.O. Box 632 Woodinville, WA 98072

R. W. THORPE & ASSOCIATES, INC.

❖❖ Planning • Landscape • Environmental • Economics ❖❖

RECEIVED

PRINCIPAL:
Robert W. Thorpe, AICP

Stephen Speidel, ASLA, Vice President
Gareth V. Roe, AICP, Director of Planning

July 16, 2003

JUL 16 2003

Woodinville Planning Commission
C/O Ray Sturtz, Planning Director
17301 - 133rd Ave NE
Woodinville, WA 98072

CITY OF WOODINVILLE
PLANNING DEPARTMENT

Re: Continuing Input for Woodinville Plan Update, Little Bear Creek, Downtown Element

Honorable Members of the Planning Commission:

I wanted to return to thank you for listening to our input to date on matters important to this Sub-Element of Woodinville's Comprehensive Plan Update. Our comments affect both the Little Bear Creek Downtown Sub-Element, as well as the Park Element of the Comprehensive Plan. They are also applicable to the SEPA process that will be undertaken for review of the Comprehensive Plan, the Capital Improvements Element of the Comprehensive Plan, and eventually, the EIS requirements of integration of SEPA and GMA.

We appreciate the interest of Staff, meetings, and your receipt of new information. We have planners, landscape architects who have done extensive trail design, and economics analysts for impacts on individual properties. We believe the major issue of support for the trail north and west of Little Bear Creek has been heard, we trust that an even stronger recommendation that you delete the trail south and east of Little Bear Creek, and minimize linkages where appropriate, is being discussed. We appreciate this dialogue.

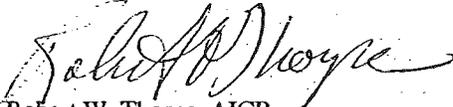
We appreciate the effort being put forth on the mixed use zoning and the inclusion of other uses that expand the range of opportunities for the property owners. Understanding that the 100 foot buffer beyond the stream is a Design Review Area, and development will be permitted (with constraints), provided there is a demonstration of minimal impact on the buffer. In terms of showing this minimal impact by a property owner, we believe that this should be clear, rather than a "general policy". That is, what will be required? If it is as simple as the following: (1) a drainage study by a Civil Engineer, (2) a wetlands/fish resource analysis, (3) designs by registered architects, landscape architects, and site planners - then this would be appropriate as part of a Site Plan Review. Some clear indication of how one complies—we are concerned about the cost, timing, and predictability of approval for uses within the second 100 foot buffer—needs to be specified now. We support the intent of the Planning Director, Ray Sturtz, and his staff, and his commitment. We trust that details of implementation will be spelled out before the Comprehensive Plan is adopted.

In closing, I repeat that the Park Element is a part of the Comprehensive Plan, as is the Little Bear Creek Sub-Area, and require integration and demonstration in the Capital Facilities Plan—how proposed public improvements would be financed, both for land acquisition and development. Further, that these are covered in the EIS for the Comprehensive Plan as set forth in RCW 36.70A.070 and 080, identifying how impacts would be mitigated, and alternatives to provide lesser impact to sensitive areas are considered.

We thank you for the opportunity to continue to provide input and look forward to future drafts and public hearings for the Comprehensive Plan.

Respectfully submitted,

R. W. Thorpe & Associates, Inc.



Robert W. Thorpe, AICP
President

cc: Property Owners

MUNDY ASSOCIATES LLC

1825 QUEEN ANNE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206-623-2935 FAX 206-623-2985
HTTP://WWW.MUNDYASSOC.COM

July 2, 2003

City of Woodinville Planning Commission
17301 133rd Ave NE
Woodinville, WA 98072-8534

Reference: Public Testimony concerning Little Bear Creek

Honorable Commission Members and Staff:

Introduction:

At the request of the Little Bear Creek group of property owners we were asked to provide estimates of the effect of setback requirements on current lands adjoining Little Bear Creek. I am a former Director of the Real Estate program at Washington State University. Prior to joining Mundy Associates LLC I was the Associate Director and Acting Director of the Runstad Center for Real Estate at the University of Washington. A brief introduction of Mundy Associates, a summary of analysis and previous work product follow.

Mundy Associates is a national market research and valuation firm headquartered in Seattle Washington. The Firm was originally formed in 1976, by Dr. Bill Mundy, Ph.D. MAI, CRE. It currently boasts a research and administrative staff capable of handling projects throughout the western hemisphere. Representative clients of the firm include banks & savings and loans, law firms, architects & planners, engineers, governmental entities & housing authorities, and numerous private developers. For more information on previous work and current staff one can visit <http://www.mundyassoc.com>. A list of pertinent work is provided as an attachment to this letter.

Research and Findings:

Attached is a highlighted map showing the setback overlays for the individual property owners adjoining Little Bear Creek for the selected area. You will notice that the overlays include 100, 200, and 215, foot setback lines. A visual inspection of this diagram shows individual property owners to have substantial property effects on value and use depending on which setback is enforced.

A supplemental table named "Little Bear Creek, Woodinville, Property List" lists the adjoining property owners to Little Bear Creek with land analysis of each parcel. Each parcel is researched through MetroScan and county records showing lot size and ownership information. In addition, each parcel is analyzed for the effect of the various setback requirements. This includes a calculation of the square footage and percentage of property within each of the setback categories. The results show a significant difference in property effects depending on setback requirements for the group as a whole with individual property owner circumstances ranging from 0% to approximately 100% percent of the parcel within the 200 foot setback restriction. We believe this merits careful review.

Summary results at the bottom of the table shows some significant findings. The increase of a setback to 200 feet would, on average, result in an average percentage of land within the setback of approximately 55%. Land percentage affects of the level calculated have multiple implications. First is the physical land with restrictions. A matrix at the bottom of this table shows an estimate of the property

value affected by the setback requirements. A 215 foot setback calculation was also provided based on the possibility of bike paths requiring some undetermined additional buffer.

In addition to the effect on lands actually within the setback, **remaining lands outside the setback also require careful consideration.** The efficient use of property for it's current or future use is dependant on the ability to orient the parcel in a manner that creates proper design and layout along with meeting local zoning and building codes for parking, road setback, access, egress and utilities. **Thus the residual land for each parcel requires careful review to determine if the current or future use of the property is feasible,** along with possible affects as a result of adjacent uses.

The current or future use is determined by the market in which the property is located. The demand for real estate is a function of the demand for space. Space demand in turn is influenced by migration and employment growth for targeted industries. Current real estate trends for the eastside market **show high vacancy rates for office and industrial product along with reductions in market rents** (Attached is the most recent information from C.B. Richard Ellis and Cushman & Wakefield on office and industrial property for Seattle and the Eastside). Absorption of space has been slow and in recent years negative for some communities. Thus, the designation of a particular zoning class is necessary but **not a sufficient condition for actual demand** for space of a particular property type or demand in a particular location. Land can remain vacant for decades until a use matches demographic changes in a market with land prices and market rents at levels that make projects feasible.

In closing, I want to thank the Commission and staff in advance for considering the information I am providing. I would be happy to address any concerns and modification requests or collaborate with the City of Woodinville staff on the issues mentioned above.

Sincerely,



Ron Throupe Ph.D.
Mundy Associates LLC

Cc. Property owners
Bob Thorpe, R.W. Thorpe & Associates

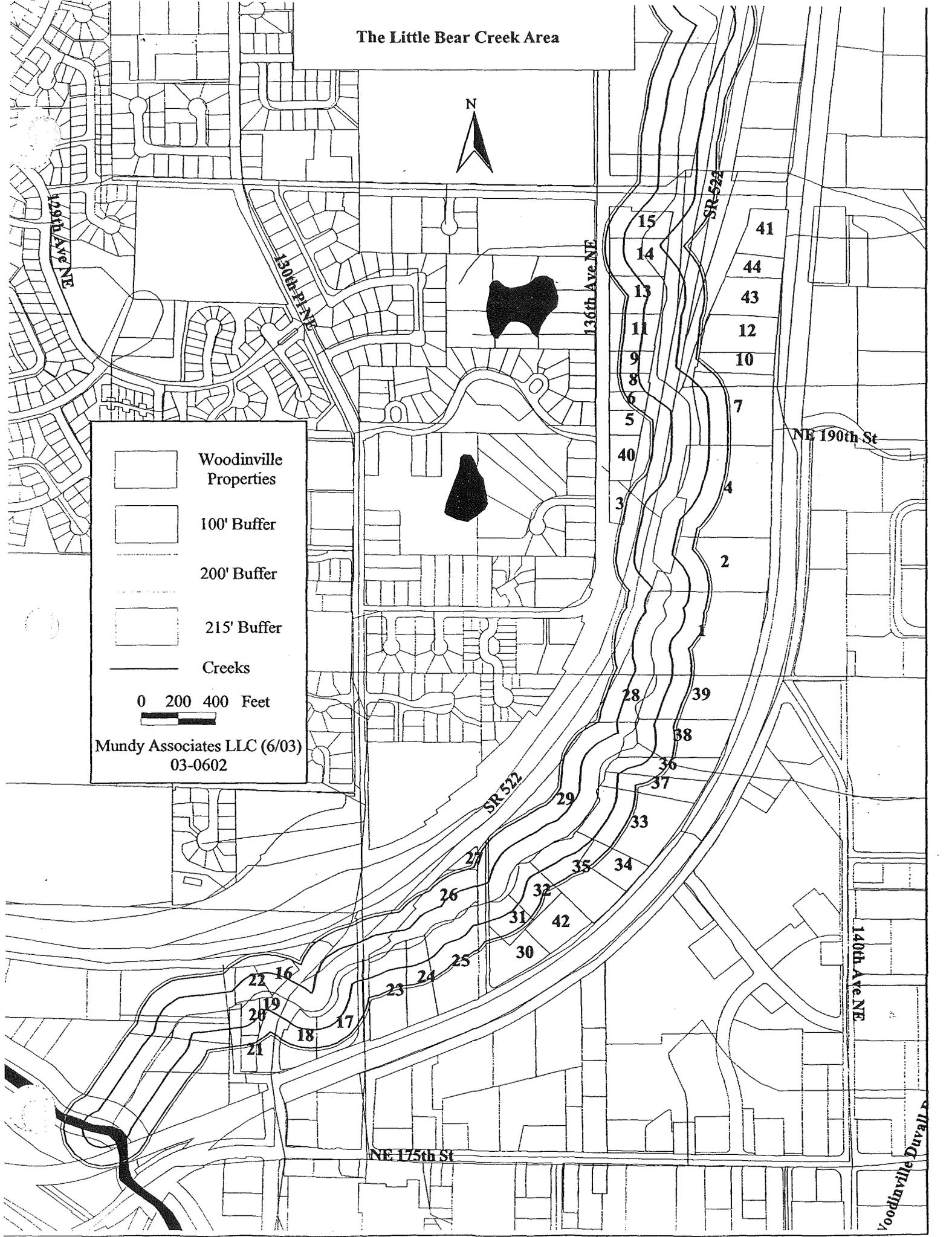
The Little Bear Creek Area



	Woodinville Properties
	100' Buffer
	200' Buffer
	215' Buffer
	Creeks

0 200 400 Feet

Mundy Associates LLC (6/03)
03-0602

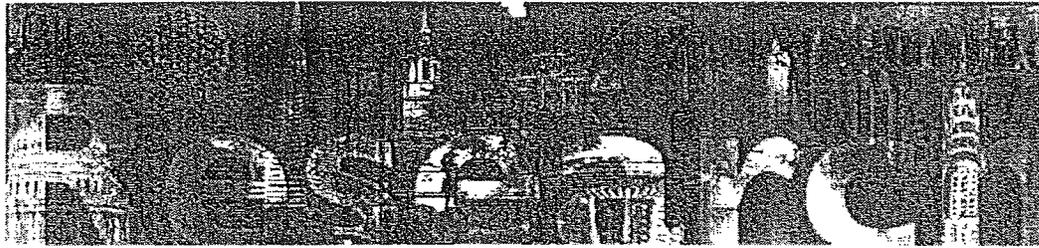


Little Bear Creek, Woodinville, Property List

Property Type	Present Use	215' Buffer		200' Buffer		100' Buffer		
		Area in Sq Ft	% Property in Buff	Area in Sq Ft	% Property in Buff	Area in Sq Ft	% Prope in Buff	
1	Comm	Vacant (Ind)	161767	53.03%	154549	50.67%	97200	31.87%
2	Comm	Warehouse	58656	36.45%	53867	33.48%	23224	14.43%
3	Res	Vacant (Single-Fam)	3335	14.37%	718	3.09%	0	0.00%
4	Comm	Warehouse	99608	41.99%	91529	38.58%	39279	16.56%
5	Res	Single Family	844	3.43%	203	0.83%	0	0.00%
6	Res	Single Family	10916	53.18%	8925	43.48%	55	0.27%
7	Comm	Industrial	67150	42.03%	60918	38.13%	18818	11.78%
8	Res	Single Family	16822	76.31%	15283	69.33%	4639	21.04%
9	Res	Single Family	22024	79.35%	20229	72.88%	8277	29.82%
10	Comm	Auto Showroom and Lot	4505	9.90%	2852	6.27%	0	0.00%
11	Res	Single Family	38926	74.76%	35890	68.93%	15648	30.05%
12	Comm	Ind (Gen Purpose)	8	0.01%	0	0.00%	0	0.00%
13	Res	Single Family	46310	78.68%	42776	72.68%	19417	32.99%
14	Res	Vacant (Single-Fam)	63246	99.98%	62871	99.39%	41747	65.99%
15	Res	Single Family	49709	97.91%	48394	95.32%	31148	61.35%
16	Comm	Restaurant	25030	100.00%	25011	99.92%	10127	40.46%
17	Comm	Warehouse	62522	88.59%	58470	82.85%	25602	36.28%
18	Comm	Office Park	31235	61.88%	28158	55.79%	10115	20.04%
19	Comm	Vacant (Ind)	6813	100.00%	6813	100.00%	5044	74.03%
20	Comm	Vacant (Ind)	19924	100.00%	19924	100.00%	13265	66.58%
21	Comm	Service Station	5691	32.93%	4309	24.93%	0	0.00%
22	Comm	Office Bldg	28303	100.00%	28303	100.00%	20219	71.44%
23	Comm	Retail	45750	51.14%	42376	47.37%	21433	23.96%
24	Comm	Warehouse	32381	51.14%	30215	47.72%	16561	26.15%
	Comm	Service Bldg	73257	57.53%	68795	54.02%	36862	28.9
	Comm	Vacant (Ind)	97652	98.34%	94223	94.89%	51404	51.77%
27	Comm	Parking (Assoc)	2695	25.09%	869	8.09%	0	0.00%
28	Comm	Vacant (Ind)	57404	97.71%	55396	94.29%	29166	49.64%
29	Comm	Vacant (Ind)	255457	91.35%	244879	87.57%	140587	50.28%
30	Comm	Industrial Park	3429	5.60%	2388	3.90%	0	0.00%
31	Comm	Vacant (Ind)	36093	90.50%	33068	82.92%	12909	32.37%
32	Comm	Vacant (Ind)	42054	85.67%	38717	78.87%	16382	33.37%
33	Comm	Ind (Gen Purpose)	65820	41.78%	60740	38.56%	28348	17.99%
34	Comm	Warehouse	13336	26.89%	11019	22.22%	0	0.00%
35	Comm	Warehouse	56198	49.87%	53015	47.05%	29055	25.79%
36	Comm	Service Bldg	30162	51.31%	28191	47.95%	12553	21.35%
37	Comm	Warehouse	21869	39.68%	19491	35.37%	6540	11.87%
38	Comm	Single Family (C/I Zone)	55362	49.59%	52218	46.78%	30969	27.74%
39	Comm	Vacant (Ind)	53632	42.88%	49814	39.82%	24255	19.39%
40	Res	Single Family						
41	Comm	Ind (Gen Purpose)						
42	Comm	Vacant (Ind)						
43	Comm	Warehouse						
44	Comm	Industrial Park						

Not in Buffer Areas

Summary	SQFT	Percentage	SQFT	Percentage	SQFT	Percentage
Averages	45,279	59.00%	42,446	54.72%	21,560	26.81%
Median		53.03%		47.95%		25.79%
Total sqft within buffer	1,765,894		1,655,405		840,849	
Raw Land						
Estimated market pricing @ \$10/ft	\$17,658,936		\$16,554,054		\$8,408,489	
Estimated market pricing @ \$15/ft	\$26,488,404		\$24,831,081		\$12,612,734	

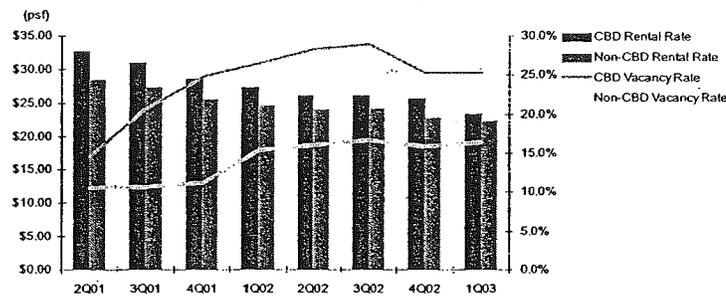


Bellevue, WA

Office Market – First Quarter 2003

- By the end of the first quarter, Class A rental rates dropped from \$26.74 psf to \$24.18 psf in the Bellevue CBD. These competitive rates, along with significant lease enhancements, have allowed tenants to upgrade from their suburban locations into more premium spaces in the CBD market.
- Similar to the Eastside industrial market, the Eastside suburban office market witnessed a decrease in the sublease vacancy rate and an increase in direct vacancy. Compared to second quarter 2002, the sublease rate decreased by 1.6 percentage points while the direct rate increased by 1.9 percentage points. This near-parallel shift is a clear sign that the give-back frenzy is coming to an end with subleases expiring and going back to the landlords as direct space.

CBD vs. Non-CBD
Overall Rental Rates vs. Vacancy Rates



Market Highlights

Significant First Quarter 2003 New Lease Transactions

Building Address	Submarket	Tenant	Square Feet
Benaroya I-90 South	I-90 Corridor	Harbor Port	81,400
Four Newport	I-90 Corridor	T-Mobile	74,254
Rainier Plaza	Bellevue CBD	Benefit Port	24,425

Significant First Quarter 2003 Lease Availabilities

Building Address	Submarket	Direct/Sublease	Square Feet
Sunset North Corp. Campus - V	I-90 Corridor	Sublease	64,000
Eastgate Office Park	I-90 Corridor	Direct	32,215
Laguna North	520 Corridor	Sublease	28,450

Significant First Quarter 2003 Construction Completions

Building Address	Submarket	Tenant	Square Feet
N/A	N/A	N/A	0

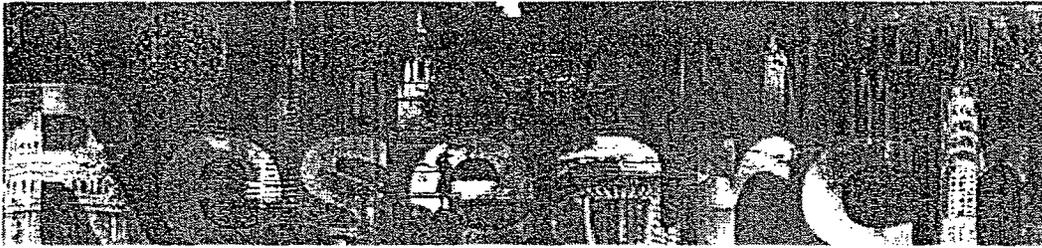
Market Statistics

	Direct Vacancy Rate	Under Construction	YTD Construction Completions	Direct Weighted Average Class A Rental Rate
CBD	20.8%	0	N/A	\$24.18
Non-CBD	11.5%	0	N/A	\$24.06
Total	13.7%	0	N/A	\$24.11

For more information, please visit our website at: www.cushmanwakefield.com



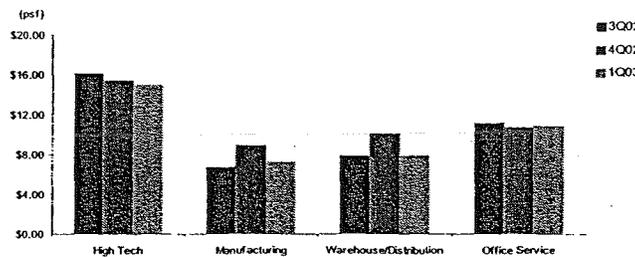
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Bellevue, WA Industrial Market – First Quarter 2003

- As the sublease vacancy rate on the Eastside dropped by 1.4 percentage points from fourth quarter 2002, the direct vacancy rate increased by 1.5 percentage points. This is a direct result of many sublease spaces that were put back on the market during the fall of the internet-related industry beginning to expire, returning to landlords as direct space.
- The addition of two surplus Boeing industrial buildings totaling just over 800,000 sf contributed to a 4.8 percent increase in the overall vacancy rate for the Northend, which topped off at 17.4 percent, one of the highest rates this market has ever witnessed. Without these two availabilities, the vacancy rate in the Northend would have dropped to 12.2 percent, down from 12.6 percent during fourth quarter 2002.

Rental Rate Comparison by Property Type



Market Highlights

Significant First Quarter 2003 New Lease Transactions

Building Address	Submarket	Tenant	Square Feet
Woodinville West Phase II – D	Woodinville/522 Corridor	Sasco	64,600
Monte Villa Center	Bothell	Ceptyr	34,302
Woodinville Corporate Center II	Woodinville/522 Corridor	Sportsworks	26,202

Significant First Quarter 2003 Lease Availabilities

Building Address	Submarket	Direct/Sublease	Square Feet
Boeing Facility 41-02	Everett	Direct	475,000
Boeing Facility 41-01	Everett	Direct	326,000
Finstahl Building	Redmond (East)	Direct	65,975

Significant First Quarter 2003 Construction Completions

Building Address	Submarket	Tenant	Square Feet
Columbia Corrugated Box Co.	Mukilteo	Columbia Corrugated Box Co.	100,000
Seaway Business Center – Bldg H	Everett	N/A	59,900

Market Statistics

	Overall Vacancy Rate	Under Construction	YTD Construction Completions	YTD Leasing Activity
High Tech	20.2%	N/A	N/A	149,065
Manufacturing	17.7%	N/A	N/A	18,152
Warehouse/Distribution	14.2%	31,171	159,900	150,960
Office Service	12.6%	N/A	N/A	213,893
Total	20.2%	31,171	159,900	532,070



For more information, please visit our website at: www.cushmanwakefield.com

This report contains information, including information available to the public, which has been relied upon by Cushman & Wakefield, Inc. on the assumption that it is accurate and complete without independent verification by Cushman & Wakefield, Inc. Cushman & Wakefield, Inc. accepts no responsibility if this should prove to be inaccurate or incomplete. No warranty or representation, express or implied, is made by Cushman & Wakefield, Inc. as to the accuracy of the information contained herein, and same is submitted subject to errors, omissions, and changes in market conditions.

WORK SAMPLE HISTORY

Economic, Feasibility, and Market Research

- Kitsap Lake Community, Bremerton WA. We recently conducted an extensive and in-depth market analysis for a large proposed master planned community located west of Bremerton. The land uses researched and analyzed included residential, commercial, business park and industrial uses for this 440-acre property. Conclusions to this study included absorption rate by both land use type and price range. An additional aspect of this project was a survey of existing and potential industrial and business parks along the I-5 and I-90 corridors from Whatcom County to Lewis County and from the Seattle metropolitan area to Ellensburg. The purpose of this study was to identify potential competitive business parks, the availability and timing of sites, and pricing, in order to project demand at the Bremerton site.
- Bellis Fair, Bellingham, WA. Original market research was used to determine the demand for this regional shopping center. Mundy Associates was later retained by the City of Bellingham to perform an impact analysis. The analysis was used to quantify the effect that the Bellis Fair Shopping Center would have on retailing in Bellingham in general, and other specific properties.
- Semiahmoo, WA. We provided additional market research for the Trillium Corporation and Foster & Marshall Realty on this property. An exhaustive analysis of the moorage market was made that included interviews with over 300 boat owners, principally located in Canada, to determine usage levels, slip mix, design preferences, and marketing strategies.
- Boeing (King County) Airport, King County, Washington. A market analysis analyzing all forms of demand for the 125 acres of King County Airport owned land on the perimeter of the airport. The economic characteristics of various airport dependent and airport related land uses was analyzed. The feasibility of adapting existing land uses and adding new land uses that could more intensively use the airport perimeter was assessed. Property value and rent generating analyses for each use was performed.
- Mulino Airport, Oregon. Mundy Associates performed a thorough analysis of the demand for and probable economic characteristics of an airport at Mulino, if the operation were to continue in its current status. In addition, the feasibility, and economic impact of upgrading the airport to general utility, and transport level classes was analyzed. The real property value implications from each type of analysis was quantified.
- Pearson Airport, Clark County, Washington. Market, economic and financial analytical services were provided to Clark County. These services were used to assist in determining the capacity of airport use, the benefit that the airport generates to the public (jobs, tax revenues, transportation services), and to assist Clark County in developing a strategy to retain or close this airport.
- Shilshole Marina, WA. Numerous market, economic and valuation studies have been performed for the Port of Seattle on the Shilshole Bay project. One of the more interesting projects was an analysis of the feasibility of converting the marina to private ownership.

Trophy Estate & Preservation/Conservation Land Valuation Related Project Experience

- Valuation of 24,000 acre historic coastal ranch in Santa Barbara, California. The property included 11 miles of Pacific Ocean frontage and productive rangeland in combination with unique biodiversity features and homesite development potential.
- Valuation of a riparian, meadow property which is considered key to stream restoration efforts and the recovery of anadromous fish runs within the Deschutes Basin Watershed of Central Oregon. The meadow is a portion of an historic ranch which is known for containing the oldest remaining structure in Deschutes County in addition to possessing many significant historical, archaeological and biological resources. The appraisal will be used to support a bargain and sale transaction to a local land trust.
- Valuation consultation and ongoing research regarding 500,000+/- acres of Native owned land within and adjacent to the Gates of The Arctic National Park in northern Alaska. The properties include the northern flanks of the Brooks Range and a major portion of the Killik River Watershed. The property is rich with scenic, recreational, archaeological and wildlife resources. The appraisal will be used in negotiation for acquisition by the National Park Service.
- Valuation of approximately 500,000 acres of land on the island of Tierra del Fuego, Chile, proposed for a biosphere reserve. The property contains many diverse landscapes and habitats to include southern hemisphere temperate forests, peat bogs, rivers, glacially carved coastal fjords, and open rangeland. Valuation issues included ecotourism, sustainable forestry practices and carbon mitigation banking.
- Valuation of a conservation easement on one of the largest privately owned coastal ranches in California. The property includes 17 miles of coastal frontage, productive range and pasture land, archaeological sites, abundant wildlife resources and significant historical character.
- Consultation services regarding a 2,200 acre riverfront and rimrock property north of Upper Bidwell Park in Chico, California. Services included preparing a resource description and photographic brochure and contact with state and federal agencies and environmental organizations, resulting in the acquisition of the property for environmental preservation purpose.
- Valuation of a 20 acre rock cave site located in Lake County, Oregon containing significant Paleo-Indian artifacts and unique geological and faunal resources. This National Historic landmark site was donated to the Archaeological Conservancy.
- Conservation easement valuation of a 7.8 acre waterfront parcel located on San Juan Island, Washington. The easement restricted the maximum allowable lots from 4 to 1.
- Fee simple valuation of 840 acres within the Crooked River Natural Grasslands in Jefferson County, Oregon. The property was rich in natural resources to include year round creek frontage and natural springs feeding into the Deschutes River, winter deer range habitat, canyon topography, mountain views, hiking trails and archaeological sites. The appraisal was used to support a bargain and sale transaction to the Trust for Public Lands.
- Valuation of a 10.8 acre parcel on the Snake River in Eastern Washington containing extensive 4,500 year old petroglyphs. The property, commonly referred to as the Buffalo Eddy Petroglyph site, was donated to the National Park Service.
- Fee simple valuation of partial interest in the eastern 6,264 acres of Santa Cruz Island, part of the Channel Islands National Park, off the coast of Santa Barbara, California. The property supports numerous examples of the process of island biogeography on terrestrial

species (dwarfism, endemism, etc.) as well as containing exceptional scenic, geomorphic and cultural resources. The valuation was conducted for use in a condemnation proceeding.

- Valuation of large blocks of Native owned real estate holdings and estimates of damages resulting from the 1989 Exxon Valdez oil spill, Prince William Sound Alaska. Valuation issues included highest and best use of diverse properties, impacts to archaeological sites, environmental stigma and the degree and persistence of crude oil along the beaches.
- Highest and best use analysis on over 400 sections of land within federally managed National Forests and National Parks in the southwest United States and valuation analysis of those parcels having significant conservation/preservation characteristics. Lands include world class paleontological (principally dinosaur) sites, unique geomorphic formations, and Native American archaeological and cultural areas. The project involved a complex state/federal land exchange and incorporated contingent valuation as one of the valuation approaches.
- Valuation of an 8,500 acre block of land in northeast Alabama's Little River National Preserve owned by a utility company. It is a mountain top area that is bisected by a highly unique river gorge. In addition to significant water rights, mineral rights, and timber values the property also possesses substantial archaeological sites that were included as a part of the valuation. The appraisal was used in negotiation with the National Park Service for acquisition of the property.
- Valuation of fee and subsurface estate lands in the Yukon-Kuskokwim River delta of Alaska. The property contains notable migratory bird habitat with some limited, commercially viable subsurface resources. The project incorporated contingent valuation as one of the valuation approaches.
- Valuation of a 6,000 acre ranch parcel located in the Columbia River Gorge National Scenic Area. Possible uses of the site included ranchette development, convention center, larger scale ranching, and natural land. The property had numerous significant archaeological sites. The property was subsequently transferred to the State of Washington via a bargain sale arrangement.
- Valuation of 1,300 acre parcel adjacent to Upper Bidwell Park along Big Chico Creek in Chico, California. The property included extensive river frontage, important viewsheds from existing park and archaeological sites. The valuation was performed for the landowner in a condemnation proceeding initiated by the City of Chico.
- Consultation services to a family trust that owns 45,000 acres in southern Louisiana which contains an 80 acre virgin forest, 2,500 acres of plantation estates and 50 acres of formal gardens.
- Valuation of a 120 acre undeveloped oceanfront parcel near Bandon, Oregon. The highest and best use analysis and valuation considered both the subdivision of the property into premier homesites and the use of the property for preservation purposes. The property was appraised in connection with possible acquisition by the U.S. Bureau of Land Management.
- Valuation of a parcel of land containing popular climbing rocks near Leavenworth, Washington. The valuation was used by The Trust for Public Land to negotiate acquisition of the parcel.
- Highest and best use analysis, and valuation of an old growth forest tract in Oregon. The analysis involved mineral rights (patented and unpatented claims) and value, timber rights and value, numerous highest and best use issues including an environmental

conference and education center. The property was donated to a conservancy organization.

- Research, analysis and appraisal of two major blocks of land on South Padre Island, Texas. The first is an undeveloped wilderness tract on the northern portion of the island that includes 25,000 acres. The second property is a 733 acre parcel located at the north boundary of the town of South Padre. For the latter property, an extensive highest and best use analysis was done, in conjunction with a valuation analysis.
- Valuation of dredged lands associated with historic mining activity along the Powder River near Sumpter, Oregon. This limited narrative appraisal was prepared for the Trust for Public Lands.
- Valuation of a 450 acre undeveloped oceanfront parcel on the island of Puerto Rico. The appraisal was prepared for use in negotiations to transfer the property into a natural preserve managed by the Puerto Rico Conservation Trust.
- Research, analysis and valuation of an approximate 25,000 acre parcel located along the north shoreline of the Island of Puerto Rico. This property involved significant coral reefs supporting numerous endangered and threatened species of aquatic life, as well as substantial drainage areas and lakes. It is adjacent to a major rain forest.
- Consultation regarding a working cattle ranch, and inholding within the Sheldon Antelope Refuge, in northwestern Nevada. The analysis involved research as to the highest and best use of the property considering, among several options, ranching, natural wildlife habitat as well as archaeologically significant lands for preservation purposes.
- Valuation of Bunyard Ranch, Nevada. This very large ranch is scattered over a large part of northern Nevada. The property has many unique attributes, including portions of the Oregon Trail, historic burial sites and natural springs. This property was appraised as a part of consideration to add it to public ownership.
- Valuation of Kiely Ranch, Oregon. This is a working cattle ranch within the Warner Wetlands, a large natural habitat sanctuary that has been established by the Bureau of Land Management. The property has historic and prehistoric sites, as well as areas suitable for recreational lot development.
- Valuation of a 38 acre parcel on Guemes Island, Washington which had significant bald eagle and peregrine falcon habitat. The appraisal was prepared for the Washington Department of Wildlife and was used in negotiating an acquisition from the land owner.
- Valuation of 24,000 acres of Seldovia Native Association's inholdings in Kachemak Bay State Park, Alaska. The land was proposed for exchange with the State of Alaska, and subsequently sold to the State.
- Valuation of Afognak Island lands for Afognak Native Corporation. This involved several hundred thousand acres of timber land and premium wildlife habitat.
- Valuation of roughly one hundred thousand acres of land in the Karluk and Sturgeon watersheds, southwest Kodiak Island. The property contains premium wildlife and recreational resources within Kodiak National Wildlife Refuge. The valuation was used to negotiate a land exchange between the Department of the Interior and the Native Corporation.
- Valuation of narrow, linear Rogue River frontage parcel adjacent to a residential subdivision, near Medford, Oregon. The parcel was subsequently donated to Jackson County.
- Valuation of a 24 acre wetland parcel on the Rogue River near Medford, Oregon. The property was subsequently donated to the Jackson County Parks Department.

- Valuation of Ahkiok-Kaguyak and Old Harbor Native Corporation lands within the Kodiak National Wildlife Refuge, Alaska. The valuation was used to negotiate a land exchange between the Department of the Interior and the Native Corporations.
- Valuation of the 220-acre Vasco Caves property in, Tracy, California. The property featured unique geomorphic features, prehistoric rock art, endangered species, and wildlife habitat. The appraisal was used in a condemnation proceeding.

Residential and Mixed Use Market Research

Newmark (Intrawest). Market analysis and appraisal of the 470,157 square foot, mixed-use Newmark building located at 1401 Second Avenue in downtown Seattle, Washington. This project includes 197 apartments, a multiplex cinema with restaurant, 30,000 square feet of specialty retail, and a 26,000 square foot drugstore. Mundy & Associates has prepared several specialized marketing studies on this property subsequent to the initial market analysis, including studies for the anchor retail tenant, cinema, and specialty retail. In addition, Mundy & Associates has provided appraisal services for financing the project in 1990 and 1991. (David Blaiklock)

Block 2 (Intrawest). A market analysis to analyze the demand for various types of potential users for one of downtown Seattle's superblocks, located between Second and Third, University and Union. Uses analyzed included office, lodging, retail and residential. The current plan for the site calls for one million square feet of office and 370,000 square feet of retail. Since the market analysis, Mundy & Associates has provided appraisal services to the client for this project. (Mike Miller)

Arbor Place (Intrawest). This is a one block, mixed-use project in the Denny Regrade that includes 159 apartments, 60,000 square feet of office/commercial space, and underground parking. The project has been completed and is fully absorbed. Mundy & Associates has just completed its second appraisal of Arbor Place. (David Blaiklock)

Harbor Steps (Harbor Development Co.). The first phase of the market research has just been completed for this project which calls for some 500 residential units (renter and owner-occupied), as well as an approximate 300-room hotel. This project, located at First and University in downtown Seattle, encompasses two full blocks and two partial blocks. Mundy & Associates is preparing to begin Phase Two of the research which includes an update of a prior consumer study done for the project that involved 450 face-to-face interviews with people who either owned, rented, or were interested in obtaining housing in downtown Seattle. (Anne Erickson, Craig Kalbitz)

RiverPlace, Waterfront Center. Mundy & Associates has performed various pre- and post-development research for Cornerstone on its Portland and Seattle mixed-use developments. Key elements included:

RiverPlace:

- Consumer research on housing preferences
- Strategies to improve unit mix
- Strategies on unit repricing to improve sales.

Waterfront Center:

- Recommendations on owner-occupied housing
- Pricing strategies to move unsold inventory
- Appraisal services
- Land assemblage

Fifth & Battery. Market research for Fortune Development Company on a planned approximate 150-unit condominium. (Kiri PyKelt)

Ninth & Olive. Market research for Western Securities and Sansei Company, Ltd. for their proposed 400-unit, owner-occupied, with possible rental housing, project. This project is scheduled to have some of the highest quality units, finishes, and recreational and amenity services of any condominium project in downtown Seattle. (Marc Footlik)

Rex Hotel. An analysis of the value of a 33,648 square foot, mixed-use building, to be remodeled, which is located in the International District of the City of Seattle. The appraisal provides an estimate of the market value of the property 1) "as is", 2) "at completion of construction", and 3) "at stabilized occupancy".

306 E. Thomas, Seattle. Appraisal of a 24-unit apartment building overlooking Interstate 5. (Ron Chynoweth, Key Bank)

Warren Avenue Condominium. Narrative appraisal report of the market value estimate of the proposed eight-unit condominium to be constructed on a 6,000 square foot site, located at 2108 Warren Avenue North, City of Seattle, King County, Washington. (Paul Daily, Interwest Savings Bank)

5616 - 15th Avenue N.E. Appraisal of the value of a new, 16-unit apartment building on a concrete garage and foundation, located in the University District.

Country Club Gardens, Lacey, Washington. Analysis of market potential and estimated demand for 91 townhouse units to be built on 9.5 acres, adjacent to the new PGA Indian Summers Golf Course. (Gene Wang, Queentech USA, Inc.)

Rex Hotel. An analysis of the value of a 33,648 square foot, mixed-use building located in the International District. Proposed remodeling, in part with a grant from the City of Seattle. (Bruce Ranney, US Bancorp Mtg)

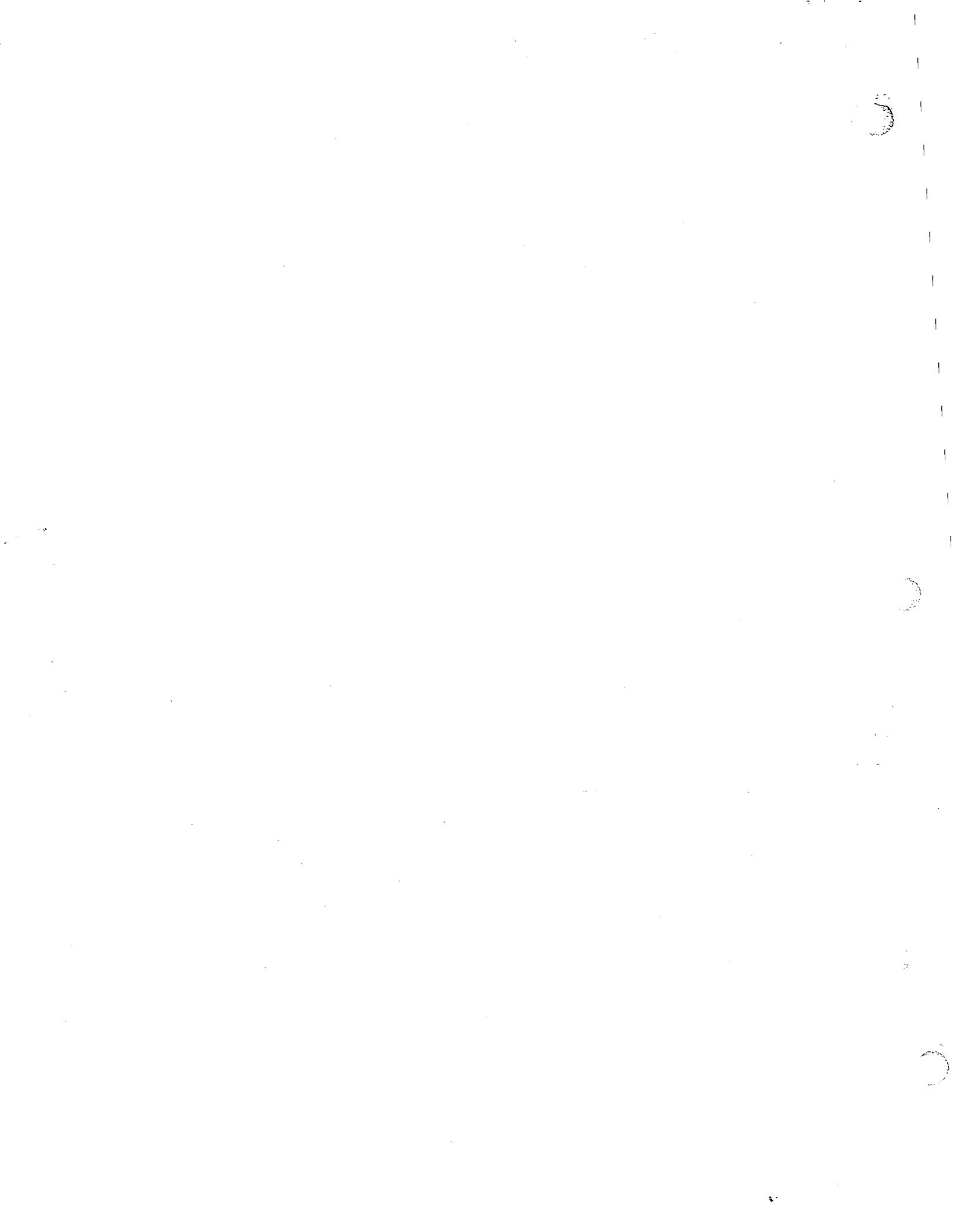
The Warner House Apartments. An analysis of the value of a 25-unit apartment building. Four of the ground floor units have been converted to retail use. The 29,392 square foot site is located in Burien, King County, Washington. (Bruce Ranney, US Bancorp Mtg)

304-306 E. Thomas. Analysis of the value a 14-unit apartment building on a 7,200 square foot site is located at 304-306 E. Thomas, Seattle, King County, Washington. Thirteen units are small, one-bedroom, one-bath units. There is a 1,521 square foot unit on the third floor. (Ron Chynoweth, Key Bank)

McAbee. Market research of the proposed Carkeek View Apartments located on Northwest 100th Place in the Greenwood neighborhood in Seattle, Washington. The subject property was an irregularly shaped site, located at the north end of Art's Plaza Shopping Center at 9999 Holman Road Northwest. Analyzed the existing and proposed supply of multi-family housing units in the Greenwood neighborhood of Seattle, and analyzed the probable demand for rental housing units at the subject site. This market research was performed to provide evidence for recommendations on unit mix, unit size, rent levels and design/amenity features. (Clifton B. Rippon, F.R. McAbee, Inc.)

City of Tacoma. Mundy & Associates was involved in a number of apartment project appraisals surrounding the Tacoma landfill. The appraisals were done for the unimpaired value estimates and the impaired value estimates and involved extensive research into market trends and rental and occupancy data for the subject market area.

In addition, Mundy & Associates has provided real estate and market research services to many of the areas' major development companies, including Prudential (Skyline Tower), Wright Runstad & Co., and Martin Selig. (Jim Katzenberger w/ Selig)



Puget Sound Market

OFFICE MARKET INDEX BRIEF

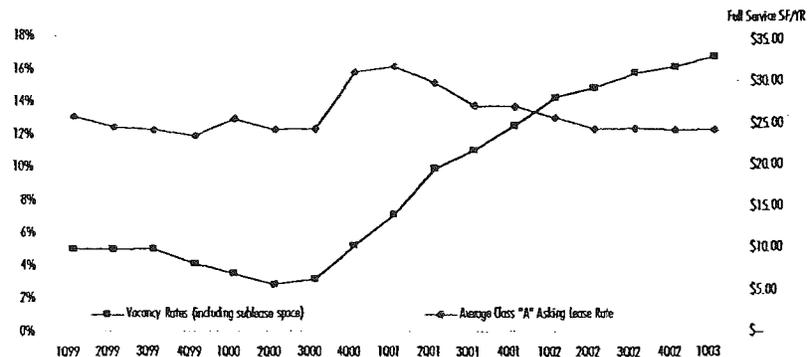
MARKET OVERVIEW

The Puget Sound office market continued a seemingly endless ascent in vacant space in the first quarter of 2003. Office vacancies climbed to 16.74 percent, up from 16.12 percent last quarter. The rise in vacancies is confirmation that the region is still struggling from the current economic downturn. A number of factors have left an air of uncertainty in the economy including the unknown longevity of the war with Iraq, elevated oil prices, lack of consumer spending, an unstable stock market, and scarce job growth.

Tenants continue to see opportunity in obtaining the best deal from the numerous landlords wooing them. Competition for tenants remains fierce. Despite a number of recent transactions in the market, there hasn't been much impact on the overall regional vacancy rate because many companies are simply shifting from one building to another, taking advantage of improved space accommodation and better lease rates, or simply renewing where they are. Low interest rates have helped some landlords keep afloat during these tough times.

Asking rates for direct and sublease "Class A" fully serviced space fell region-wide from \$24.19 to \$24.13 this quarter. However, asking rates appear to have stabilized since the beginning of last year when they dropped five percent to \$24.30 per square foot. The majority of Puget Sound submarkets had rates decrease this quarter with the exception of the downtown Seattle submarket, which actually had rates climb from \$26.71 to \$27.15.

Vacancy vs. Lease Rate



The Puget Sound office market continued a seemingly endless ascent in vacant space in the first quarter of 2003.

CB RICHARD ELLIS

Headquartered in Los Angeles, CBRE Holding, Inc. is one of the world's leading real estate services companies. With approximately 9,500 employees, the Company serves real estate owners, investors and occupiers throughout approximately 250 owned and affiliated offices in 47 countries. The Company's services portfolio includes property leasing and management, corporate services, facilities and project management, mortgage banking, investment management, capital markets, appraisal and valuation, research and consulting. The Company reported net revenues of \$1.17 billion in 2002. For more information about CB Richard Ellis, visit the Company's website at www.cbre.com.

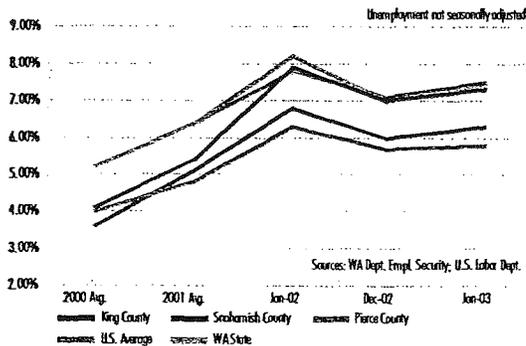
quarter at a glance

change from Q4 02		change from Q1 02
↑	Vacancy	↑
↓	Lease Rates	↓
↓	Net Absorption	↑
↓	Construction	↓

OFFICE MARKET STATISTICS

	NET RENTABLE AREA ±SF	VACANCY RATE %	NET ABSORPTION ±SF	UNDER CONSTRUCTION ±SF	DIRECT ASKING RATE CLASS "A" RATE (Full Service ±SF/YR)	DIRECT W/SUBLEASE ASKING RATE CLASS "A" RATE (Full Service ±SF/YR)
Downtown	35,321,059	16.14%	315,612	362,600	\$28.53	\$27.15
Canal	1,157,095	10.16%				
CBD	18,576,568	14.16%				
Denny Regrade	5,203,813	13.78%				
Lake Union	2,421,130	23.58%				
Lower Queen Anne	2,547,998	21.50%				
Pioneer Square	3,300,042	19.30%				
Waterfront	2,114,413	22.68%				
Southend	9,105,505	19.54%	-208,828	-	\$19.10	\$18.72
Auburn	227,198	17.70%				
Kent	1,655,887	25.86%				
Renton	2,976,388	27.75%				
Sea-Tac	807,452	5.01%				
South Seattle	1,425,420	6.57%				
Tukwila	2,013,160	17.45%				
Tacoma/Federal Way	4,819,128	15.04%	51,209	-	\$18.46	\$17.13
Federal Way	1,918,830	21.67%				
Tacoma	2,701,051	11.24%				
Fife	108,000	5.23%				
Puyallup	91,247	0.00%				
Eastside	26,134,662	16.81%	-84,173	914,000	\$23.54	\$23.16
CBD	5,233,941	23.33%				
I-405	5,421,507	18.09%				
SR-520	3,726,491	15.17%				
I-90	5,541,673	15.69%				
Bel-Red Road	1,037,880	11.73%				
Kirkland	1,505,220	14.29%				
Redmond	3,667,950	11.42%				
Snohomish County	3,512,794	21.41%	11,478	-	\$22.32	\$21.76
North Seattle	1,393,475	6.71%	7,406	-	\$21.62	\$21.36
Market Total	80,286,623	16.74%	92,704	1,276,600	\$24.41	\$24.13

Local Economic Conditions



LOCAL ECONOMIC CONDITIONS

When will the Puget Sound market recover? That is the question on everyone's minds. The Puget Sound Economic Forecaster, a respected regional economic report, predicts a turnaround will happen when the economy begins to generate new jobs. This, however, could take awhile for there is a lot of uncertainty in the market and investors are uneasy. The war with Iraq, constant threat of terrorism, an unstable stock market, job layoffs, airline industry troubles and dwindling consumer confidence are all contributing factors to the downturn. Forecasted job growth for 2003 is 0.1 percent and 1.5 percent growth for 2004. In spite of this, real recovery will likely not take place until 2005 or 2006.

MARKET TRENDS

VACANCY RATE

The ringing in of a new year did not signal a rebound for the Puget Sound office market. Overall vacancy rose from 16.12 percent to 16.74 percent over the previous quarter leaving more than 13.4 million square feet vacant in the region. The Downtown Seattle office market experienced an increase in vacancy for another consecutive quarter climbing 0.7 percentage points from 15.44 percent to 16.14 percent. After experiencing a decrease in vacancy during the fourth quarter of 2002, the Eastside office market vacancy inched back up ending the first quarter of 2003 at 16.81 percent vacancy, an increase of 0.32 percentage points. The Southend also saw vacancies climb to 19.54 percent, up from 16.89 percent last quarter.

NET ABSORPTION

Despite a rise in vacancy, a region-wide net absorption of 92,704 square feet was recorded during the first quarter 2003. Thanks largely to healthy pre-leasing of the 845,000 square foot IDX Tower in the Central Business District; net absorption in the Seattle office market totaled 315,612 square feet at the end of the first quarter. This marks the first quarter of positive absorption in Downtown Seattle since the third quarter of 2001 when just over 170,000 square feet was absorbed. The Eastside office market recorded a negative absorption of 84,173 square feet over the quarter. The Southend office market recorded the highest negative absorption in the Puget Sound region for the second consecutive quarter with -208,828 square feet.

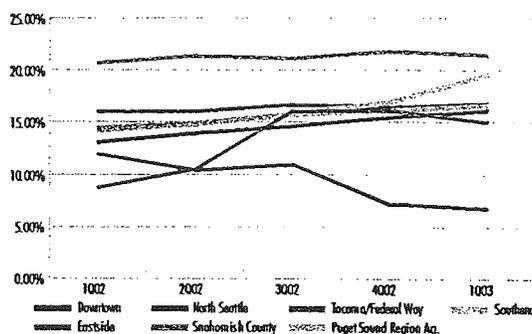
AVERAGE ASKING LEASE RATES

Rising vacancies have clearly impacted asking rates throughout the Puget Sound office market. Average asking lease rates in the region decreased this quarter from \$24.19 to \$24.13. The average asking lease rate for Class "A" space in the Seattle office market increased slightly to \$27.15, up from \$26.71, fully serviced. The Eastside Average asking lease rate for Class "A" office space decreased from \$23.90 to \$23.16 fully serviced. The Southend rate declined \$0.23 cents to \$18.72 and Tacoma/Federal Way dropped \$1.57 since the last report. Snohomish County also fell to \$21.76 this quarter.

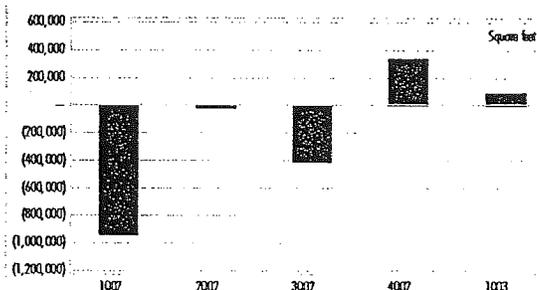
CONSTRUCTION ACTIVITY

Under construction activity has slowed markedly in the last year throughout the region. In the first quarter 2003, there was only 1,276,600 SF under construction region-wide compared to 2,055,216 SF last quarter and 4,225,623 SF the same quarter a year ago. In Downtown Seattle, there is approximately 362,600 SF currently under construction compared to 965,600 SF last quarter. The reason for the significant drop in the downtown figures is due to the completion of the 845,000 SF IDX Tower. The Eastside currently has 914,000 SF under construction, down compared to 1,089,616 SF last quarter. The rest of the region does not have any construction activity to report.

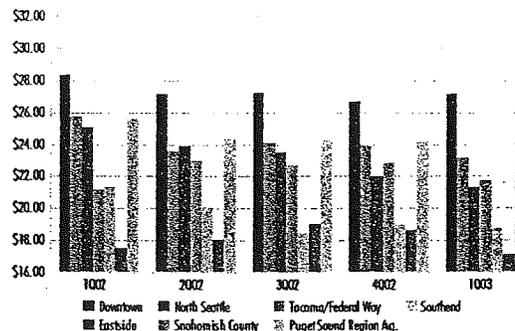
Vacancy Rate



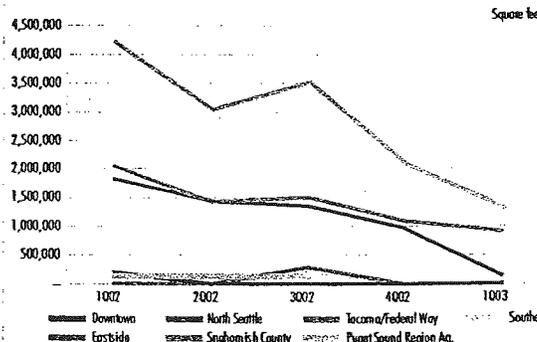
Net Absorption



Average Asking Lease Rates



Construction Activity



MARKET INDEX BRIEF

MARKET AREA DESCRIPTIONS

Downtown Seattle

Downtown Seattle consists of 35,321,059 SF (44%) of the office market GLA. It extends from Pioneer Square northward to the northern shore of the Lake Washington Ship Canal.

North Seattle

North Seattle consists of 1,393,475 SF (2%) of the office market GLA. It extends north of the ship canal to the Snohomish County line.

Southend

The Southend consists of 9,105,505 SF (11%) of the office market GLA. It comprises South Seattle and all of King County south of Lake Washington.

Tacoma/Federal Way

Tacoma/Federal Way consists of 4,819,128 SF (6%) of the office market GLA. It comprises Pierce County.

Eastside

The Eastside consists of 26,134,662 SF (33%) of the office market GLA. It comprises all King County markets directly east of Lake Washington, plus that portion of Bothell extending into Snohomish County.

Snohomish County

Snohomish County consists of 3,512,794 SF (4%) of the office market GLA.



LOCAL OFFICES

BROKERAGE

SEATTLE
1420 Fifth Avenue
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Seattle, Washington 98101
206.292.1600

BELLEVUE
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SEATTLE SOUTH
16400 Southcenter Parkway
Suite 100
Tukwila, Washington 98188
206.575.2553

L.J. MELODY
600 University Street
Suite 2910
Seattle, Washington 98101
206.224.1670

PROJECT MANAGEMENT

SEATTLE
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Suite 1700
Seattle, Washington 98101
206.292.6086

ASSET SERVICES

SEATTLE
1420 Fifth Avenue
Suite 1700
Seattle, Washington 98101
206.292.6161

CANYON PARK
22118 20th Street SE
Suite 138
Bothell, Washington 98021
425.483.1166

BELLEVUE

110 - 110th Avenue NE
Suite 100
Bellevue, Washington 98004
425.455.8500

RIDGEPARK
320 120th Avenue NE, Suite B-201
Bellevue, Washington 98005
425.709.6183

WASHINGTON MUTUAL BANK

Facilities Management
1201 Third Avenue, 8th Floor
Seattle, Washington 98101
206.461.6516

WESTPARK
8449 154th Avenue NE
Redmond, Washington 98052
425.881.5975

Leasing at Ridgewood, Canyon Park, & West Park
206.522.9559

TERMINOLOGY

AVERAGE ASKING DIRECT LEASE RATE

The rate determined by multiplying the asking gross lease rate for each building in the summary by its associated available space, summing the products, then dividing by the sum of the available spaces with gross leases for all buildings in the summary. Direct leases only; excludes sublease space.

CLASS "A" SPACE

The most prestigious buildings competing for premier office users with rents above average for the area. These buildings have high quality standard finishes, state of the art systems, exceptional accessibility and a definite market presence.

FULLY SERVICED LEASE RATES

The Landlord assumes responsibility for most, or all, of the operating expenses and taxes for the property for the base year (typically the first year of the lease). Increases in operating expenses after the base year may be passed to the tenant.

GROSS LEASEABLE AREA (GLA)

The total floor area designed for tenant's occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the center line of joint partitions and from outside wall faces.

MARKET COVERAGE

Includes all multi tenant office buildings 10,000 square feet and greater in size.

NET ABSORPTION

The change in Occupied Square Feet from one period to the next.

NET-RENTABLE AREA (NRA)

The gross building square footage minus the elevator core, flues, pipe shafts, vertical ducts, balconies and stairwell areas.

OCCUPIED SQUARE FEET

NRA not considered vacant.

UNDER CONSTRUCTION

Buildings which have begun construction as evidenced by site excavation or foundation work.

VACANCY RATE

Vacant Square Feet divided by the NRA.

VACANT SQUARE FEET

Available NRA which is either physically vacant or immediately available.

Statistics contained herein may represent a different data set from that used to generate National Vacancy and Availability Index statistics published by CB Richard Ellis' Corporate Communications Department or CB Richard Ellis' Research and Economic Forecasting unit, Torto Wheaton Research. Information herein has been obtained from sources believed reliable. While we do not doubt its accuracy, we have not verified it and make no guarantee, warranty or representation about it. It is your responsibility to independently confirm its accuracy and completeness. Any projections, opinions, assumptions or estimates used are for example only and do not represent the current or future performance of the market. This information is designed exclusively for use by CB Richard Ellis clients, and cannot be reproduced without prior written permission of CB Richard Ellis.



Cairncross & Hempelmann, P.S.

RECEIVED

JUN 02 2003

June 30, 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

VIA U.S. MAIL

Woodinville Planning Commission
Woodinville City Hall
17301 - 133rd Ave NE
Woodinville, WA 98072

Re: Draft Downtown-Little Bear Creek Master Plan

Dear Planning Commission Members:

We represent Molbak's and have reviewed the above-referenced draft Master Plan on their behalf. We have a number of comments regarding the proposal based upon the Recommendation Matrix dated April 29, 2003. In addition, Jens Molbak has reviewed this letter with Mr. Lowell DeYoung, who owns the property adjacent to the west side Molbak's and owns DeYoung's Farm & Garden Store. Mr. DeYoung supports our comments in this letter.

A. New Local Streets.

The draft Master Plan proposes several new streets for downtown Woodinville. Although additional access within downtown Woodinville is a desirable and important goal, that must be balanced with the impact to private property. Unless the City of Woodinville is going to condemn the necessary right-of-way and pay fair market value for the property, the provision of these rights-of-way will have a substantial impact to private property owners. Moreover, for owners such as Molbak's and DeYoung's, which own large parcels of property, the street locations designated in the draft master plan may not make sense when the properties are developed in the future. Certainly when the larger parcels develop, access will need to be provided within those parcels, but flexibility should be provided so that access can occur in the locations that best suit the proposed development. The goal of providing additional vehicular access within downtown Woodinville can be accomplished by simply adding some policies to the comprehensive plan that encourage additional streets, and provide for additional access routes to be reviewed when larger parcels of property develop. This approach has been used in Woodinville previously.

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dmarcy@cairncross.com
direct: (206) 254-4465



B. Garden Way Retail Street.

The extension of Garden Way through Molbak's property could have a significant negative impact on Molbak's current operation. It would separate the retail facilities from an area that is used for parking during busy times at the store. It would also expose the receiving and support facilities, which are not currently designed for street exposure. Unless the design of Garden Way accommodates Molbak's customers, this proposal would not be welcome so long as Molbak's is operating its facility in Woodinville.

C. 172nd Street N.E.

It is our understanding that this street is not on the City's Grid Street Ordinance, although the draft Master Plan shows that it is. We believe that the future development of this street should follow the same principle as other local streets. Please see comment A above. When these properties redevelop in the future, the need for new streets should be reviewed at that time in the context of the future use.

D. Central Park Blocks.

The concept of Central Park Blocks is certainly attractive, and it is understandable why planners would want to include this feature in a master plan. However, the current proposed location of the Park Blocks would severely impact Molbak's ability to operate in downtown Woodinville in the future. In addition, the Park Blocks would take substantial portions of both Molbak's & DeYoung's properties, especially when combined with the proposed, adjacent streets.

E. Downtown Residential.

Additional downtown residential development should be encouraged. Without a significant number of residents downtown, it is difficult to achieve the vibrancy and vitality that many people associate with mixed-use areas.

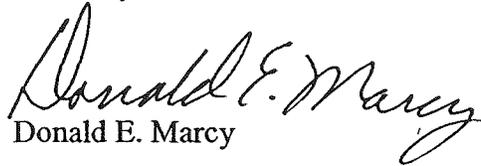
F. Five Floor Maximum.

After reviewing the draft Master Plan with qualified real estate professionals, we believed the draft Master Plan should include a five-floor maximum, with a maximum building height limit of 59 feet. A mix of uses, including retail, office, and residential is necessary to create the type of vibrant, pedestrian-friendly environment the City envisions. In general retail uses, most suited for the ground floor, require 15 feet of height, office uses require 12 feet, and residential uses require 10 feet. The current proposed height limit of 55 feet favors retail and residential and creates a disincentive for office use. The proposed limit would not accommodate a five story building with ground floor retail, two floors of office use, and two floors of residential use. All three uses are necessary to create the urban density required to create a viable and vibrant downtown.

Woodinville Planning Commission
June 30, 2003
Page 3

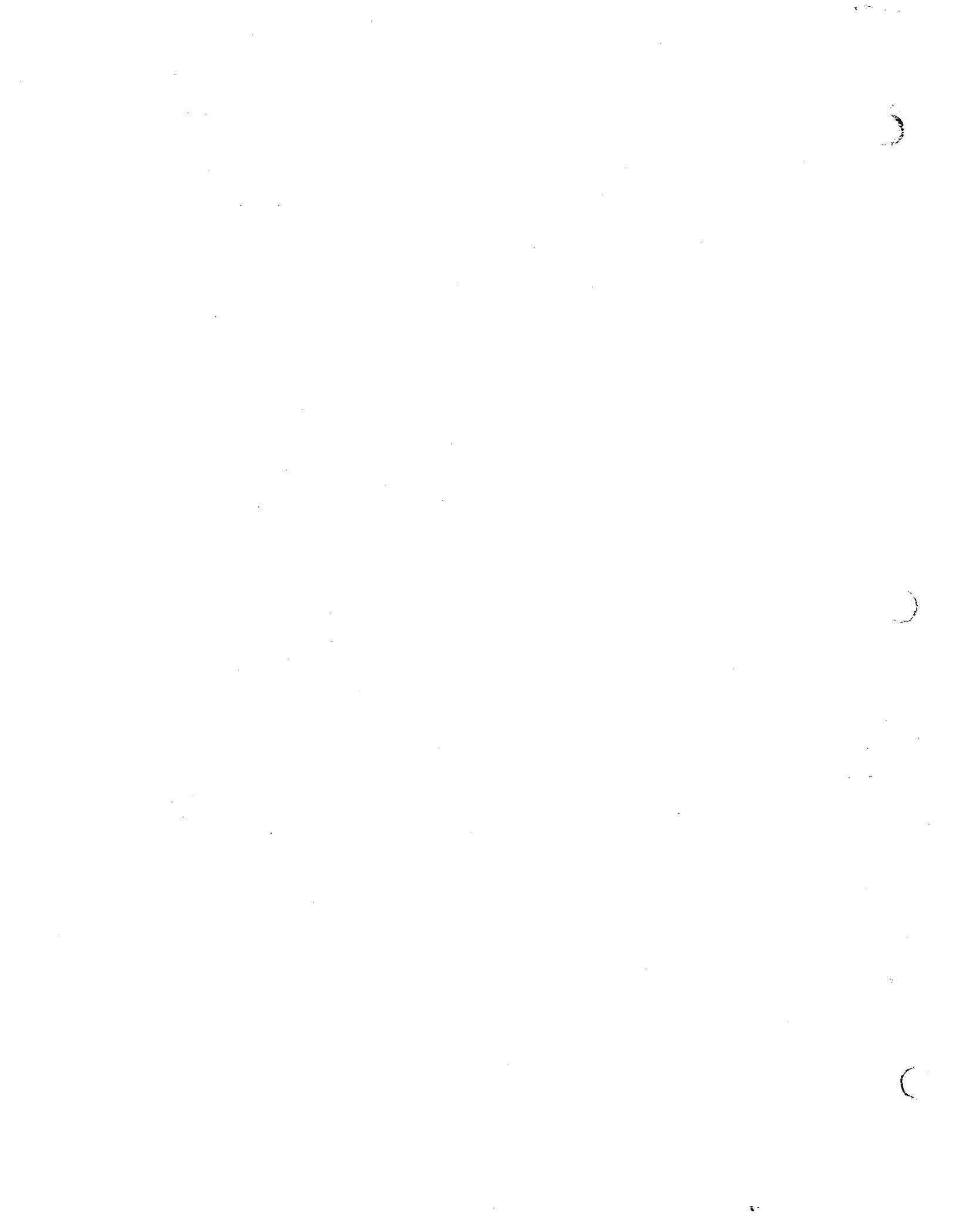
Thank you for your consideration of our concerns. If you have any questions regarding our comments, we would be pleased to discuss them.

Sincerely,


Donald E. Marcy

DEM:ldg

cc: Mr. Jens Molbak
Mr. Lowell DeYoung



R. W. THORPE & ASSOCIATES, INC.

❖❖ Planning • Landscape • Environmental • Economics ❖❖

PRINCIPAL:
Robert W. Thorpe, AICP

Stephen Speidel, ASLA, Vice President
Gareth V. Roe, AICP, Director of Planning

June 4, 2003

Planning Commission
c/o Ray Sturtz, Director
Community Development Department
City of Woodinville
17301 - 133rd Ave NE
Woodinville, WA 98072

Reference: **June 4th Planning Commission Meeting,**
Re: **Proposed Zoning and Development Regulations, i.e. FAR bonuses, etc.,
Little Bear Creek Study Area.**

Honorable Planning Commission Members:

We thank you for the opportunity to comment on your current review of the development regulations and discussions on the floor area calculations, bonuses, uses, building heights, parking, etc. At the outset, let us thank you on behalf of the entire Little Bear Creek Owners Association -- approximately 20 property owners and several tenants -- **for your willingness to look at this area and open up the zoning to a variety of uses and building heights, and provide a mix of office, retail, light industrial, and warehouse in the Little Bear Creek area.** The owners and tenants appreciate that. In addition, we want to thank you for recognizing the difficulty of placing **underground parking** for a five or six-story building, due to the high water table in this area.

Thus, we trust a complex zoning, bonus and administrative process to evaluate all of these factors, including mix of uses, height, location of parking, structure of parking, open space, uses in buffer areas, and public/private uses will be a part of your recommendations to the City Council.

We had a very productive meeting involving about ten of the property owners, Mr. Rose, the City Manager, Mr. Sturtz, the Planning Director, and Mr. Youngblood, the Park Director, at City Hall on Friday. From that, we are attempting to provide written input to the staff, and comments of both the Planning Commission and Park Board.

1. We thank the staff for bringing the project to this point with inclusion of mixes of uses, some consideration of bonuses for building height, and an understanding that structure parking may or may not work, and that **there is a very limited demand, virtually none, for Office.**
2. We pointed out to them that many of the industrial park/warehouse areas have base industry jobs, and in turn provide a 2:1 multiplier for services jobs in the community. These land use configurations often have only ten to twenty percent office space in warehouse/assembly/manufacturing areas. So the transition to hundred percent office, that are service jobs, rather than base industry, **requires careful analysis for a long-term transition.**

Reference: June 4th Planning Commission Meeting,

Re: Proposed Zoning and Development Regulations, i.e. FAR bonuses, etc., Little Bear Creek Study Area.

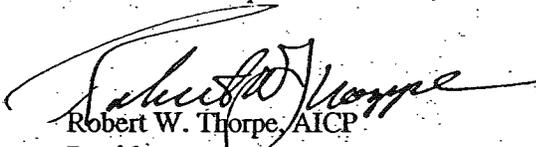
3. This is offset by analyzing sensitive areas for buffers impacts, beyond bringing economic return to the property owners, due to the limitation of demand for the uses perceived in the transition.
4. We encouraged predictable bonuses for various uses, flexibility in allowing drainage facilities in buffers, i.e., when the staff review site plans at an administrative level. We trust that the codes will provide for flexibility in the location of parking next to buildings, drainage swales, and in buffer areas, and other matters that fit in with increased building height, structured parking, etc.
5. That is, implementation of performance based zoning that allows the staff flexibility, rather than the "Euclidian" or prescriptive zoning that speaks in terms of "shalls" and "musts".
6. We are providing information to the staff on a survey of several other cities and what their standards are, for the riparian corridors and similar situations, demonstrating their bonus, and setbacks allow flexibility for landscaping, drainage, and other elements in open space.

Again, thank you for receiving this information. We will be presenting information to the Park Board on the property owners' questions and concerns, particularly as it relates to trails on both sides of Bear Creek and setbacks for public uses, at their Thursday meeting. We are aware that they will be providing a recommendation to you.

In closing, we thank the staff for providing suggestions on how we may provide input to you, the Park Board, and eventually, the Council, in a constructive manner. We are aware this has been a long process for you as volunteers, and we thank you for your time, patience and efforts. We look forward to providing specific revisions to the text, tables, standards, and the Draft Regulations you are reviewing at this time.

Respectfully submitted,

Robert W. Thorpe & Associates, Inc.


Robert W. Thorpe, AICP
President

Cc: Pete Rose, City Manager
Lane Youngblood, Parks & Recreation Director
Little Bear Creek Owners Association:
Jeff Smith, President
Kay Christopher
John Cohen
John DeYoung
Albert Dykes
John Kalmbach
Dave Mather
Ralph Swanson
Don Swanson,
et. al.

Overview of Regional Jurisdictions: Buffer Setbacks
for Streams and Wetlands

City/County	Streams				Wetlands				
	Buffer In Feet			Structure Setback from Buffer In feet	Buffer In Feet			Structure Setback from Buffer In feet	
	Class 1	Class 2	Class 3		Class 1	Class 2	Class 3		
Bellevue	50	25	10	Class+20,+10,+5	50	25	10	class +20, + 15, +5	
Bothell	Specific to Shoreline	100-75*	50	Min 5 up 20 as required by Fire Dept.	100	75	50	Min 5 up 20 as required by Fire Dept.	
Duvall	by site - binding site plan:all classes/ including structure setback				by site - binding site plan:all classes/ including structure setback				
King Co.**	100	50	25	15	100	50	25	15	
Kirkland	75	60	35	10	100	75	50	10	
Redmond	150-100	100-75	50-25	0	150-100	100-50	50-25	0	
Woodinville	100	100-50	25	0	100	50	25	0	
* If Salmonids present buffer is 100									
** King Co. - not located in Woodinville									
Bear Creek Basin	150	150	100-50	15					

*Class 1 Streams Defined by Inventories of "Shorlines of State"
Measured From top of Bank or Ordinary High Water Mark*



DATA & STAFF SERVICE COMPANY - SIRKIN SITE**COMPREHENSIVE PLAN CONSISTENCY**

Site is currently designated for High-Density Residential/Office - The existing R-48/O zoning and High-Density Residential/Office Comprehensive Plan designation were adopted by the City in 1997 to allow a mix of residential and office uses on this unique downtown site. An increase in building height from the allowed 4 stories over parking to 5 stories over parking would allow a future developer to realize the density that is currently allowed.

- **Consistent with downtown vision** - Development of the site will increase the residential population of the downtown area, thereby increasing the vibrancy of the downtown as many of these residents will be within walking distance to shop and recreate in the downtown.
- **Consistent with housing goals** - Development will provide additional housing choices for future Woodinville residents and will further the City's Comprehensive Plan multi-family housing goals which were developed to comply with the Growth Management Act.
- **Consistent with transportation goals** - Development of the site will facilitate the non-motorized downtown loop pedestrian trail linkage shown in the draft downtown plan. The site is also located in close proximity to transit services for use by future residents.
- **Consistent with community design goals** - Approximately 70% of the site will be preserved in native mature vegetation, maintaining the overall woodland character of the site. The ability to achieve the allowed density through a height increase will also allow for greater development flexibility and the potential for a better-designed development.

Consistent with environmental goals - The development would be designed consistent with the City's sensitive area requirements, including wetland buffer enhancement. In addition, the minor road crossing and development footprint have been approved by the federal agencies for compliance with the Endangered Species Act.

UNIQUE DOWNTOWN RESIDENTIAL DEVELOPMENT

- **Limited Buildable Area and Retention of Mature Vegetation** - Development is limited to approximately 30% of the site. The placement of the buildings in the limited buildable areas and the retention of vegetation will ensure that the majority of the development will not be visible from the residential living areas of adjacent uses or the adjacent roadways on both the east and west sides of the site.
- **Sloped and Constrained Site** - The site is physically burdened with wetlands, streams, and sloping topography. The site slopes from the east to the west, and does not have the flat topography that is evident in the core downtown area. Approximately 70% of the site is prohibited from development due to sensitive areas and buffers.
- **Only vacant residential site located on the "edge" area of downtown** - The site is located in the northeastern area of the downtown adjacent to existing light industrial and higher density residential development. Both the location and the natural characteristics of the site distinguish and warrant consideration of a height increase for this unique site. Taller buildings will be separated from adjacent properties, due to the limited development area, site topography, and required protection of sensitive areas.

A height increase is necessary for development of this site - One of the key factors responsible for lack of development is the overly restrictive building height limitation. Based on the consistency of the height request with the Comprehensive Plan and the unique characteristics of site, a one-story increase in building height is reasonable, will encourage development, and will not impact adjacent property owners.



TO: City of Woodinville
17301 - 133rd Ave. N.E.
Woodinville, WA. 98072
June 3, 2003

ATTENTION: Mayor
Planning Department (Community Development)
Mr. Ray Sturtz, Director
Planning Commission
Mr. Terry DePolo, Chair
Parks Department
Ms. Lane Youngblood, Director
Public Works Department
Mr. Mick Monken, Director
City Manager
Mr. Pete Rose

FROM: John P. Cogan
11855 - 172nd Ave. N.E.
Redmond, WA. 98052

RE: Little Bear Creek Trail Crossing on
132nd Ave. N.E., Woodinville

Gentlemen:

Purpose of Letter:

This letter is written to request a change in the location of the planned Little Bear Creek trail.

The present plan calls for the trail to follow Little Bear Creek from Snohomish County to the Sammamish River. An entrance/exit to the trail will be created at the end of 132nd Ave. N.E.

This proposed alternative plan would change the trail location but not in a significant way. The trail would follow Little Bear Creek from Snohomish County, go to the City's park, then enter/exit south along 134th Ave. N.E. to join the other City's trails and go to the Sammamish

River. The part of the trail from 134th N.E. downstream to the West would not be built.

Reasons for this change.

1. Recent Developments.

a) No tunnel for the trail will be constructed under 131st Ave. N.E.

This makes the portion of the trail from the Sammamish River to 131st Ave. N.E. a dead-end. This portion along Little Bear Creek is entirely unsuited for a trail. Because of existing buildings it is narrow; it is unshaded; there is rip rap. The creek needs help here. The last thing it needs is a trail right on the bank. No trail should be considered for that portion of the creek. The lowest part of a creek is the most important for fish conservation.

The trail on the East side of 131st Ave. N.E. will also come to a dead-end. To continue on after the City's park and join the Burke-Gilman trail on the Sammamish River it will have to enter/exit south to N.E. 177th Pl. at either 134th Ave. N.E. or 132nd Ave. N.E. Only 134th Ave. N.E. can serve this purpose.

b) The 134th Ave. N.E. route is the best route.

An existing 60 foot street, 134th Ave. N.E., connects N.E. 177th Pl. with the City Park on the other side of Little Bear Creek. The road is safe, wide, has no abutting storefronts, and is available for a trail and parking. It has a bridge crossing Little Bear Creek. It goes straight to the park. It is available for use now - not at some unknown future time. The road will serve both trail users and park users as the park will provide services: parking, bathrooms, tables, play area. There is great opportunity for expansion and improvement of facilities.

c) The 132nd Ave. N.E. route will not work.

Please see attached a letter dated July 5, 2002 that explains why this location is harmful to adjacent business and utterly inadequate for public use.

The City now proposes a stoplight at the intersection of N.E. 177th Pl. and 132nd Ave. N.E. and 132nd Ave. N.E. will be extended over the railroad tracks making it a four way intersection - only one block from the traffic light at 131st Ave. N.E. This is the most congested area in the City of Woodinville. It is no place for trail walkers, bicycles, and cars making left turns ----all of which could be easily accommodated one block away to the East at 134th Ave. N.E.

2. Legal Considerations

a) Stream Buffer

i) The single purpose of the stream buffer of 100 feet is to protect Little Bear Creek from people.

The buffer is a regulation to be used for this purpose and no other. Otherwise it is a taking. Any trail in a buffer or not must be paid for in money - this is the only compensation the law allows (increased building height is not compensation; see enclosed.)

A trail is a violation of the purpose of the buffer. Any citizen may bring suit. If the property owners cannot build in the buffer neither can the City of Woodinville and trails are no exception.

All neighboring jurisdictions (seven) greatly restrict trails - to keep them away from the creek. Woodinville stands alone.

ii) Stream Crossings.

134th Ave. N.E. has a bridge over Little Bear Creek. It has been there for years. 132nd Ave. N.E. has a 70 year old culvert at its street end. The City is undertaking to remove the

culvert. Then there will be no access to the other side (the North side) of Little Bear Creek which is the trail side of the creek. It can only be reached by a bridge. WMC 21.24.360 (7) states:

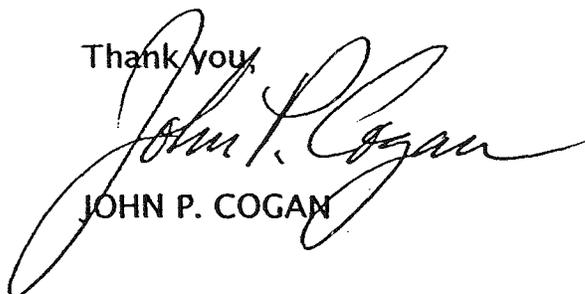
- "(7) Stream crossings may be allowed if:
- (a) All crossing use bridges...
 - (g) Crossings are minimized and serve multiple purposes and properties whenever possible."

A bridge at 132nd Ave. N.E. would be redundant with a bridge only one block away at 134th Ave. N.E.; ; it would take 10 years to get permits and construct the bridge; it will serve only trail users not "multiple purposes and properties." Given a legal challenge it could never be built.

Response.

Will the City please respond in writing to this letter? (No response was received to the letter of July 5, 2002.) It should contain a definite statement of the City's intentions.

Thank you,



JOHN P. COGAN

JPC/js
Enclosure

R.W. THORPE & ASSOCIATES, INC.

❖❖ Planning • Landscape • Environmental • Economics ❖❖

PRINCIPAL:
Robert W. Thorpe, AICP

Stephen Speidel, ASLA, Vice President
Gareth V. Roe, AICP, Director of Planning

May 7, 2003

City of Woodinville Planning Commission
c/o: Carl Smith, Senior Planner
17301 133rd Ave NE
Woodinville, WA 98072-8534

Reference: Public Testimony at May 8th Planning Commission,
Re: Little Bear Creek Overlay Zones

Honorable Commission Members and Staff:

At the request of *approximately twelve property owners along Little Bear Creek*, we are providing some input at this meeting and look forward to the opportunity for more detailed input at future Planning Commission Meetings, concerning overlay zones and setbacks for Little Bear Creek. The property owners include a variety of retail users from a shopping center to small hardware store, nursery, and a number of industrial/warehouse users.

R. W. Thorpe & Associates, Inc. has for 27 years provided input to cities on *Comprehensive Plans, park plans, trails, ordinances, and regulations, including Sensitive Areas designations*. We also have extensive background in permitting for private sector projects in sensitive areas and along stream corridors. In addition, we have a history of working on the economic impacts of regulations on land use, highest and best use, and economic return. For this effort we are supported by Ron Throupe, Ph. D., of Mundy & Associates, a firm we have a 27-year history with, working on the economic implications of various regulations, most recently input to the State Shorelines Hearings Board on Draft DOE regulations. Our observation includes advice from wetlands and fisheries experts, with extensive experience in these issues.

Attached is a *listing of various projects and related experience*. As you can see, over the last 30 years the Principle in the firm has extensive experience from Shorelines and SEPA Regulations on Mercer Island to River Reach, Farmington, New Mexico, Mendenhall Glacier Trail in Juneau, Kenai River, as well as on Lake Washington waterfront communities and Comprehensive Plans and Sensitive Areas Regulations for communities like Yarrow Point, Brier, etc. On the development side, we worked exclusively with Tribal interests and State agencies, and County Regulations on such projects as the Washington National Golf Course as it relates to the Soos Creek Fish Hatchery, and we are currently providing master planning and permitting expertise to the Swinomish Tribe on their marina in La Conner. A most recent input on the impacts of SAO designations and in trail corridors occurred in the Hearing Examiners decision on the East Lake Sammamish Trail (King County/City of Sammamish).

We often look at how Comprehensive Plans and other goals and policies can be met and balanced with property development rights, and economic viability of projects. **It is our intent to bring this approach to this process, to support Staff in finding options that do balance these goals, and are consistent with the goals and policies of the Growth Management Act and the Shorelines Management Act, including private property interests.**

Observations and Preliminary Concerns

1. **Process:** The key is that when a city embarks upon a change under the Growth Management Act of a Comprehensive Plan, Park Plan, or Capital Facilities Plans, ordinance updates, and implementation, that designations that are made in concept with broad brush overlays, tend to become "a foregone conclusion" without full understanding of the impact of those items, and the potential for successful implementation. Further, how these Comprehensive Plans and proposed regulations impact utilization of key properties that provide an economic base for the community and should be evaluated with significant input from key consultants to understand the options and each option's impact.
2. **Precedent:** The 100-foot standard for Little Bear Creek is fairly consistent with most regulations that we drafted for cities, counties, boroughs, etc. Common to this, throughout the area, are buffer averaging options. Of note is a project adjacent to a 13-acre wetland and pond in Sea-Tac, whereby the importance of a regional detention facility provided for significant buffer averaging on a site to provide public benefits as a regional detention pond for the City, County and surrounding property owners as a part of the Avis satellite parking lot approval.

We would note that a 200-foot overlay is unique, unprecedented, and a very unusual standard in nearly all locations. A 200' option has recently been considered in Okanogan County, and it is my understanding, rejected, thus leaving the 100-foot standard for residential development in those areas.

We are concerned about the precedent of this type of undertaking, and how it is implemented. We would note that we are assured by Staff that this is not a "no build zone" but one in which a higher set of standards would occur, with the option for increased density on other parts of the property. The loss of an additional 100 feet of useable property may have significant impact on highest and best use, economic income streams, and the viability of business entities in this corridor.

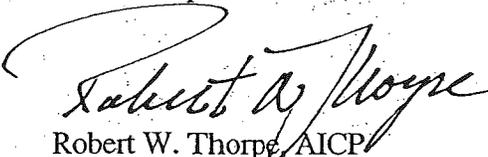
3. **This proposal impacts base industries:** This is a critical point, in that in economic base theory, base industry supports service jobs by a two-to-one or three-to-one ratio, i.e., for every job at Boeing and Microsoft, there are 2 to 3 people in service industries, shopping centers, building, etc. The four-county area faces a significant loss of base industry jobs by Boeing, its suppliers, and others, with increased impacts coming from decisions by Boeing at Paine Field to reduce supplier jobs in the Seattle area, maybe as much as 100,000 jobs impact. (*Source: Snohomish County Economic Development Commission*) **Thus, this corridor represents significant warehouse and industrial types of jobs that support not only the community, but the greater King-Snohomish County area. These impacts should be carefully considered in any of your deliberations.**
4. **Impact on "Anchor/Local Character Businesses":** This regulation will not just impact a few warehouse or industrial users, but could impact a major new shopping center on the east, through a site looked at by Schwab Tires, to existing industrial users and to key "local" merchants like Mulbach's and McLendon's. A careful look at the impact of these regulations on the ability of these businesses to function and remain active in the community should be a part of your evaluation.

RECOMMENDATIONS:

1. We would *urge caution and careful deliberation* on the part of the Planning Commission. Please *seek the input of experts* on how this may impact your community in the next 20 years, as required by the Growth Management Act. In that our firm serves as staff planners to several jurisdictions, I would urge you to carefully balance the impact of this, rather than looking merely at a green overlay on a map, and a trail on that overlay, and thinking how great it might be for the community, but rather look at the effects on economic viability to businesses, and how by working together one can implement the goals and retain those economic entities.
2. In order to *provide significant public input on this issue*, we would recommend that you do the following:
 - a. Proceed cautiously, and give plenty of opportunity for public input.
 - b. **Hold a public hearing.** We think this is critical to allow for full due process to all that may be impacted by these regulations.

In closing, I appreciate the initial input from staff members Carl Smith and Ray Sturtz. Our firm has enjoyed a long and productive professional relationship with a number of members of your Planning Staff, and look forward to working with them to provide input on this process. On behalf of the Little Bear Creek Property Owners Association I trust we will be given full consideration, and the opportunity to utilize our firm/Team as focal point for owner comments and interaction with staff and Planning Commission will be utilized.

Respectfully submitted,
R. W. Thorpe & Associates, Inc.



Robert W. Thorpe, AICP
President

cc: Property Owners
Ron Throupe, Ph.D., Mundy Associates

Attachments: R. W. Thorpe Project Summary
Resumes: Ron Throupe, Robert W. Thorpe

R. W. THORPE & ASSOCIATES, INC.

❖❖ Planning • Landscape • Environmental • Economics ❖❖

PRINCIPAL:
Robert W. Thorpe, AICP

Stephen Speidel, ASLA, Vice President
Garth V. Roe, AICP, Director of Planning

Public Sector Clients/ Project Experience

Comprehensive Plans/

Critical Areas Ordinances

- North Bend
- Snoqualmie
- South Bellevue
- Brier (In Progress)
- Beaux Arts
- Yarrow Point
- Medina
- Okanogan County
- Mercer Island
- Kenai, Alaska
- Stanwood, WA (In Progress)

Capital Facilities Plans

- St. Paul Island, Alaska
- Brier, Washington
- Gold Bar, Washington
- Stanwood, WA (In Progress)

SEPA Ordinances/Officials

- Algona, Washington
- College Place, Washington
- Mercer Island, Washington
- Medina, Washington
- Brier, Washington
- Black Diamond, Washington

Development Ordinances

- Pierce County Parkland/Spanaway
- Okanogan County
- Gold Bar
- Snoqualmie
- Whatcom County – ORV Standards
- Medina, Washington
- Brier, Washington
- Beaux Arts
- Yarrow Point
- DuPont, Washington
- Kenai, Alaska
- King County – Landscaping/Irrigation Standards
- King County – Golf Course Best Management Practices - Model

Workshops –

Planning and Economics

- Kent Business District
- Vashon Island Community Council
- Snoqualmie CBD
- Mercer Island CBD
- Des Moines – Business Districts
- Kirkland Downtown Association
- Cle Elum Downtown Revitalization
- Western Open Space Conference – Boulder, Co.
- Western Mining Reclamation Conference – Denver
- Redmond Design Commission
- Des Moines Design Commission
- Mercer Island - Development Services Commission
- Kent – Building Department Reorg.
- Stanwood CBD WA (In Progress)

Park/ Trail Plans

- Centennial Trail – Spokane
- Sun Lakes Resort
- Chena Hot Springs – Fairbanks (Private)
- Sumas Mountain ORV
- Mendenhall Glacier Trail – Juneau Borough
- River Reach, – RUDAT Farmington, New Mexico
- Elk Run at Blue Mountain, Lyons, CO (Private)
- City of Bellevue
- College Hills Nordic Cross Country Ski Trail Plan Fairbanks, AK (American Olympic Team)

MPD's / PUD's / Mixed Use

- Snoqualmie Ridge
- Hawks Prairie PUD
- Section 36 – Kenai, Alaska
- Bothell – Truly MPD
- Ellensburg – Schaake Sub-Area
- Yelm – Thurston Highlands
- King County - Alderra / Boeing Farm
- Birchfield – Lewis County
- Pierce County – Rainier Terrace
- Grant County – Moses Lake Estates
- Roosevelt Neighborhood Mixed Use Project
- Seventh Day Adventist Urban Demonstration Project - Snohomish County

Annexations

- Snoqualmie Ridge
- Shoreline – Unfinished Business
- Monroe – Frylands
- Oak Harbor – Wal-Mart
- Yelm – Thurston Highlands
- Fife - Yamamoto

CBD / Economic Development Plans/Public Facilities

- City of Seattle Greenbelt Program
- Des Moines, Washington
- Yakima Co. – Sun Dome
- Kenai, Alaska - CBD
- Cle Elum, Washington
- North Bend/Snoqualmie – Historic Railroad Feasibility
- Fairbanks – North Star Borough
- South Bellevue, Washington
- Alabama Power – 1000 Ac. – AL
- IMH Master Plan – Charlottesville VA
- South Padre Island – Texas
- Stilly Valley – Arlington, WA
- Stanwood CBD
- Swinomish Tribal Community Marina – La Conner, WA

Qualifications of Robert W. Thorpe, AICP

Principal/President

EDUCATION

University of Washington: Masters in Urban Planning (Urban Planning Curriculum) 1972; Masters in Urban Development (MBA Curriculum), 1973.

University of Nebraska: BS Business Administration and Economics, Minors: Architecture and Art, 1966.

Bellevue Community College: 1974 to 1976 - Real Estate Certificate.

MAI Course Work: Seattle University, MAI Course 1A, 1977; MAI Course 1B, 1978; Bellingham, WA - Feasibility Analysis - 1977; Bellevue - Course 7 - Standards of Practice, 1984.

EXPERIENCE

Principal, R.W. Thorpe & Associates, Inc., Seattle / Anchorage / Denver, 1974-1996 (Part Time) to present. Project management / supervision to all team projects. Over 4,000 total assignments, 2,000 Rezones, Comprehensive Plan Changes, CUPs and Shorelines Permits, etc.; 400 EISs / Environmental Reports; 500 Highest and Best Use Analyses. Expert Witness - Highest and Best Use and Urban Planning

Instructor / Lecturer, Bellevue Community College, 1976 to present; Graduate Program, University of Washington - Real Estate, Urban Planning and Real Estate Classes - 1973 to present; Washington State University - Regional Planning and Landscape Architecture, 1981 to present; University of Nebraska - 1984 to present; University of Alaska, Juneau - 1986; University of Colorado, Denver - 1988 to present; Arizona State, Tempe - 1996 to present.

Assistant Director, Community Development / Building Department, City of Mercer Island, 1971 to 1976. Staff to Planning Commission and City Council; new Comprehensive Plan, environmental factors study, land use planning, zoning, ordinance writing, transit study; Mercer Island Drainage Study Team, design guidelines; administered Subdivision and Shorelines Management Regulations; I-90 Design Team and City's EIS Coordinator; Lake Washington Shorelines Management Master Program Staff. Responsible Official - SEPA.

Regional Planner, Daniel, Mann, Johnson & Mendenhall, Seattle, WA, 1970 to 1971. Auburn-Bothell Corridor Study; Juneau Transit Study; Alaska Land Use Study - Phase I.

Design Planner, Harstad Associates, Inc., Seattle, WA, 1969 to 1970. Comprehensive Plans for North Bend, Kitsap County, Mercer Island, WA. Ski Resort - Smith Ferry, Idaho; Master Planning for a 13,000 Acre Nettleton Lakes PUD in Kitsap County; and a 12,000 Acre Master Plan - El Rincon, Baja, Mexico. Various Land Use / Feasibility studies/Urban Design/Landscape Design..

Site Planner / Industrial Engineer, Boeing Company, Seattle, WA, 1966 to 1969. Industrial Siting Studies; Tooling Facilities Planning and Implementation. New facilities at Auburn and Everett.

PROFESSIONAL ASSOCIATIONS/EDUCATIONAL

AICP - American Institute of Certified Planners, 1978 to present (Charter Member)

American Institute of Appraisers (MAI, Candidate - Various years) - Associate

American Planning Association - APA (Former APA Chapter Newsletter Editor)

AIA - R/UDAT Team Member - Farmington, New Mexico

Alumni Development Commission - Kappa Sigma International Fraternity

Bellevue Community College Faculty 1977 to present

Building Industry Legal Trust Fund - Advisory Committee, 1992 to present

International Conference of Shopping Centers Associate, Chair of Downtown Retail Council

King County Executive - DDES Reorganization Committee - 1994

Lecturer Landscape Architecture-WSU, 1977 to present

Mercer Island Development Advisory Committee - 1991 to present

National Association of Homebuilders - Instructor Land development Classes

Neighborhood Retailers of Washington

Professional Advisory Committee - Real Estate - Bellevue Community College - 1974 to present

University of Washington - Certificate in Real Estate Instructor - 1996 - present

Urban Land Institute (ULI)

Who's Who Among Outstanding American Executives

SPECIAL EXPERIENCE/EXPERTISE

Witness: Qualified Expert Witness in Washington, Oregon, Alaska and Federal courts, and judicial mediation boards. Quasi-judicial proceedings before Planning Commissions, Councils and Hearing Examiners. Land use, condemnation, SEPA/NEPA, shorelines, SAO's, etc.

Instructor / Senior Faculty Member: Bellevue Community College. Urban Planning, Land Development and Real Estate Appraisal, 1976 to present.

Instructor: University of Washington – Graduate Program/Certificate in Real Estate

Instructor: Real Estate Classes - Washington Association of Commercial Realtors, Building Industry of Washington and National Association of Homebuilders

Graduate Classes: Regional Planning / Environmental Services, Washington State University, 1981- present. Graduate Programs Professional Advisory Committee, Landscape Architecture

Guest Lecturer / Graduate / Undergraduate Urban Planning Class, University of Washington, Extension Division – 1995 to present, University of Nebraska, 1985 to present, and University of Alaska, Juneau, 1985 to 1986, Guest Lecturer. Regional Planning / Landscape Architecture - Washington State University, 1981 to present, Program Advisory Committee. Senior Critiques and Guest Lecturer, Senior Faculty / Real Estate Advisory Committee.

Advisory Staff: Washington State DOE - SEPA Guidelines.

Washington State DOE – Shorelines Management / Lake Washington Model Program

Speaker:

- Site Selection, Zoning, Highest and Best Use - 30 years
- Land Planning and Land Economics", miscellaneous real estate appraisal/professional societies, 25 years
- League of Oregon Citizen Design Commissions / Tree Ordinances
- Open Space Conference - Boulder, Colorado - July 1988
- Retail Site Selection / Zoning - NACOR, 1993
- King County Assessor - Highest and Best Uses - 1996, 1997
- ICSC - Washington / Oregon Conference - Port Ludlow – 1999
- Appraisal Institute – Miscellaneous – 1985 to present

PROJECTS AND STUDIES (Prior to R.W. Thorpe & Associates, Inc.)

P = Project Director/Manager

A = Author

R = Review

P Zoning Code – Update

P Responsible Official - SEPA Ordinance

P Ordinance Writing and Revisions

P Administrator - Shorelines Management

P Subdivision Ordinance-Update

A I-90 EIS - Mercer Island, Technical Review

R Design Guidelines-Design Commission

City of Mercer Island – Assistant Director/SEPA Official

P Island Attitude Survey (Open Space)

R City Budgets - Co-authored/Reviewed

P Capital Improvement Programs, 5 years

A An Approach to Environmental Zoning

A Cost Benefit Analysis – Rezones

A PUD Ordinance

A Housing & Comm. Development Plan

P Island Attitude Survey (Open Space)

A City Budgets - Co-authored

Harstad Associates, Inc., Seattle - Urban Designer/Planner

- Nettleton Lakes Project - Kitsap County (Hood Canal), WA - Master Plan / PUD for 13,000 acre / residential recreational development - 1,000-slip marina, Trent Jones golf course
- Smith Ferry, ID - Master Plan: Waterfront Residential / Ski Area / Marina
- El Rincon, Baja, Mexico - 12,000 Acre Recreational Master Plan
- Comprehensive Plans - North Bend, Mercer Island, Wapato, Kitsap County, WA; Cutbank, Deer Lodge, MT

Daniel, Mann, Johnson & Mendenhall, Seattle – Regional / Environmental Planner

- Phase II - Auburn / Bothell Corridor Study - A major state highway feasibility study (\$250,000): Land use, environmental factors, trip demand, economic and demographic forecasts, affected communities and citizen group coordination / focus groups.
- Support services: Juneau Transit Study and Alaska State Land Use Study.

CURRICULUM VITAE

RONALD L. THROUPE

4204 243rd PL SE
Issaquah, Washington 98029
Throupe@msn.com

(425) 391-8485 (H)
(206) 685-0931 (O)
Throupe@u.washington.edu

Education

Doctor of Philosophy
1995

University of Georgia ,Terry School of Business
Athens, Georgia
Dissertation Title: *Portfolio Diversification of Retail Centers Stratified by Center Type*, chair Hugh Nourse

Master of Business
1989

University of Georgia
Athens, Georgia
Emphasis: Finance/Real Estate, Research assistant for James Kau

Bachelor of Science
1983

University of Connecticut
Storrs, Connecticut
Emphasis: Civil Engineering

Bachelor of Arts
1983

Fairfield University
Fairfield, Connecticut
Emphasis: Liberal Arts

University Employment

1999-present

Associate Director: Runstad Center for Real Estate Studies
University of Washington
Acting Director: 2001-2002
Direct daily operations of the center and research activities
Direct graduates students and employees work
Presentations on current topics to the real estate community
Teaching area: Real estate finance, Investments & valuation

1995-1999

Assistant Professor
Washington State University
Teaching area: Real estate finance, investments, appraisal

1997-1999

Interim Director of the Real Estate Program

1994 -1995

Instructor
Washington State University
Teaching area: Real estate appraisal, principles

1991-1994

Instructor
University of Georgia
Teaching area: Real estate principles

Industry Employment

2002	Mundy Assoc. Economic & Market Analysis
1996-present	Throupe & Associates Real estate economic analysis & consulting services
1990 to 1992	Owner, Superior Design Residential construction, Stratford, Connecticut
1985 to 1987	Project and field engineer Walsh Construction Co., Trumbull, CT
1983 to 1985	Junior engineer Planning Research Corp., Stamford, CT

Presentations

- June 2002, "Pricing Market Impacts on Elevated Homes in Flood Plains" National Hazard Mitigation Conference, Phoenix AZ
- April 2002, "Performance of Students in Real Estate Principles" ARES annual meeting, Naples Florida.
- May 2001, "Real Estate Portfolios and the Investment Opportunity Set, Seattle WA.
- September 2000, *UW Real Estate*, IREM Education, Seattle WA.
- June 1998, *Alternative Geographical Regions, U.S. Census Regions*, NCREIF spring meeting, Boca Raton, FL.
- April 1998, *Value Range Marketing: Theory and Evidence*, ARES annual meeting, Monterrey, CA
- June 1996, *Low Income Housing Tax Credit*, Appraisal Institute's Northwest Chapter.
- April 1996, *The MAI Designated School Program*, Appraisal Institute's Northwest Chapter.
- February 1993, NACORE (International Association of Corporate Real Estate Executives) training session, Coral Gables, FL.
- June 1993, *How to Succeed in Corporate Real Estate*, NACORE annual Symposium, Chicago, IL.

Books, Chapters And Monographs

- Throupe, Ron, *Mathematics for Finance*, Harcourt Brace, forthcoming.
- Throupe, Ron, *Introduction to Real Estate*, Prentice Hall, July, 1995, ISBN # 0-536-58939-9
- Throupe, Ron, *Commercial Real Estate*, Chapter nine, Washington Association of Realtors, licensing education, 1996.
- Throupe, Ron, Instructor's manual for *Real Estate Principles*, Charles Floyd, and Marcus Allen, Dearborn Financial Publishing, fifth edition, February 1997.

Company Profile (from <http://www.mundyassoc.com>)

From the Pacific to the Atlantic, and from the Arctic Circle to the tip of South America, Mundy Associates LLC has been a leader for the past three decades in solving complex real estate problems.

Our principal areas of specialization are:

- *Expert testimony before various administrative & legal bodies*
- *Valuation of economic damages*
- *Contaminated property valuation—particularly litigation related*
- *Complex condemnation issues, preservation & conservation of valuable natural resource property*
- *Economic and financial analysis and feasibility studies*
- *Real-estate related business enterprise valuation*
- *Market analysis and survey research*
- *Property valuation and work-out in bankruptcy*
- *Financial feasibility studies*

Recent Publications contains articles from the Mundy Insider as well as published articles and working papers, and will give you an appreciation for the complex issues and projects we tackle.

View editions of [Monday@Mundy](#), the weekly e-mail client newsletter of Mundy Associates LLC.

Mundy Associates LLC was formed in 1976, by Dr. Bill Mundy, MAI, CRE. It currently boasts a research and administrative staff capable of handling projects throughout the western hemisphere. Representative clients of the firm include banks & savings and loans, law firms, architects & planners, engineers, governmental entities & housing authorities, and numerous private developers. Please check out Mundy Associates LLC senior analysts' [Qualifications](#). Our [Experience](#) page will give you a good idea of the types of jobs we deal with.



MEMORANDUM

TO: Woodinville Planning Commission

CC: Carl Smith
Mick Monken
Steven Gaines
Don Sirkin

FROM: Brent Carson
Anna M. Nelson

DATE: May 6, 2003

RE: Response to Planning Commission Questions on Vehicle Access from
Greenbrier neighborhood through Sirkin Site

At the April 23rd Planning Commission meeting, the Planning Commission members discussed the goal of planning for better connections between the various properties in the downtown. Several Commissioners expressed interest in providing a more direct vehicular connection from the newly developed Greenbrier neighborhood to the downtown core. Such access would require a road through the future development area of the Sirkin site. Prior to making a recommendation, the Commission requested that Planning staff meet with Public Works staff to determine if such a connection was feasible or desirable.

Carl Smith and Mick Monken met with representatives of the Sirkin property on April 30th to discuss this issue. The following information is provided to outline why this vehicular connection is not favorable:

**Access Improvements and Factors Considered in Regard to Possible Northern Access:
Intracorp Proposal (File No. Bsp 2000-0095)**

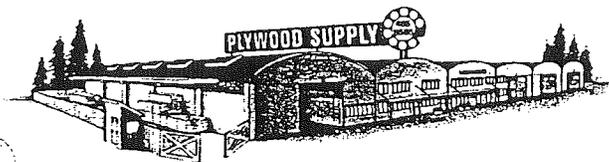
On November 30, 2000, the Public Works Department approved Intracorp's proposal for construction of a 28-foot wide public road that crossed the Sirkin site providing for a vehicular and fire access connection between 140th Avenue NE and NE 181st Street. A road connection to the right-of-way directly adjacent to the north property line was considered, but was not required for the following reasons:

- **Safety concerns due to potential conflicting vehicular uses** - The only feasible physical connection point to the north is at 142th Ave. NE. That roadway serves a large light industrial area. The access point would be located directly between two existing light industrial users. It was determined that it was not desirable to provide a roadway connection at this location due to the potential that it would become a secondary access for industrial users, thereby directing substantial truck and other industrial traffic through a residential neighborhood.
- **Construction impacts and potential conflict with required wetland buffers** - Due to the topography on the Sirkin site, extensive earthwork would be necessary to construct a roadway connection to the north that would meet public road standards. It was also determined that construction of a public road connection was not reasonable as it would infringe on the Sirkin development area and impact the size and locations of the proposed buildings. Consideration was given to relocating the buildings, but this would have necessitated impacting on-site sensitive areas.
- **Land area is necessary to comply with other City code requirements** - The developable area on the Sirkin property is limited to approximately 30% of the site. The area considered for the north roadway connection was needed to comply with code requirements regarding parking, tree retention, landscaping, and recreation area uses. Recognizing that the requirement to provide a public roadway to the north was discretionary, but that compliance with these other code provisions was not, the City only required the main 28-foot wide road.

Trail Connections Benefit City and Adjacent Neighborhoods

- **Public trail connection is preferable and is consistent with vision for pedestrian-oriented downtown** - We are supportive of the City's desire for better connections between the properties in the downtown area. Development of this site would result in the realization of a key link in the proposed continuous public off-street looped trail corridor. This trail corridor would benefit adjacent neighborhoods and other City residents. Based on the physical constraints of the site and the factors noted above, we believe a trail connection would be more protective of the environment and would retain the little development area that does exist, thereby encouraging future development of this existing high-density residential property.

BC:BC



PLYWOOD SUPPLY *Inc.*

(425) 485-8585

(206) 525-2600

FAX (425) 485-6195

SEATTLE AREA WAREHOUSE ON BOTHELL WAY AT KENMORE

PO BOX 82300 • KENMORE, WASHINGTON 98028-0300

RECEIVED

April 23, 2003

APR 24 2003

City of Woodinville

Mayor Scott Hageman
Deputy Mayor Carol Bogue
Councilmember Chuck Price
Councilmember Cathy Wiederhold
Councilmember Robert Miller
Councilmember Gareth Grube
Councilmember Donald Brocha
City of Woodinville
17301 133rd Ave NE
Woodinville WA 98072

Re: Information provided to City of Woodinville Planning Commission regarding zoning of the Little Bear Creek corridor

Dear Councilmembers:

Recognizing that the City of Woodinville Planning Commission will be forwarding their recommendations to the City of Woodinville Councilmembers pertaining to the Little Bear Creek corridor, where we own 14 acres straddling Little Bear Creek, our counsel and we thought it would be best to provide you with some background information which we believe will be helpful to you to have a better understanding about our particular situation with respect to the 14 acres we own on Little Bear Creek.

Plywood Supply, Inc. and Ralph L. Swanson have been dealing with Davis Wright Tremaine since 1953. We make a point of dealing with excellent counselors and such is the case with John Keegan and Warren Koons who are excellent land use attorneys for Davis Wright Tremaine. Enclosed is a letter signed by both of them dated February 5, 2003, that was sent to the City of Woodinville Planning Commission members. This letter provides information that our counsel and we believe will be very important to each of you Councilmembers in your studies about the Little Bear Creek Corridor Integrated Master Plan including as it pertains to our subject property. Also enclosed with this letter is some information from the Davis Wright Tremaine website which we hope will be of help to you to have a better understanding about our counselors and Davis Wright Tremaine.

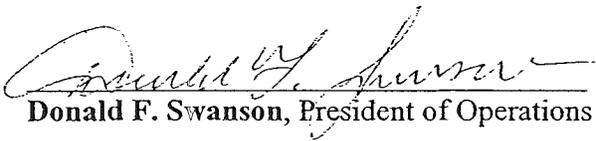
Steven Wood is the Managing Director of CenturyPacific, L.P. He is our real estate advisor who we've been dealing with for some period of time. He is very closely associated with Davis Wright Tremaine LLP, which can be noted on the second page of Davis Wright Tremaine's *Office Locations*. Enclosed are copies about Steven Wood and his organization. To be of some assistance to you, we've underlined some of Steven Wood's background in the first paragraph of

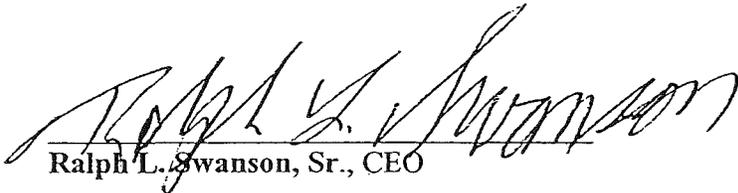
the first page and on the second page, *About Us*, we've underlined some portions of the first paragraph.

Also enclosed is a letter from Steve Wood dated January 31, 2003, providing information regarding zoning designation for our Plywood Supply parcel Woodinville, WA. You will note that we have underlined certain portions of this letter which we thought would also be of help to you when reading his letter.

Sincerely,

PLYWOOD SUPPLY, Inc.


Donald F. Swanson, President of Operations


Ralph L. Swanson, Sr., CEO

RLS: acj

Attachments:

Photocopies with attachments to:

City of Woodinville Planning Commission Members, Attn: Terry DePolo, Chair
Pete Rose, City of Woodinville, City Manager
Ray Sturtz, City of Woodinville, Community Development Director
Carl F. Smith, AICP, City of Woodinville, City Planner ✓
Rebecca Perkins, City of Woodinville, Senior Planner
John E. Keegan, Davis Wright Tremaine LLP, Attorney at Law
Warren Koons, Davis Wright Tremaine LLP, Attorney at Law
Steven L. Wood, Century Pacific L.P., Managing Director

✓ Heavy Duty
Truck Driver Training



✓ Teenage
Driving Instruction

(TPC)

13632 N.E. 177th Pl. • P.O. Box 632
Woodinville, WA 98072 • (425) 402-8200

Wednesday, March 26, 2003

RECEIVED

MAR 28 2003

City of Woodinville

Terry DePolo, Chair
Woodinville Planning Commission
17301-133rd Avenue N.E.
Woodinville, WA 98072

Re: Proposed Downtown – Little Bear Creek Corridor Master Plan

Dear Commissioner DePolo and Members of the Planning Commission:

I am writing this letter because there were issues brought up at the March 19, 2003 Planning Commission meeting that I feel must be addressed. After having read the PC meeting packet it was my understanding that the joint meeting with the Park Commission was to address new development aesthetics and other related topics.

I was surprised and unprepared when a portion of the meeting turned into a discussion about zoning, building heights, ESA buffer zones, and public parks and bicycle trails that are located on private property. After listening to the Park Commissioners speak about the preceding issues, my impression is that many members are uninformed and are not sensitive to the concerns of property owners along the LBC Corridor. It was also very frustrating that the Park Commissioners left the meeting before any public comments were allowed.

Although buffer zone issues are not presently before you, this arduous topic was at least being partially discussed with the Park Commissioners at the meeting. Property owners along the LBC Corridor are very concerned and sensitive about the loss of property use due to ESA buffer zones and other restrictions. Simply stated, this 100 foot "no development" expanded buffer zone has confiscated property that up until a few years ago was developable land. The financial loss to property owners is in the millions of dollars range, and to the best of my knowledge there is no written plan addressing how property owners will be compensated for the extreme loss of property use.



Your Better Business Bureau

It is my belief that *before* planning any public uses for private property there must be a plan in place to ensure reasonable compensation to property owners.

Thank you for your consideration of my comments.

Sincerely,

A handwritten signature in black ink that reads "Jeff Smith". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Jeff Smith

Property Owner

13632 N.E. 177th PL.

Woodinville Wa. 98072

Kay
 Carl
 Becky

Al and Donna DeYoung
PO Box 863
Woodinville, Washington 98072
425.486.9731

Copy to RC (1)
 Copy to CD Staff
 file

March 24, 2003

RECEIVED

MAR 25 2003

City of Woodinville

Mr. Terry DePolo, Chair
Planning Commission
City of Woodinville
17301 - 133rd Avenue NE
Woodinville, WA 98072

Re: Comments on the Grid Road Configuration in the City of Woodinville Proposed Downtown Plan

Dear Chair DePolo and Planning Commissioners:

We own the two parcels of property at 17401 135th Ave NE and 17331 135th Ave NE in downtown Woodinville. These are the two parcels immediately south of Washington Mutual Bank on NE 175th Street. We currently have two office buildings on the property with ten tenants.

The proposed configuration of the grid roads for the Downtown Plan currently under consideration by the Planning Commission places the grid road in the middle of our two parcels. This configuration will make our property virtually useless for future re-development. If the road is placed in the middle of our property there will not be enough property on either side of the road for a building after City requirements for development are met.

We would like to request that the City consider implementing a strategy that has already been placed on several other parcels in the downtown core. Designate that a grid road will be placed on the property but let the development determine the placement of the road, with City approval. This strategy will accomplish the City's goal of having better traffic circulation in the downtown core while allowing the individual parcels of property to be re-developed maximizing the usable property.

In the alternative, if the above strategy is not feasible, we would request that the placement of the proposed grid road be at the southern end of 17331 135th Ave. NE. This will recognize the topography of the two parcels. 17401 135th Ave NE has a considerable rise to the north end of the parcel. If the grid road is placed at the north end of the property it will reduce our ability to utilize underground parking for any redevelopment. We understand underground parking is also a goal of the City and we would be disappointed to see our ability to meet this goal compromised.

We thank you for your consideration and appreciate the opportunity to participate and comment on the proposed Downtown Woodinville Plan. If you have any questions, please feel free to contact us.

With Regards,

Al and Donna DeYoung

Al and Donna DeYoung



Collins Investments, LLC

19900 144th Ave. NE Woodinville, WA 98072

March 5, 2003

Woodinville City Council
C/O Mr. Ray Sturtz
Community Development Manager
17301 133rd Avenue NE
Woodinville, WA 98072

RE: Little Bear Creek Overlay

Dear Mr. Sturtz,

I am writing this letter to express our support of the proposed office overlay in the Little Bear Creek Corridor, which is currently zoned GB.

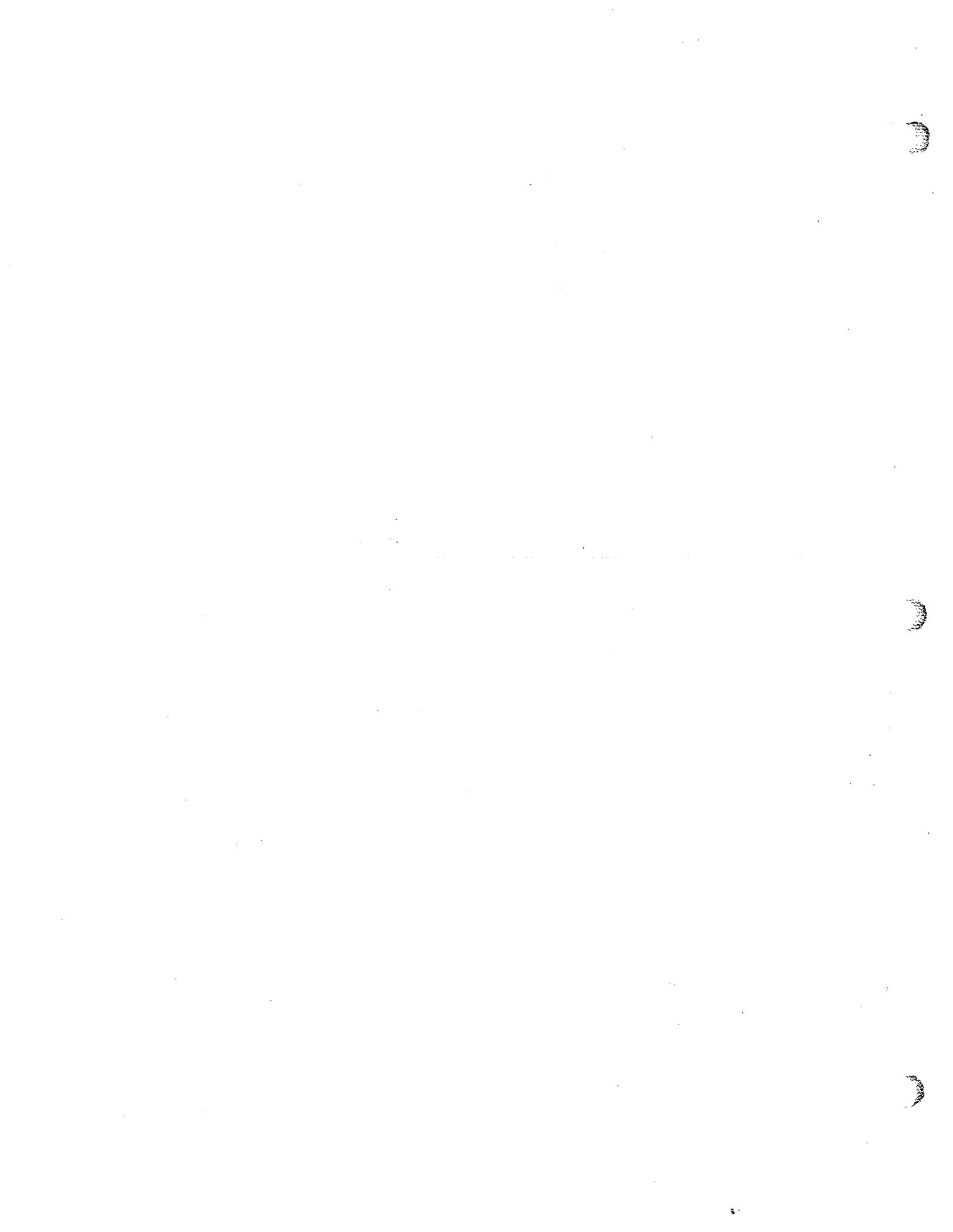
We are involved in a new commercial project being constructed on the 18000 block of Woodinville-Snohomish Road. During the course of construction, we have received multiple phone calls from local business owners who are in need of expansion space and are interested in relocating within the downtown Woodinville area.

Unfortunately, office and personal/professional services are not allowed within the GB zone, so these business owners are forced to consolidate their search to a relatively small area. Many have expressed concern that the space they are looking for does not exist within an allowable zoning classification, or that the space may be available but is prohibitive because of the associated cost of being downtown. The proposed office overlay will provide for much needed expansion space to accommodate the growth of our local professional businesses.

I appreciate your consideration and look forward to continued economic growth in Woodinville.

Sincerely,
Collins Investments, LLC.

Roger Collins



Memorandum

To: Pete, Ray, Lane, Mick, Ken, Carl, Kent, Patrick, & Marie
From: Becky
Subject: Wedge Neighborhood Forum Comments
Date: March 5, 2003

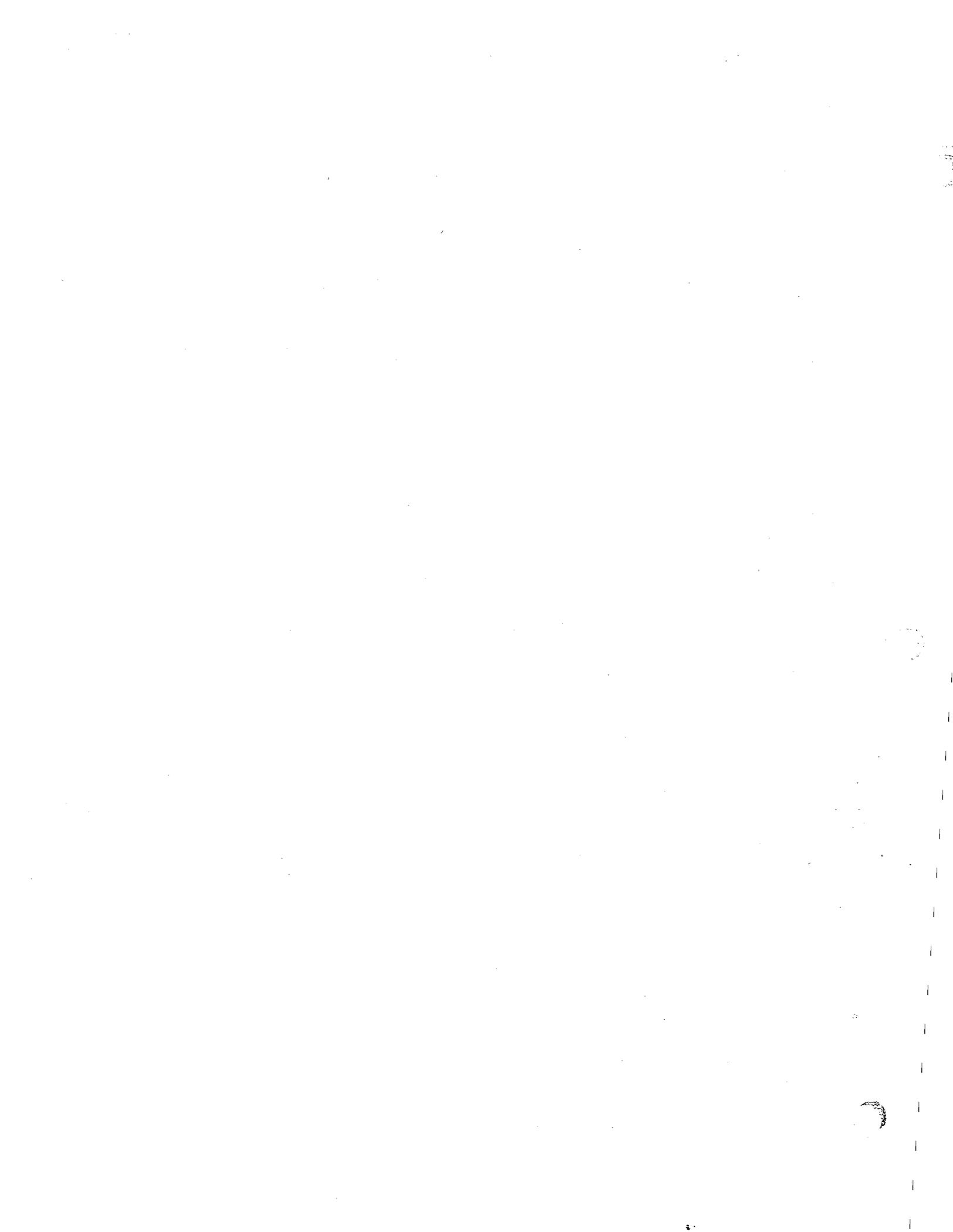
Hi All,

Congratulations on a successful meeting last night. There were community members there who wanted to talk and there was a lot of synergy in the room. Councilmembers and Commissioners were able to interact with the public in what turned out to be a positive/productive setting. We were given good feedback and important issues.

Attached are the written comments and the comments from the flip charts. Please take a moment to look at them and email me anything you would like to add. We will be reporting to the Planning Commission tonight on the meeting outcome.

Thanks again for your team effort and support. Maybe we could do it again!!

Becky



THE WEDGE NEIGHBORHOOD FORUM
MARCH 4TH, 2003

TRANSPORTATION COMMENTS

- Bothell/Woodinville Joint Planning For transportation.
- Separation of driving area from walking area along 132nd north of Woodin School on the eastside of the street.
- Need to pave the entire roadway (overlay) along 132nd to smooth out where all the street cuts have occurred.
- Cross-walk at SR522 off ramp.

POLICE ISSUES

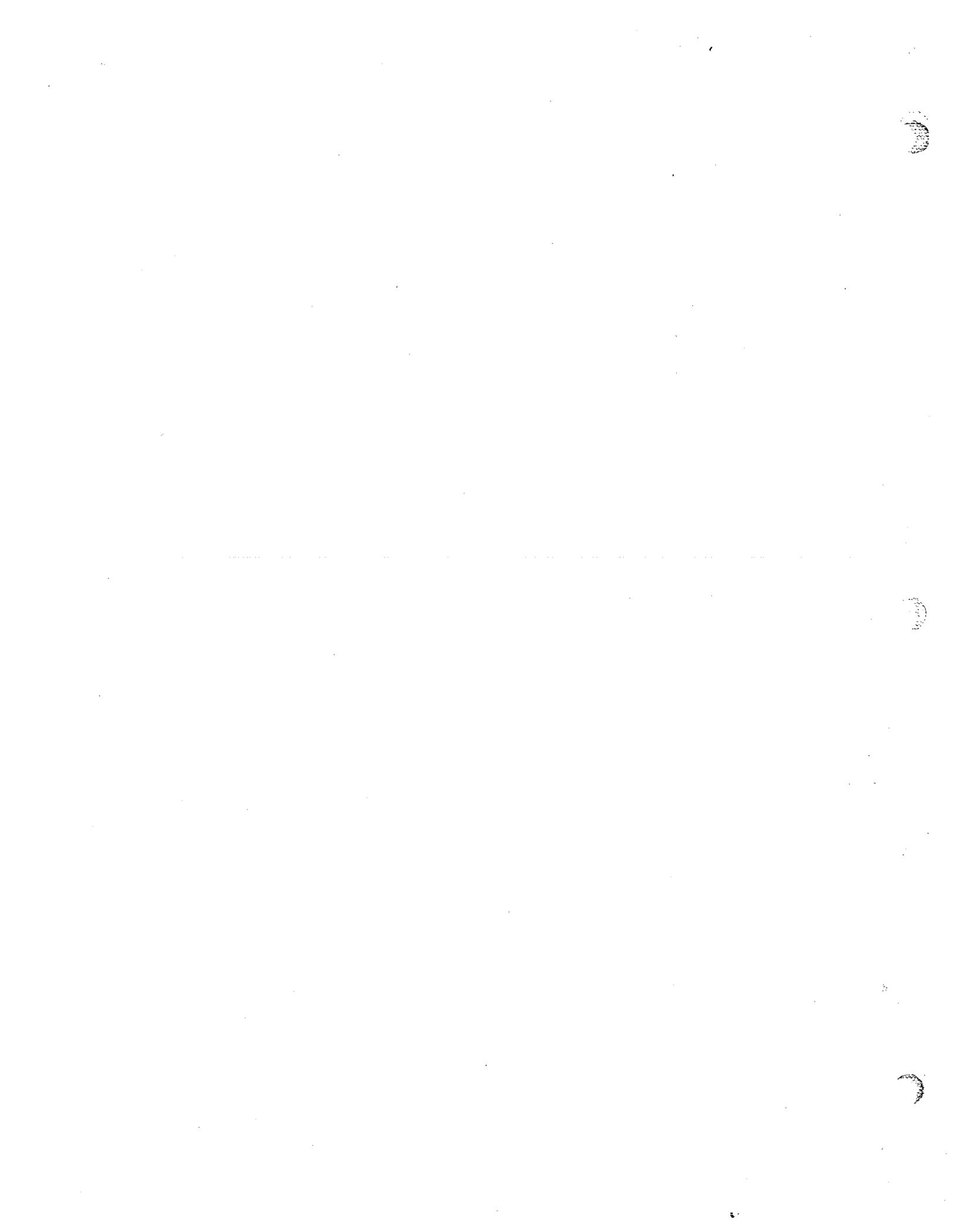
- Police presence when school lets out.
- Code Enforcement investigation: 132nd/205th SE corner.

COMMUNITY DEVELOPMENT

- Will emergency vehicles be able to use the overpass?
- industrial development still doesn't have enough landscaping. What landscaping is planned for WAC? Will lighting in industrial area affect neighborhood?
- Ped overpass should include easy bike access.
- Like overall trail connections.
- Too bad 132nd can't be used as non-motorized access.
- Favors pedestrian bridge for recreation – tie to other trails, but wants design to look appropriate for the neighborhood.
- This is so great – when can it happen?
- What is the Wedge Neighborhood housing count?
- Geographically divided.
- Bothell/Woodinville joint planning – Cross boundary mitigation needed.
- Design detention ponds to look like a natural feature (not attractive now)
- Must improve sidewalk that leads to overpass & curb – concrete overpass – would use at least 3 times a week to go into town.
- Like the general idea of the overpass. Will it bring a crime element. Feeling of safety now.
- Alignment should not come out right at the corner.

PARKS & RECREATION COMMENTS

- Neighborhood needs safe trail north to Snohomish County.
- Volunteers from neighborhood need to be involved in trail construction at park.
- Overpass must be connect to street improvements, i.e. sidewalks, trails on 136th Avenue NE.
- Traffic calming needed on 136th.
- What to do about trash along 136th.
- Any plans for sound barrier at freeway?
- Overpass will connect neighborhood to Downtown – “really great!”
- May need improvements @ 195th Street and 130th Avenue to assist intersection improvements with 195th and 136th Avenue.
- Need overpass for safe neighborhood access to downtown. Will use it.
- Design should emphasize safety.
- Doesn't have to be fancy, just functional.
- Overpass is an amenity.



WEDGE NEIGHBORHOOD FORUM
MARCH 4, 2003
WOODIN ELEMENTARY SCHOOL

1.	Name: PAUL + TAMERA BARKER	Phone: 425-488-4297 Address: 13137 NE 203rd PL
2.	Name: R Gibbs	Phone: 425-483-9703 Address: 18605 136 Ave NE
3.	Name: BERNIE + ERIN SEIDR	Phone: 425-485-8739 Address: 19612 131st PL NE
4.	Name: Cindy McCrea	Phone: 425-483-6590 Address: 20228 130th Ct. N.E.
5.	Name: Kathy Gau	Phone: 425 485-5466 Address: 19716 131st PL NE
6.	Name: Don Swanson	Phone: Address: P.O. Box 82300 Kenmore, Wa. 98028
7.	Name: TOM MINTY	Phone: Address: 13108 NE 203rd PL WOODINVILLE
8.	Name: CHRIS + REGINA JONES	Phone: 19111 136th Ave NE Address: 425-483-3204
9.	Name: Cathy BETZ	Phone: 425-483-9612 Address: 13506 NE 130 P.
10.	Name: JEWETT VAN DER HEYDEN	Phone: 425-481-7348 Address: 20324 136th AVE NE
11.	Name: Dorothy + Eric Higashi	Phone: 425-489-0497 Address: 19103-136th Ave NE
12.	Name: Sylvia Ramquist	Phone: 425-415-6061 Address: 19502-130 Ave NE Woodinville

WEDGE NEIGHBORHOOD FORUM
MARCH 4, 2003
WOODIN ELEMENTARY SCHOOL

37.	Name: Maria Morris	Phone: 425-486-6787 Address: 18800 132nd Ave NE Woodinville, WA 98072
38.	Name: Richard + Denise Reed	Phone: 425-485-6750 Address: 18705 136th Ave NE Woodinville WA 98072
39.	Name: IAN WESTE	Phone: 18460 134 PL NE Address: u
40.	Name:	Phone: Address:
41.	Name:	Phone: Address:
42.	Name:	Phone: Address:
43.	Name:	Phone: Address:
44.	Name:	Phone: Address:
45.	Name:	Phone: Address:
46.	Name:	Phone: Address:
47.	Name:	Phone: Address:
48.	Name:	Phone: Address:



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

All these beautiful parks and green areas, still don't want to see building height increase. Nice try of trying to attract attention.

Woodinville does not want or need anymore chain stores. We do not want to become anywhere USA. And where are all the trees going?

Garbage cans in Woodinville would be a welcome sight. There certainly is enough garbage, what pig-sty Woodinville is becoming.

If you want tourists to come then clean it up. You are certainly embarrassed to show people around. Who is paying for all this, how much is our tax base going to increase. How much will all the new businesses be paying, if any?!!???

P.S. Thank you for taking time to hold this meeting and asking for our input!

Optional

Name:	Phone:
Address:	
Address:	
E-mail Address:	



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

Hearing "there's always bad traffic there" and "I wouldn't ~~want~~ live there (on 136th Ave NE) if I had kids" is NOT the kind of comments we need to hear when we ask to have speed & traffic concerns heard & addressed for our street. When we purchased our home on 136th there was not the speed & high volume use there is now.

Pedestrian ~~as~~ overpass to downtown - nice idea but \$ vs concept - does it have to be that fancy

Thank You for giving us the chance to be heard.

Where is all the \$ coming from & what improvements are the builders (of new neighborhoods & businesses) contributing to all of these improvements

Is there a time line for what projects are going to get built, when? what parts are already Optional funded.

Name:	Phone:
Address:	
Address:	
Email Address:	



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

When I was speaking ~~to~~ with city engineer and one of the police officers I was told that there was limited ability to do anything about the traffic in the area.

Moreover, I did not appreciate the officer telling me that traffic has been bad in the area since the high school was built and that if we have young children we could fence the yard or that "he wouldn't live in the area. (he'd move)".

I and my neighbors agree that traffic has become substantially worse over the last 4 years, not since we've lived there (>10 years)

We agree that that comment was not the best "customer service" answer.

Optional

Name: Eric Higashi	Phone: (425) 489-0497
Address: 19103 136th Ave NE	
Address: Woodinville, WA 98072	
E-mail Address:	



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

- Do Not want Downtown Buildings more than 3 stories tall
- We do NOT want to be Bellevue or Seattle
- Encourage Independent business rather than Big chains
- Are there any improvements planned for vehicles exiting Hwy 52 east to 195th?
- ? Close curve where 136th Ave NE connects to 186th for Pedestrians & Bikes & Cut Out the high School & other high speed traffic on these roads that use these to avoid the 4way stop @ the gradeschool
- Consider crosswalks & traffic/cross walk lights in front of th high
- Put in Garbage Cans where there is high Pedestrian & high school parking & traffic - Too much Dumping where the High School Students park & in Downtown!

Optional

Name:	Phone:
Address:	
Address:	
Email Address:	



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

Am against the overpass - I believe it would be safer for people and kinder to the neighborhood to make the trail/bike path go down 195th and Wood-Sno Road

Need more parking around the Skate Park Area

Park should be closed by 9 PM

How about reducing the speed limit at the 136th Ave NE + 186th St corner?

Keep downtown buildings under 4 stories

Optional

Name: Maria Morris	Phone: 425-486-6787
Address: 18800 132nd Ave NE	
Address: Woodinville	
mail Address:	



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

Concerned about drug use & other illicit activities in the skateboard park & how to monitor it.

Increased traffic along 136th (between 186th & 195th), especially over the last 4 years. Need ~~an~~ a way to reduce speed & limit traffic flow. Many families have moved into our area over the last year with multiple children.

Garbage has been an issue along our street, especially where the high school kids park. Need garbage cans along the street (especially if there is going to be more foot traffic from the pedestrian bridge).

I would like to see sidewalks in our area, not just a small curb separating the pedestrian area from the vehicle area.

If there is to be more foot traffic along 136th there needs to ~~be~~ be increased lighting for safety issues.

Is there going to be any improvement for vehicles exiting off 522 North onto west 195th?

Thank you for holding these open forums so our concerns can be heard.

Optional

Name: Eric Higashi	Phone: (425) 489-0492
Address: 19103 136th Ave NE	
Address: Woodinville, WA 98072	
Email Address: ejhigashi@earthlink.net	



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

Please think more about the pedestrian overpass -
sure it will be wonderful to walk more easily
to downtown, if that is where it begins/ends.
Think about what IMPACT it will have on the
existing neighborhood - some of us do not relish
it "dumping out" right by our homes.
Try to be respectful of a modicum of privacy
for people on 136th Ave NE.

Optional

Name:	Phone:
Address:	
Address:	
Email Address:	



COMMENT SHEET

This sheet is provided for you to submit comments to City staff.

First off, Thank You for your time this evening, it is really appreciated!!!

Meetings like this are important, my prime question is what are the priorities for each project. Depending on the sequence and timing of the projects pertaining to the wedge there could be unforeseen impacts.

What is the expected increase in the tax base to offset the costs of the Master Plan?

- What improvements are the builders on the hook for?

- Is this info clearly delineated somewhere, for example comparing the costs of a project percentage wise across the developers vs city, state etc...

Optional

Name: Chris Jones

Phone: 425-483-3204

Address: 19111 136th Ave NE

Address:

Email Address: INT@KK@yahoo.com

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Please include these comments
1) as a letter to the Planning Commission
2) as a comment for the Public Hearing on the plan.
3) as part of the Environmental Impact statement to the State.
Maria Morris

February 7, 2003

FEB 07 2003

TO: Woodinville Planning Commission
CITY OF WOODINVILLE
PLANNING DEPARTMENT

From: Maria Morris *Maria Morris*
18800 132nd Ave NE, Woodinville, WA 98072

RE: Environmental and Traffic issues in the draft DTMP/LBCC

A year ago, a valid random phone survey found that traffic is the major problem citizens say needs to be addressed in the City. The traffic element of this plan can either solve our congestion problems or worsen them. To help calm our concerns, we've been told not to worry about the potential impact of this plan on the near future because the build-out of it will not happen for 20 or more years, and that the build-out will actually lessen traffic problems.

Some of you probably remember that when the 1995 Comprehensive Plan went into effect, we believed it would have a build out of 20 or more years and so concurrency would be found. Yet within the space of 5 years, the character of downtown was completely changed, and we found ourselves in the traffic mess we have now.

So I'm asking you to remember that your own common sense is the best tool you have.

Following are my questions relating to traffic that will be generated as a result of this plan. They're not in order of importance.

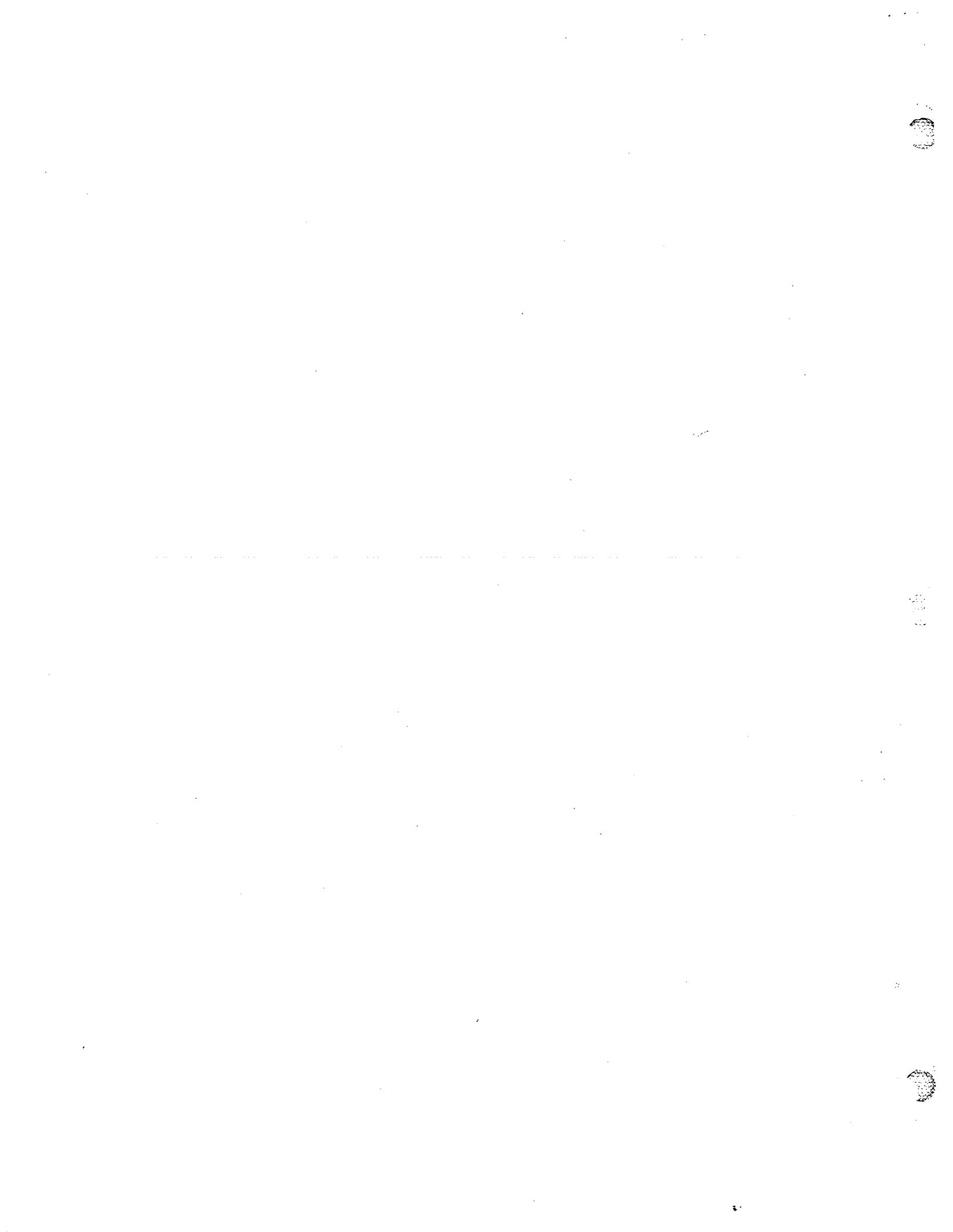
1. Traffic comparisons. According to the traffic consultant's report in the draft Master Plan documents, the main things that Woodinville needs to do to reduce traffic congestion are large projects not directly in downtown, for example the SR522 overpass at 120th (from Home Depot to SR 202), intersection improvements in the old Hooterville area, and diamond interchange at SR 522 and NE195th. These projects are already on the city's TIP and CIP. Given that, it would seem that our downtown traffic congestion would be reduced without the new draft Downtown/Little Bear Creek Master plan, and that it is the increased heights, density and changed uses in the plan that creates the need for grid roads to reduce traffic congestion. Further, many of the grid roads in the Plan have been on the Public Works wish list for years. It seems to me that when comparing current zoning with the new plan, we need to compare apples with apples. So my question is, when the traffic comparisons were made, did they use a current zoned downtown build-out which includes the current TIP and CIP and those grid roads that were already planned, to compare with the new Draft Downtown/Little Bear Creek Master Plan? If you do compare apples to apples, does it still show that we need to have 5 story buildings, with all the increased density and increased traffic volumes that means, to lessen our traffic congestion?

Continued on following page.

2. Retail square feet for trip analysis. There is a difference between the figures used by the traffic engineers and the figures given to the State in the Environmental Impact Statement in the draft documents. If you look at the tables on page 71 and 78, the retail/commercial trips generated is based on 147,000 square feet of retail for the new draft Downtown/Little Bear Creek Master plan. Yet on Page 90 of the Environmental Impact Statement, it says "Planned Development could eventually result in... 443,000 square feet of retail/commercial," almost 3 times the square footage that the consultants' calculations are based on. The square feet of office space is the same (@726,000 sq. feet) in both the traffic engineers' tables and the information given to the state, so why is the retail different? Which figure is correct for the retail space? What is the correct number of trips generated for the total build-out of retail space for the city if the plan goes into effect?
3. Total trips generated. When you look at the engineer's tables for trips generated, the figures are for rush hour trips. The total trips generated are not there. What are the total trips generated? The number I get from using the tables in the appendix is between 27,000 to 50,000 more trips per day generated, but it's hard to know. Shouldn't we look at the total trips as well as the rush hour trips? Won't the total trips impact the maintenance and repair costs of our roads, and the quality of the air that we breathe? Have these impacts been included in the costs of the plan to residents?
4. Total retail trips. The Bellevue Square Management office told me that there are approximately 600,000 square feet of retail space in Bellevue Square. They get approximately 16 million visitors a year, which averages out to 43,800 visitors per day. According to the draft Environmental Impact statement in the plan documents, the City expects the new plan to result in 443,000 square feet of retail space, or 73.8% of Bellevue Square. Comparing that to Woodinville, 73.8% of Bellevue's 43,800 visitors per day would be over 32,000 visitors per day for Woodinville. Of course Bellevue Square is a popular and successful mall. Even if we only get two-thirds of that, it's still over 20,000 trips per day, just for the retail part of this plan. Even if it takes 20 or 30 years, I'm concerned because I don't see any figures that come even close to that in the traffic analyses.
5. Costs to residents. In a memo from the consultant to the city for the Draft Downtown/Little Bear Creek Master Plan, dated 8/14/2002 (included in the draft documents), they state that the total buildout of the plan is about 2.5 million square feet, and the city can expect to get \$750,000 in traffic impact fees from new development. You are probably aware that improvements to Little Bear Creek Parkway alone are going to cost the city approximately \$4 million. With the new traffic impact fees being considered, please take another look at whether the new traffic impact fees will really be enough.

Continued on following page.

6. Residential trips generated. The calculation used for the residential trips generated by the new plan uses a lower trip rate per square foot than the one for existing zoning. The one used for the new plan is .55, while our current plan has a rate of .67. According to the consultant's note, this is "due to larger size". What does "larger size" mean? Does it mean more people or bigger buildings? How many people actually coordinate where they live and where they work so they don't have to drive? How many city staff live in downtown apartments? How many of our own friends and neighbors are willing to walk or bicycle even 15 minutes to get anywhere during our wet winters? How realistic are these figures, what happens to traffic if not all the buildings get built up to the maximum height, or if other changes are made to the plan? What will happen to the rate then?
7. Air Quality. One of the true costs of the plan related to traffic is air quality. You may be aware that there have been hundreds of complaints recently about the smell from the soup factory. I recently spoke to an analyst at the Puget Sound Clean Air Agency, who told me that since Woodinville is in a valley with narrow openings, the air tends to get trapped in the valley, which is why the soup smell lingers. If the soup smell gets trapped in our valley, won't car exhaust also get trapped here? At this time, we don't even have an Air Quality Monitoring station in this valley to let us know the quality of our air. But when there are air inversions, we can all feel our eyes burning and sinuses congesting. The city must ensure that the impact on air quality will not increase due to traffic.
8. SR 522 overpass from SR202. I have very deep concerns about the traffic situation after reading the Discussion of Results by Earth Tech in Bellevue (page 14 of their report). It basically says that unless BOTH the overpass at 120th (from Home Depot to SR 202) and diamond interchange at 195th are made to our access to SR 522, there will be "extreme overloading in all future cases" to 131st Ave. NE. In other words, they took into account the possibility of the improvements to SR202 that were recently approved and all other possible improvements, and still conclude that there would be extreme overloading unless both of these projects are built. Will these projects be built in a timeline concurrent with Woodinville's new growth and the traffic being generated by the new densities and new uses in downtown? What will you do to ensure concurrency?
9. Changes in draft Downtown/Little Bear Creek Master Plan. A number of changes and additions of fairly large areas have been made and are still being considered for the plan, which would significantly change the traffic analysis. Do you plan to do a new analysis? How much time will you be giving to the public to review the final plan with revisions and related figures detailing impacts to the community before your public hearing? Will the changes made be reflected in a new Environmental Impact Statement?



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Davis Wright Tremaine LLP

FEB - 5 2003

City of Woodinville

ANCHORAGE BELLEVUE HONOLULU LOS ANGELES NEW YORK PORTLAND SAN FRANCISCO SEATTLE SHANGHAI WASHINGTON, D.C.

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February 5, 2003

Terry DePolo, Chair
 Woodinville Planning Commission
 c/o Community Development
 17301 - 133rd Avenue N.E.
 Woodinville, WA 98072

Re: Proposed Downtown - Little Bear Creek Corridor Integrated Master Plan

Dear Mr. DePolo and Members of the Planning Commission:

We are writing on behalf of our clients, Plywood Supply, Inc. and various members of the Swanson family, who are the owners of approximately 14 acres of undeveloped property located in the Little Bear Creek Corridor between 139th Avenue N.E. and SR 522, which was purchased by them in the 1980s (the "Property"). See attached *Figure 1*. Although the Property is undeveloped, the portion lying east of Little Bear Creek has been cleared and graded and a detention structure and swale constructed to serve this portion of the Property.

As you can see from the attached drawing, the Plywood Supply Property is relatively narrow east-to-west, with Little Bear Creek flowing through it in a north-south direction. We understand that the City has recently acquired for park purposes at least one parcel of property near the Plywood Supply Property, and that the City has contacted our clients on several occasions over the last year with respect to the City's interest in possibly acquiring a significant portion of the Plywood Supply Property as part of its effort to create a lineal park along Little Bear Creek. While our clients have been generally receptive to these overtures from the City, it was always with the expectation that they would be justly compensated and that the remaining portion of the Property would be subject to reasonable land use and zoning regulations for development. In the last six months or so, we have seen the emergence of the proposed Downtown-Little Bear Creek Corridor Integrated Master Plan ("Draft Plan")—and frankly, our clients have a number of serious concerns. They do not want to see the Plan used as a way for

the City to indirectly acquire through regulation and imposition of restrictions a significant portion of their Property for the lineal park and related public purposes (such as trails, pedestrian overpasses, etc.) without providing them with reasonable compensation and feasible development options for the remaining portion of the Property.

As the owner of a significant parcel of undeveloped property in the Little Bear Creek Corridor, our clients are a "stakeholder" in this process and want to work with the Planning Commission and City Council to arrive at a Plan which is sensible, fair and feasible. Our clients are appreciative of the comments made by many members of the Commission at the January 8th Planning Commission meeting that indicate sensitivity to and understanding of the property owners' concerns regarding zoning. This has provided a good impetus for dialogue between the Planning Commission and the property owners, a process which we feel is important to foster and continue as consideration of the Draft Plan moves forward and before anything gets set in stone.

In a nutshell, our primary concerns with the Draft Plan include the lack of flexibility in the proposed zoning for the Property, the constraint-oriented (as opposed to incentive-based) approach in the Draft Plan, the costs to property owners and impacts of proposed capital improvements, the breadth of the restrictions and the scope of public amenities that would be imposed on the Plywood Supply Property, and the small amount of the Property that would remain available for development. Here then are our comments on the Draft Plan.

Allowed Uses. The Draft Plan's proposed land use for the southern portion of the Little Bear Creek Corridor and for the Plywood Supply Property is Office (Section 5.0, Combined Area Land Use Map, p. 29) with an "office parkway overlay" (Section 5.2.1, page 32). The proposed land use for the northern portion of the Corridor is General Business (office use added) with no "office parkway overlay" (*Id.*).

The vision of high-tech companies flocking to the Little Bear Creek Corridor may be an attractive one, but we are concerned that it is not realistic and may not be feasible in the foreseeable future. The office market, as you know, is substantially oversupplied at this time throughout the region, including Seattle and cities on the Eastside, where vacancy rates are running in excess of 30%. With the additional constraints of a deteriorating transportation environment and a prolonged economic downturn, office investment in new areas of the region will be difficult to attract.

Limitation of use of the Plywood Supply Property to "Office" alone is far too restrictive and inflexible, as office is not currently feasible and may not be feasible in the foreseeable future. There must be sufficient breadth and flexibility in potential uses for our client's Property to accommodate a dynamic market. *We strongly urge the City to allow "General Business" uses for the southern portions of the Corridor in addition to "Office" use.* This is basically the "hybrid" land use scheme supported by many of the Commission members and participants at the January 8 Planning Commission meeting.

Height and Density. The Draft Plan proposes to increase the allowable height in the office parkway overlay zone from the current 45 feet to "67 feet or limit of five stories" (Section 5.2.2, page 33). This very modest height increase comes with a high price in the Draft Plan: "This increase compensates for the areas within the sites along the creek and parkway that are required to dedicate to either public use (roads, sidewalks) or sensitive area buffers" (*Id.*). For the entire Little Bear Creek subarea, the proposed Plan envisions 650,000 square feet of Office, which is only 75,000 square feet (about 11%) more developable area than the 575,000 square feet allowed by current zoning (Table 1, Appendix, page 71). This is not adequate floor area. In exchange for this modest 11% increase in floor area, the City is proposing to take significant portions of our clients' Property for public uses and sensitive area buffers. This is not just compensation for the land owner by any stretch of the imagination, even if there were eventually a market for office space in this area.

Further, the Draft Development Regulations (submitted by staff to the Planning Commission for its September 4, 2002 meeting) allow this increase in height only "where topography and tall natural vegetation buffers mitigate view impacts to the neighborhood above." This qualification in the Draft Development Regulations would create a good deal of uncertainty as to whether the height increase would ever be available. Conditioning height increases based on view impacts is an impractical limitation on office development, as offices are high-rise by their nature and will be visible to some extent regardless. Other jurisdictions with whom Woodinville would be competing for office development already have more generous height limits.

We strongly recommend against the limitation of height increases to only those areas where view impacts can be mitigated. We recommend a basic outright permitted height limit of 67 feet or higher and an allowed floor area (FAR) ratio of 5 to 1.

Capital Improvements and Exactions. A considerable number of capital improvements for motorized circulation, parks and open space have been identified (Section 2.1 – 2.2, pages 6 and 7) and shown graphically (Section 2.0, page 5) in the Draft Plan. It is indicated that financing for such improvements will include participation by private sources, e.g., development impact fees (Section 2.2.1, page 7) and required dedications (Section 5.2.2, page 33).

We have three concerns with the capital improvements proposed in the Draft Plan. First, *such facilities must be located so as to avoid creating access and use problems for private sites and avoid causing any undue reduction in the developable portions of a site like Plywood Supply's that is already narrowed by setback and buffer requirements.* The Draft Plan shows a park and trail system west of Little Bear Creek, groomed trails east of the Creek, and pedestrian/bicycle overpasses that will be located on the Plywood Supply Property, and these improvements could have a significant impact on the accessibility and use of the Property.

Second, *any impact fee or other private financing device cannot by law require private property owners to pay more than the proportionate share of the cost for such facility that is*

February 5, 2003

Page 4

directly the result of each property owner's development. Should any property owner agree to contribute more than its fair share of such capital improvement costs, it should be reimbursed through latecomer agreements and other mechanisms. The share of the cost for such improvements that is attributable to general public use must be borne by public funds.

Third, *dedication or payment for these improvements by private property owners cannot simply be exacted from the Corridor owners in return for reasonable height limits and land uses.* The zoning for the Little Bear Creek Corridor properties must allow outright a range of commercial uses that are feasible in the market place. Any tradeoffs of public amenities for increased development potential must be on top of a feasible commercial development regime. We trust that the Draft Plan will not be utilized as a way to create a lineal park and other public amenities at the expense of the rights of the landowners in the Little Bear Creek Corridor.

Additional Concerns. Although we recognize that these issues are not presently before you, we want to make two additional comments for future consideration by you and the City.

Setbacks and Buffers. Our clients, like most other Corridor property owners, are extremely concerned that setbacks and buffers for Little Bear Creek and its associated wetlands have the potential of making the properties along Little Bear Creek undevelopable. Consider, for example, that the current 100-foot stream buffer, together with the Creek and associated wetlands, eliminates approximately **two-thirds** of the Plywood Supply Property from development. Then there is pending the prospect of the additional 100 foot "management zone." We understand that the City is currently drafting rules pertaining to this "management zone." These draft rules have not been made available to the public, and there has been no public hearing or public discussion regarding this "management zone" which potentially could have a huge impact on Corridor property owners. The developable portions of the sites within the Corridor could be so seriously narrowed and reduced by stream buffers and this "management zone" as to make office and any other commercial uses infeasible. Among other adverse affects, the vision of the Draft Plan would be left unfulfilled.

We do not believe that arbitrary setback distances necessarily represent the best science for protection of the Little Bear Creek environment. A setback of 100 feet is already a significant restriction against development; anything more than that would be absolutely crippling. Performance standards to control the amount of shading and the quantity and quality of runoff to the Creek should be considered instead of arbitrary dimensional setbacks. The Endangered Species Act would allow other more flexible methods of protecting the stream. *We strongly recommended that the City undertake a public reconsideration of both its current 100 foot setback for Little Bear Creek and its proposed 100 foot management zone.*

Street and Interior Setbacks. The General Business zone currently requires building setbacks from streets (as great as 25 feet) and from interior lot lines (as great as 25 feet). See WMC 21.12.040. Due to the already severe encroachment on the Little Bear Creek Corridor properties as a result of the stream and associated buffers, the addition of further setbacks from



February 5, 2003

Page 5

streets or interior lot lines would simply cause further damage to the developability of the properties. *We strongly recommend that the City undertake a public reconsideration of its applicable street and interior setback requirements for the properties in the Little Bear Creek Corridor and explore the option of zero setbacks or flexible setbacks for the upper floors of development.*

Thank you for your consideration of our comments and concerns.

Very truly yours,

Davis Wright Tremaine LLP



John E. Keegan



Warren Koons

cc: Ralph L. Swanson, Sr., CEO, Plywood Supply, Inc.
Donald F. Swanson, President of Operations, Plywood Supply, Inc.
Pete Rose, City Manager
Ray Sturtz, Community Development Director
Carl F. Smith, City Planner
✓ Rebecca Perkins, Senior Planner

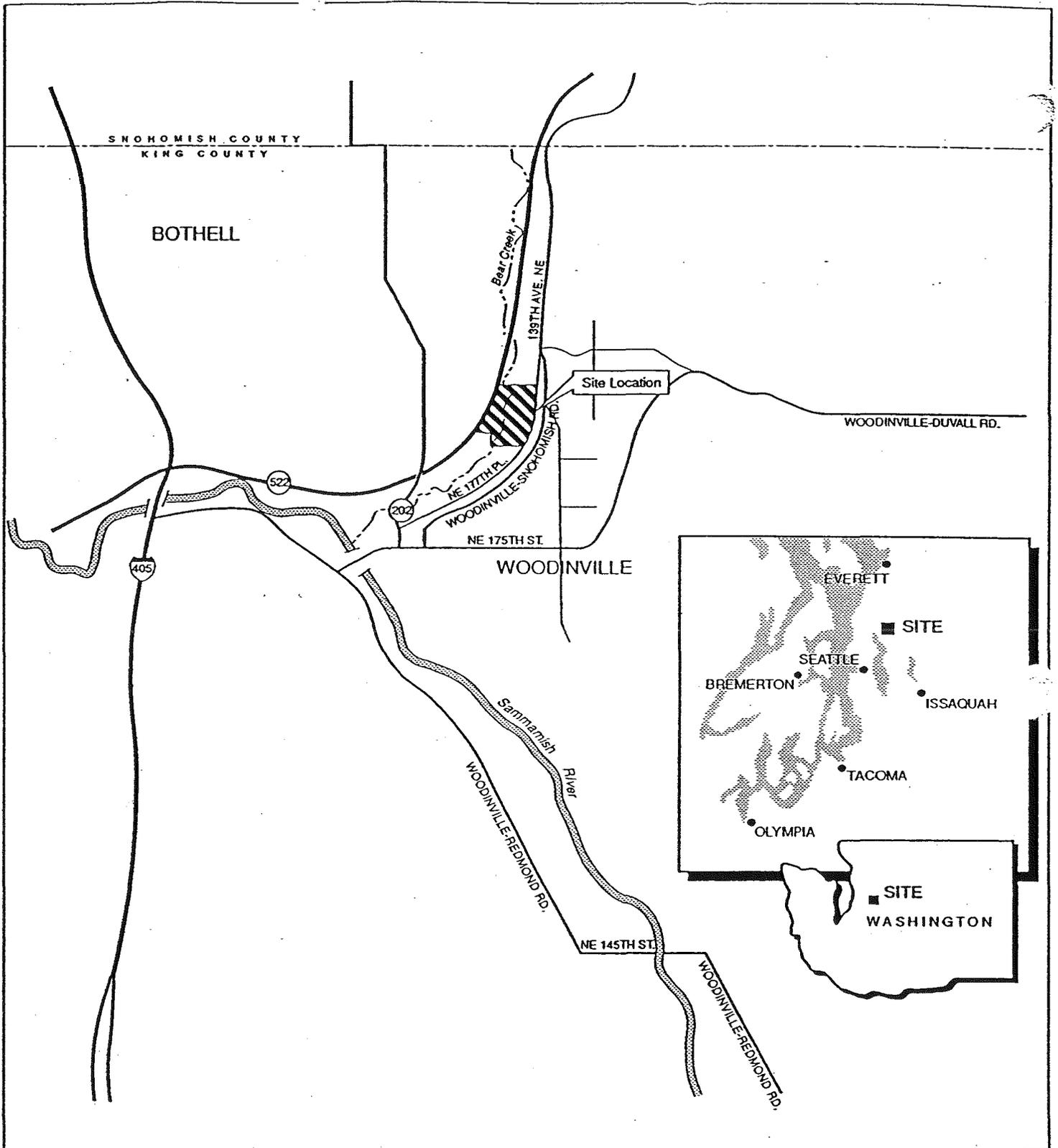
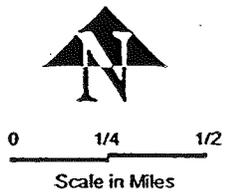


FIGURE 1

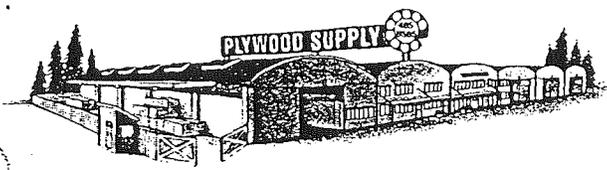
SITE LOCATION MAP

PLYWOOD SUPPLY PROPERTY



SHAPIRO &
ASSOCIATES²

WOODINVILLE PLYWOOD SUPPLY



PLYWOOD SUPPLY *Inc.*

(425) 485-8585

(206) 525-2600

FAX (425) 485-6195

SEATTLE AREA WAREHOUSE ON BOTHELL WAY AT KENMORE

PO BOX 82300 • KENMORE, WASHINGTON 98028-0300

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FEB 05 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

February 4, 2003

Terry DePolo, Chair
Woodinville Planning Commission
c/o Community Development
17301 133rd Ave NE
Woodinville WA 98072

**Re: Proposed Downtown - Little Bear Creek Corridor Integrated Master Plan/Draft
Development Regulations**

Dear Mr. DePolo and Members of the Planning Commission:

Toward the end of the City of Woodinville Planning Commission meeting last January 8, you invited and encouraged people who were in attendance to provide suggestions and comments about the proposed Woodinville Draft Little Bear Creek Corridor Integrated Master Plan (Draft Master Plan) which caused us to further consult with two expert land-use attorneys at Davis Wright Tremaine, John Keegan and Warren Koons. In addition, Allen D. Clark, Partner-in-Charge at the Seattle office of Davis Wright Tremaine, has monitored this matter to some extent. Incidentally, Allen Clark is in charge of our account and has been doing legal work for our company for over 25 years. Enclosed is some background information about these three attorneys and their firm. Also, this information is available on Davis Wright Tremaine's website at www.dwt.com. Needless to say, all three of these expert attorneys are highly-qualified in dealing with such matters that we are presently involved in with the City of Woodinville. Our primary purpose is to utilize these attorneys and others in Davis Wright Tremaine to come up with solutions that are going to be fair and reasonable for all parties involved.

We made arrangements with John Keegan and Warren Koons to jointly prepare a letter to be sent to you and the Planning Commission members with enclosures in the interest of providing you information. Our goal is to find solutions that would be fair and reasonable for the City of Woodinville, the public and our company. John Keegan and Warren Koons' letter will be sent to you directly to you.

February 4, 2003

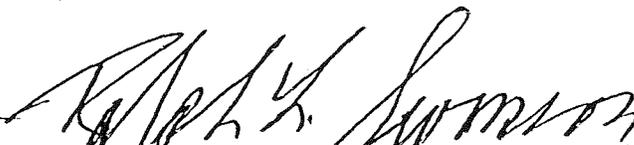
Page 2

If you or anyone on the Planning Commission has any questions, please call us at the number provided on this stationary or send a letter to us stating what questions you might have.

Sincerely,

PLYWOOD SUPPLY, Inc.


Donald F. Swanson, President of Operations


Ralph L. Swanson, Sr., CEO

RLS: acj

Attachments:

John Keegan Bio
Warren Koons Bio
Allen D. Clark Bio

Photocopies to:

John Keegan, Davis Wright Tremaine LLP
Warren Koons, Davis Wright Tremaine LLP

Davis Wright Tremaine LLP

Lawyer Directory



Areas of Practice

Environmental & Natural
Resources
Real Estate & Land Use

johnkeegan@dwt.com
(206) 622-3150

John E. Keegan

Partner - Seattle, Washington Office

Representative Experience

Master plan developments, residential plats, hospital and medical facilities, shopping centers, transmission towers and solid waste handling facilities

Representing developers of residential, commercial and industrial development as well as government agencies

Cases and Projects

Master Plan Development. Served as counsel for developers of Lakemont, the award winning master plan community in Bellevue, Washington, a mixed-use development with single-family, multi-family and commercial uses as well as generous amounts of recreation and open-space

Retail. Represented the developers of the SuperMall in Auburn, Washington, a million square feet plus regional shopping center

Broadcasting and Telecommunications. Represented the developers of Seattle's last major in-city television and FM transmission tower on Capitol Hill as well as assisted in siting of wireless telecommunication facilities

Industrial. Represented one of the world's largest disposal and recycling companies in obtaining permits for the construction of a regional sanitary landfill in Eastern Washington, as well as permits for transfer and other solid waste handling facilities in Washington

Energy Facilities. Represented the host city and county in contested proceedings before Washington's Energy Facility Site Evaluation Council (EFSEC) on application for oil tanker port and cross-continental transmission lines

Health Facilities. Representation of a nationally pre-eminent children's hospital in the development and approval of its master plan, transportation management system, and land use entitlements for facilities in the Seattle metropolitan area

Municipal. Represented various Washington cities on complex and contested land use, solid waste, real estate and other matters

Prior Experience

Worked for the Department of Housing and Urban Development's general counsel in Washington, D.C.

Legal advisor to King County on land use matters for six years and served as the chief of the civil division

Taught land use and environmental law courses at the University of Washington business and law schools

Representative Clients

Children's Hospital and Regional Medical Center

City of Everett

East West Partners

Hapsmith Company

Pope Resources

Starbucks

Waste Management, Inc.

Publications and Presentations

Numerous planning, zoning and other regulatory ordinances

Principal author, Washington's Local Transportation Act of 1988

Instrumental in drafting and obtaining passage of the 1990 Washington State Transportation Funding Act

Frequent speaker, environmental and land use seminars and CLE programs

Memberships and Activities

Past Chairman, Washington State Bar Association's Environmental and Land Use Section

General Counsel, Economic Development Council of Seattle & King County

Author of the novels, *Clearwater Summer* (Carroll & Graf) and *Piper* (The Permanent Press)

Education

J.D., Harvard School of Law

B.A., Gonzaga University

Davis Wright Tremaine LLP

Lawyer Directory



Areas of Practice

Financial Institutions
Real Estate & Land Use
International Law

warrenkoons@dwt.com
(425) 646-6100

Warren E. Koons

Partner - Bellevue, Washington Office

Representative Experience

Structuring and negotiating complex purchase and sale agreements for commercial development and forestry transactions

Like-kind exchanges of real property under Section 1031 of the Internal Revenue Code

Real estate financing transactions and commercial leases for both landlords and tenants

Memberships and Activities

Chair, Real Property Section of the East King County Bar Association

Editorial board, Washington State Bar's "Real Property, Probate & Trust" Newsletter

Washington State Bar Association

Education

J.D., University of California at Berkeley - Boalt Hall School of Law

M.A. in English, University of Arizona

B.A. in English, Arizona State University

Davis Wright Tremaine LLP

Lawyer Directory



Allen D. Clark

Partner in Charge - Seattle, Washington Office; Shanghai, P.R. China Office

Representative Experience

Structuring, financing and operation of investments in the United States for international clients

Transactional work, including the negotiation and structuring of the purchase, sale or lease of businesses and business assets

Formation of business organizations, such as corporations, limited liability companies, partnerships and joint venture arrangements

Areas of Practice

Admiralty & Maritime
Business & Corporate
Financial Institutions
International Law
Shanghai and China

alclark@dwt.com
(206) 622-3150

Transactions and agreements in the commercial seafood and fishing industry

Commercial litigation, general counsel to clients in negotiating and structuring of transactions, the avoidance of litigation and the counseling of clients on the advantages and disadvantages of alternative forms of dispute resolution

Memberships and Activities

Washington State Bar Association, International Section

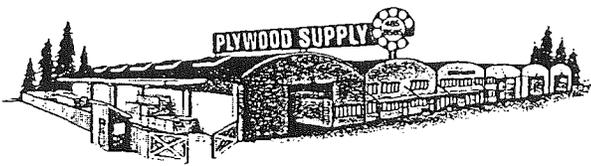
American Bar Association, International Section

Board member, Bellevue Art Museum, Mental Health Northwest and the Fred Hutchinson Northwest Industry Council

Education

J.D., *cum laude*, Ohio State University School of Law

Issue Planning Editor, *Ohio State University Law Journal*
Order of the Coif



PLYWOOD SUPPLY Inc.

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FEB 05 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

February 4, 2003

Terry DePolo, Chair
Woodinville Planning Commission
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**Re: Proposed Downtown - Little Bear Creek Corridor Integrated Master Plan/Draft
Development Regulations**

Dear Mr. DePolo and Members of the Planning Commission:

Toward the end of the City of Woodinville Planning Commission meeting last January 8, you said that you welcome comments and suggestions to the Planning Commission. We are responding to this invitation.

We asked Steven L. Wood, Managing Director for Century Pacific L.P. to study the Woodinville Draft Little Bear Creek Corridor Integrated Master Plan (Draft Master Plan) and provide us with a letter expressing his opinion about the Draft Master Plan and what he would recommend, based upon his extensive experience in zoning, development and related matters. Steve Wood is familiar with the area and made a site visit with Don Swanson. Steve Wood's letter will be sent to us the first of next week, and we will forward a copy of his letter to you directly.

We thought it would be good for you and the other Planning Commission members to have a better understanding of Steven Wood's background. Therefore, enclosed is information about Steven Wood and Century Pacific L.P.

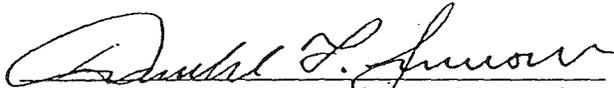
Please appreciate Steven Wood's vast experience in development and as a consultant for large developments in various places of the United States.

We trust that you and the other Planning Commission members will consider that which Steven Wood provides in his letter.

We invite and encourage you to call or write us about any questions or concerns that you may have regarding this subject matter.

Sincerely,

PLYWOOD SUPPLY, Inc.


Donald F. Swanson, President of Operations


Ralph L. Swanson, Sr., CEO

RLS: acj

Attachments:

Steven Wood Bio

Photocopies to:

Steven Wood, Century Pacific L.P.

John Keegan, Davis Wright Tremaine LLP

Warren Koons, Davis Wright Tremaine LLP

PRINCIPALS

Steven L. Wood is Managing Director of CenturyPacific, L.P. He has had a diversified real estate career which included directing all operations of Burlington Resources' real estate affiliate with over 1,200,000 acres of property and assets in excess of \$500,000,000. He has structured and negotiated well in excess of 1.5 billion dollars in transactions throughout the United States. These transactions have included acquisitions, dispositions, joint ventures, leases, land developments and other investment services. He has extensive experience in structuring ventures and complex transactions as well as brownfields redevelopment. Mr. Wood serves as a Director of Legacy Funds, Inc., Harbor Mountain, LLC, Visual Commerce, Inc. and Gateway Forest Products, Inc.

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Alliance Partner

Davis Wright Tremaine, LLP, www.dwt.com

Contact: Rick Ellingsen, Firmwide Managing Partner, RickEllingsen@dwt.com

Thomas Goeltz, Senior Real Estate Partner, tomgoeltz@dwt.com

Strategic Relationship

ThermoRetec Corporation, www.thermoretec.com

Contact: John Ryan, Vice President, jryan@thermoretec.com

ABOUT US

FIRM OVERVIEW

CenturyPacific, L.P. draws on the breadth of experience of its principals as well as its alliance partnerships to offer a full range of real estate services. These services include real estate investment banking, consulting and development management. The principals of CenturyPacific have structured and negotiated well in excess of two billion dollars of acquisitions, dispositions, joint ventures, development agreements and leases. They have also developed a wide range of commercial and residential projects. This experience gives CenturyPacific a perspective of real estate and the real estate process which is readily transferable to its clients. Areas of particular emphasis are:

- Project and Land-Use Feasibility Analysis
- Land Value Enhancement and Marketing
- Brownsfields Redevelopment
- Site Selection and Development Services
- Lease Negotiation
- Real Estate Investment Services

Our Approach

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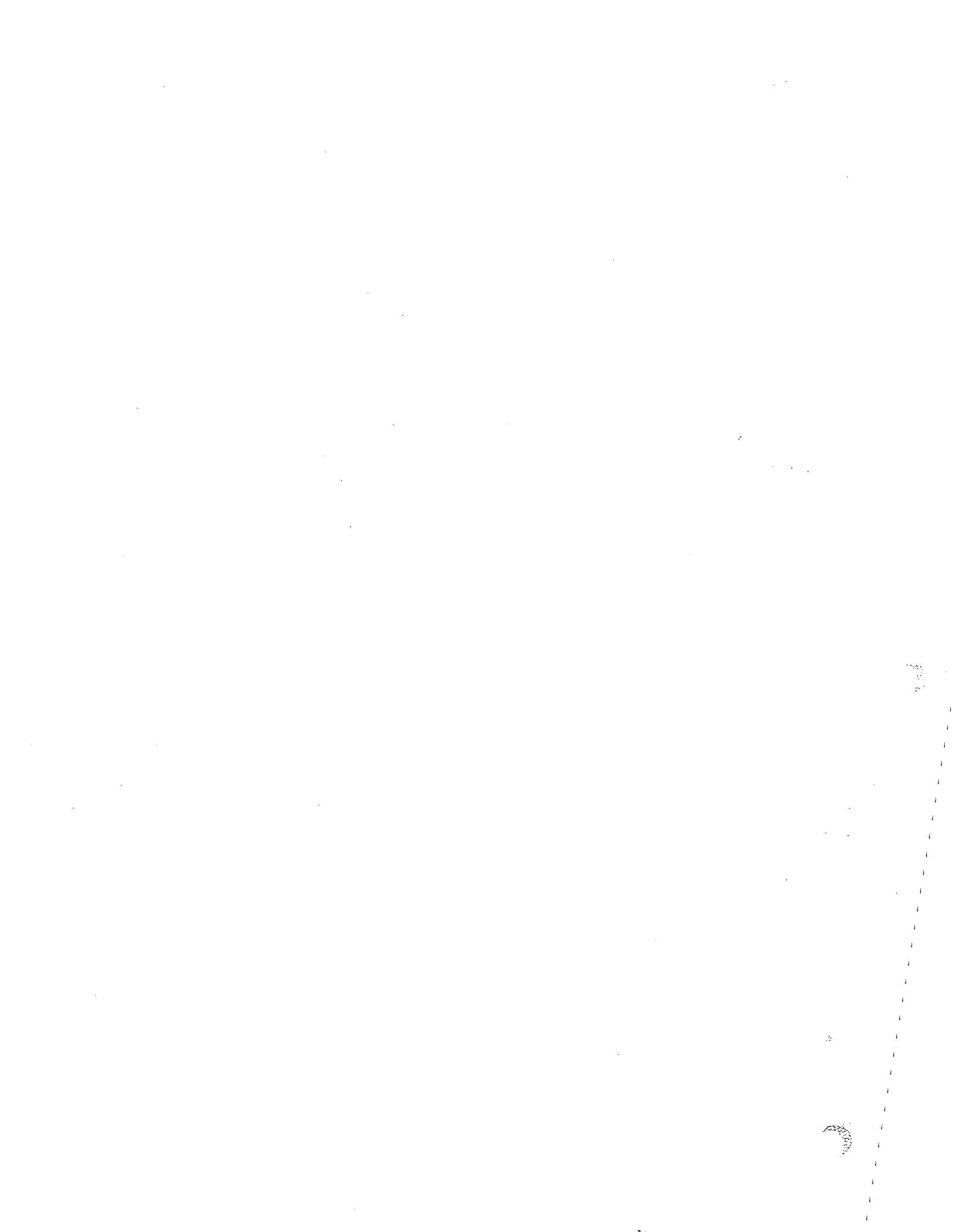
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REPRESENTATIVE CLIENTS

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Bank of America
Barbee Mill Company
Boxlight Corporation
Burlington Northern Santa Fe Railroad
City of Everett
City of Seattle
Davis Wright Tremaine
DE Corporation
Ditty Properties, Inc.
Flying J Corporation
Gateway Forest Products
Ketchikan Pulp Co.
Marion Company
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Microsoft Corporation
MIG Corporation

Miller Land and Timber
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CENTURY PACIFIC, L.P.

STEVEN L. WOOD
MANAGING DIRECTOR

January 31, 2003

Ralph L. Swanson, Sr.
Chief Executive Officer
Plywood Supply Inc.
PO Box 82300
Kenmore, WA 98028

RE: Zoning Designation for Plywood Supply Parcel, Woodinville, WA

Dear Ralph:

This letter follows-up our numerous conversations and our review of Woodinville's draft Little Bear Creek Corridor Integrated Master Plan. We have acted as Plywood Supply's real estate advisor for many years and our review of the Woodinville Plan is offered in the context of this long-standing relationship. The Woodinville proposal, in its simplest terms, would rezone the Plywood Supply parcel from General Business to Office and further impose an "office parkway overlay". We believe the imposition of this type of restrictive zoning could have a negative economic impact on the value of the Plywood Supply parcel and might well delay its development for an indefinite time. It would seem that a more flexible zoning approach that would embrace a hybrid of commercial, office, retail, hospitality, multi-family and other such uses would be more appropriate to this particular location. This type of approach would let market reality determine the ultimate use of the parcel.

The Plywood Supply parcel abuts State Highway 522, a major east-west regional arterial. The Little Bear Creek corridor runs through the site and has the impact of restricting development to a long, narrow strip of land. It has been our experience that this type of location is best suited for a range of highway commercial uses. These could include office, retail, hospitality, multi-family and even some types of light industrial uses. This is particularly true with a parcel such as this that forms the outer ring of a thriving urban commercial village. A regional business zone that provided the

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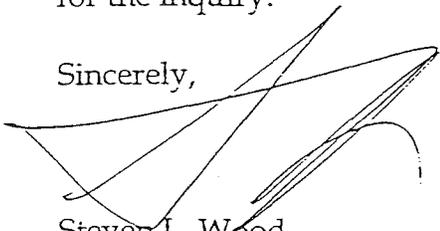
flexibility for any of these uses seems most workable. To the extent Woodinville wanted to encourage a particular type of use such as commercial office, it could grant incentives for such a use. These could include increased height, bonus FAR density, reduced setbacks and the like. These types of incentives do not require an "overlay zone" to be effective. It has been our experience over many years that land use incentives are far more successful than prescriptive rules.

Because quality development is in everyone's best interest, Woodinville could utilize a design review process to assure that proposed projects respect the environment and enhance their surroundings. Once again, this type of approach provides more flexibility and creates more interest than fixed rules that can be viewed as prescriptive.

We strongly believe a hybrid regional business zone will permit the Plywood Supply parcel and Woodinville to participate in the market instead of becoming hostage to it. We would be happy to work with Woodinville to prepare a specific zoning template if it would be helpful.

Please let me know if you have any questions or concerns we can address. Thank you for the inquiry.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven L. Wood". The signature is stylized with a large, sweeping initial "S" and a long, horizontal stroke extending to the right.

Steven L. Wood
Managing Director
SLW/jym

PRINCIPALS

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WBC #1 LP

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Seattle, Washington 98126-2582
206-913-0066 office & fax
al@ryan-dykes.com

January 15, 2003

Mr. Terry DePolo, Chair
Woodinville Planning Commission
City Hall
17301 - 133rd Ave NE
Woodinville, WA 98072

POSITION 1	CITY MANAGER
POSITION 2	ASST. CITY MANAGER
POSITION 3	FINANCE DIRECTOR
POSITION 4	CITY CLERK
POSITION 5	PLANNING DIRECTOR ✓
POSITION 6	PUBLIC WORKS DIRECTOR
POSITION 7	PARKS DIRECTOR
	PERMIT CENTER DIRECTOR
	POLICE
	OTHER
COMMENTS:	Carol Peter ✓ Charlene to give to DePolo ✓

Dear Mr. DePolo:

I own the property known as Woodinville Business Center at the corner of 134th and NE 177th Place and spoke at the January 8th meeting. I have attached a newspaper article (Titled "Eastside building that stayed empty heads for auction") that appeared in the Seattle Times on Friday, January 10, 2003. This further addresses the issue of what a huge and unnecessary risk (primarily on the property owners—but also to the City as well) that such a narrow zoning of use would be.

I believe any of the large real estate firms would confirm that the I-90 corridor is, and has been, one of the most sought after office market on the Eastside. If the owners of that building by dropping the lease rate from \$34 per sq. ft. to \$18 could not lease it (Remember, the \$34 figure justified financing!), how do you think a similar property in Woodinville would fare? Any "professional" would say worse!

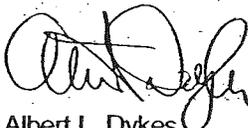
At the \$18 figure, the property would not even pay the mortgage—the owner would have to subsidize the property and, of course, there would be no hope of securing financing to build such a property.

It is my suggestion, as a property owner, commercial real estate broker and purchaser and developer for over thirty years of office, shopping center, warehouse, and multi-family, that the Comprehensive Plan allow a broad range of uses, including the current zoning. If the Commission followed my suggestion, there would be no urgency to a re-zone because the range of allowed uses would include the existing zoning. As developers came forward wanting to develop office use, they could then re-zone their particular parcel.

As an additional item, a City staff person at that meeting stated that there "had been some inquiries from developers about office development". For the record, I would appreciate it if the Commission asks the staff to provide detailed information as to when, who inquired, what were the details, etc. I have owned my property for over twenty-three years and do not recollect any such inquiries made to me. Such generalizations do not belong in the record without supporting data.

If there are no developers (and I do not believe there are), and the City strongly wishes office space to be built along the LBC corridor, then let them purchase the properties to assemble enough land to offer to developers to develop an Office Park or achieve their vision—other Cities have. To force this down the throat of the property owners would constitute an imposition of at least a thirty percent immediate drop in their property values!

Sincerely,



Albert L. Dykes
Managing General Partner

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Business & Technology: Friday, January 10, 2003

Eastside building that stayed empty heads for auction

By **J. Martin McOmber**
Seattle Times business reporter

A vacant **building** in Bellevue's once-bustling Interstate 90 office corridor will be auctioned off to the highest bidder next month in what could mark the start of a painful year for some landlords.

[E-mail this article](#)[Print this article](#)

The bank that financed construction of the \$20 million I-90 Corporate Center foreclosed on the **building** in December and hopes to cover at least some losses with a quick sale, officials said yesterday.

The four-story **building** is along the south side of Interstate 90 by the Eastgate offramp. It has been **empty** since opening in 2001 amid the worst office-market slide in a decade.

Given the region's high vacancy rates, many expect the **building** will sell for a song.

"Somebody is going to get a great deal," said John Black, a real-estate broker for the Broderick Group in Bellevue.

"It will send some shock waves through other owners."

The I-90 **building** was developed by a group of local investors led by real-estate broker Bruce Raskin, who was unavailable for comment yesterday. The group, Troon I-90 Associates, started work in 1999 as the high-tech and telecom boom created an unprecedented demand for office space.

Troon invested several million dollars in the project. Zions First National Bank of Salt Lake City, which now owns the **building**, provided the bulk of the financing with a \$15 million loan, King County records show.

When the **building** opened in 2001, the market was flooded with **empty** office space as dot-coms evaporated and other companies cut staff because of the recession.

Troon slashed the asking price for leases from \$34 a square foot to \$18, according to real-estate listing service Officespace.com, but still could not find a tenant.

The developers faced an especially tough market.

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With office-vacancy rates near 25 percent in Bellevue, the slow economy is squeezing many landlords. But few have lost property to banks, a marked contrast to the real-estate bust that hit the region in the late 1980s.

The pattern could change this year, especially for owners of smaller buildings who lack the financial wherewithal to weather an extended downturn.

To make matters worse, lease rates have fallen so much that many expect companies will move from less-desirable offices in outlying areas to more prestigious space in downtown Bellevue, leaving holes that will be hard to fill.

"We will start seeing more of this," said broker David Azose, of Morris Phila Real Estate Services, who is involved with the sale of the building.

"There is bound to be some fallout because of the slow market," he said.

J. Martin McOmber: 206-464-2022 or mmcomber@seattletimes.com.

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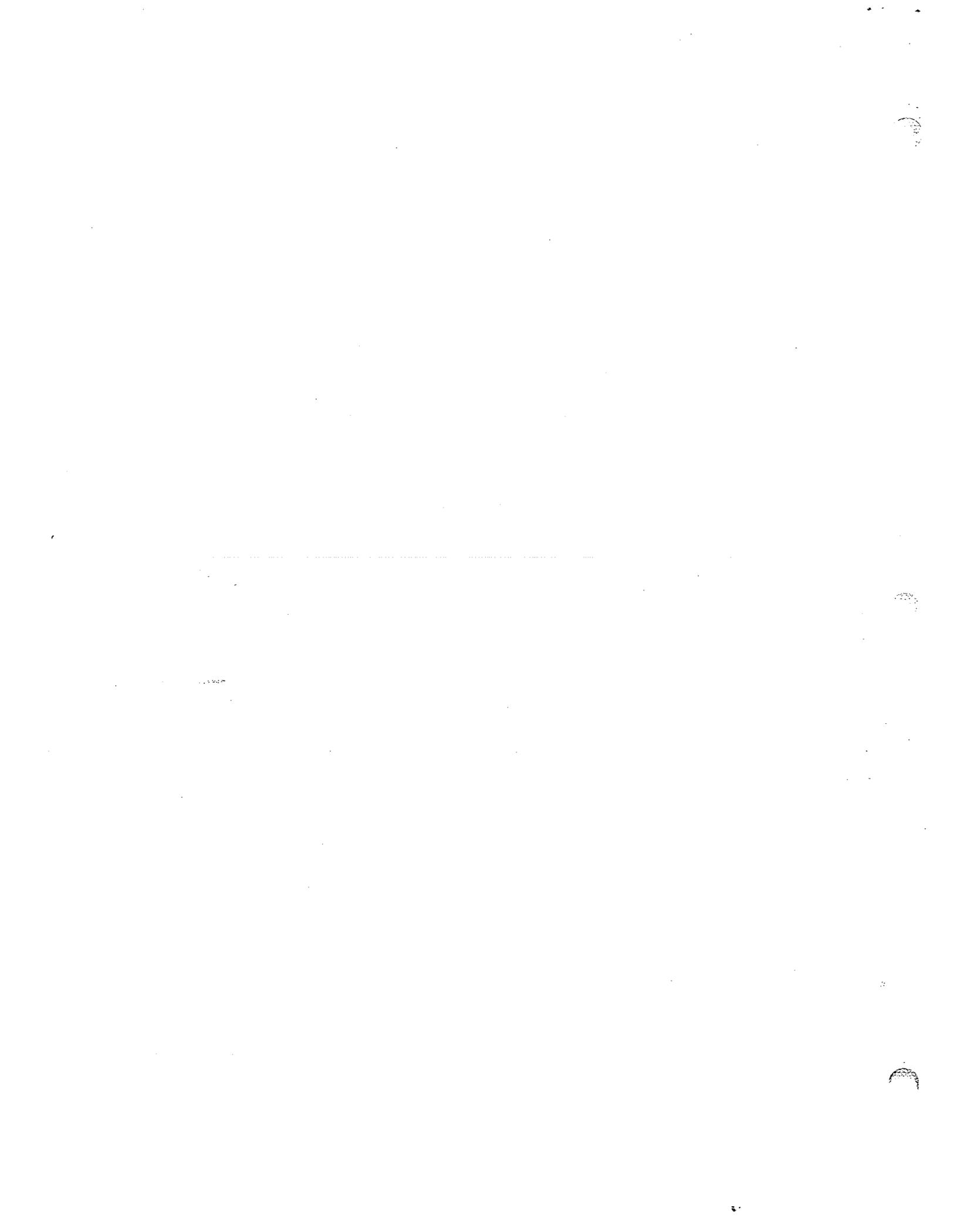
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January 15, 2003

City of Woodinville Planning Commissioners
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

Dear Planning Commissioners:

First, thank you for your thoughtful discussion in response to my comments at the January 8th Planning Commission meeting. As a former planning commissioner, I understand as well as anyone that an elephant such as the draft Downtown Master Plan-Little Bear Creek Master Plan cannot be consumed in a single bite. I agree heartily with the Commission's compartmentalization of the draft plan and your schedule that allows careful consideration and debate of each of its elements. As City Manager Pete Rose has said, "We only have once to get it right."

I would like to address the building height increase element of the draft plan and make an plea for maintaining our current building heights at thirty-five feet with a ten-foot additional height bonus for meeting certain development conditions.

None of the elements of this plan will have as dramatic an effect on how our city looks and feels in the future as the scale of the buildings. As the draft plan itself states, high-rise buildings will significantly change the character of downtown. I do not believe that now is the time or Woodinville the place for changing our current building height regulations.

In considering whether a building height increase is appropriate for this draft plan, I urge the Planning Commission to 'act on fact.' Several justifications have been presented to help us understand why this height increase is required now. The problem is, these justifications are implied to be facts when actually they are only assumptions and somewhat questionable assumptions. Let's consider a few of them:

Assumption #1: Developers require 'incentives' such as building height increases to supply the amenities the City would like developers to provide.

Comment: Most of the 'amenities' proposed by the draft plan such as grid roads and park space are not amenities but *necessities* required by GMA concurrency, the Comp Plan and related city regulations. Incentives are not necessary to get the infrastructure required from new development. We simply need to enforce our existing regulations.

Regarding the apparent tremendous expense of underground or multistory parking, I suggest that if it is important to the community that we eliminate large parking lots, we should perhaps consider regulations that facilitate multistory parking structures or even

public financing for a city garage, if it is indeed that important to the community. In fact, we could consider CIP or other public financing for any of the draft plans elements as an alternative to obtaining them through developer building height incentives.

Assumption #2: Woodinville's downtown retail, office and residential sectors will not thrive without high-rise buildings.

Comment: Every consultant and city presentation illustrating mixed-use development I have seen used photos of two or three-story mixed-use buildings. The point of these photos was to highlight what successful mixed-use development looks like. How is it that two and three story mixed use works in these examples but would not work in Woodinville? Are these buildings unattractive to business owners and their customers? No, they are actually held up as examples of what works!

In the public workshops and meetings, we heard people say that one of the main reasons they decided to live, shop and set up business here is because of our 'small town' feel. If we allow our building heights to increase, we will lose our ability to attract healthy businesses and new people whom, like us, value "City Living, Country Style."

Assumption #3: A height increase from forty-five to fifty-five feet enables fifty percent of the draft plan's total additional residential capacity.

Comment: How could this be? At the January 8th Planning Commission meeting, a Little Bear Creek property owner told us he calculated that the incremental height increase proposed for that area adds only eleven percent more space. We have been presented design concepts that show step back designs for the upper stories of proposed tall buildings. Saying that the top story of these buildings adds fully half of the residential capacity of the buildings simply doesn't add up.

Assumption #4: Developers cannot afford to build 35 foot and 45 foot buildings.

Comment: If developers cannot afford to build less-than fifty-five foot buildings, then why is there any commercial building activity at all? As I stated in a letter to the Woodinville Weekly a few months ago, "Would someone please tell the 918 permit applicants at City Hall that it is uneconomical to build in Woodinville!" (And we are in a recession!) Looking back at the development in our city since incorporation, our existing building height limits have not hindered successful development.

As a businessperson, I can understand that it could be much more 'economical,' to build higher than three or four stories. Land value increases according to the estimated future cash flows from the potential use on top of it. The city's zoning code, allowed uses and design regulations do in fact impact the current and future value of private property. The decisions that led to these regulations were made publicly with significant business and resident input. Property owners and developers either knew about these regulations when they purchased or had a chance to influence the decisions while they have owned.

Maintaining existing height regulations takes nothing away from Woodinville property owners and developers.

Assumption #5: The development we are planning for now will not happen overnight; it will happen over the next ten to fifteen years.

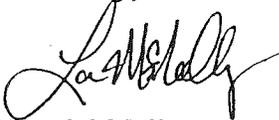
Comment: I have to agree with this assumption, but I do so with apprehension. Because if we convince ourselves that this height increase is just a little increase, and if we say to ourselves that this increase will impact only a very small part of the city and will only change our city's character a little bit, then we leave wide open the possibility that the property owners and developers for those parcels that don't develop to five stories will be back here before you asking for even higher heights and even broader application of a height increase area until, bit-by-bit, our city is transformed into sea of undifferentiated high-rises with no sense of place, connection or character.

And what will we as a community have gained for trading away Woodinville's unique character and quality of life?

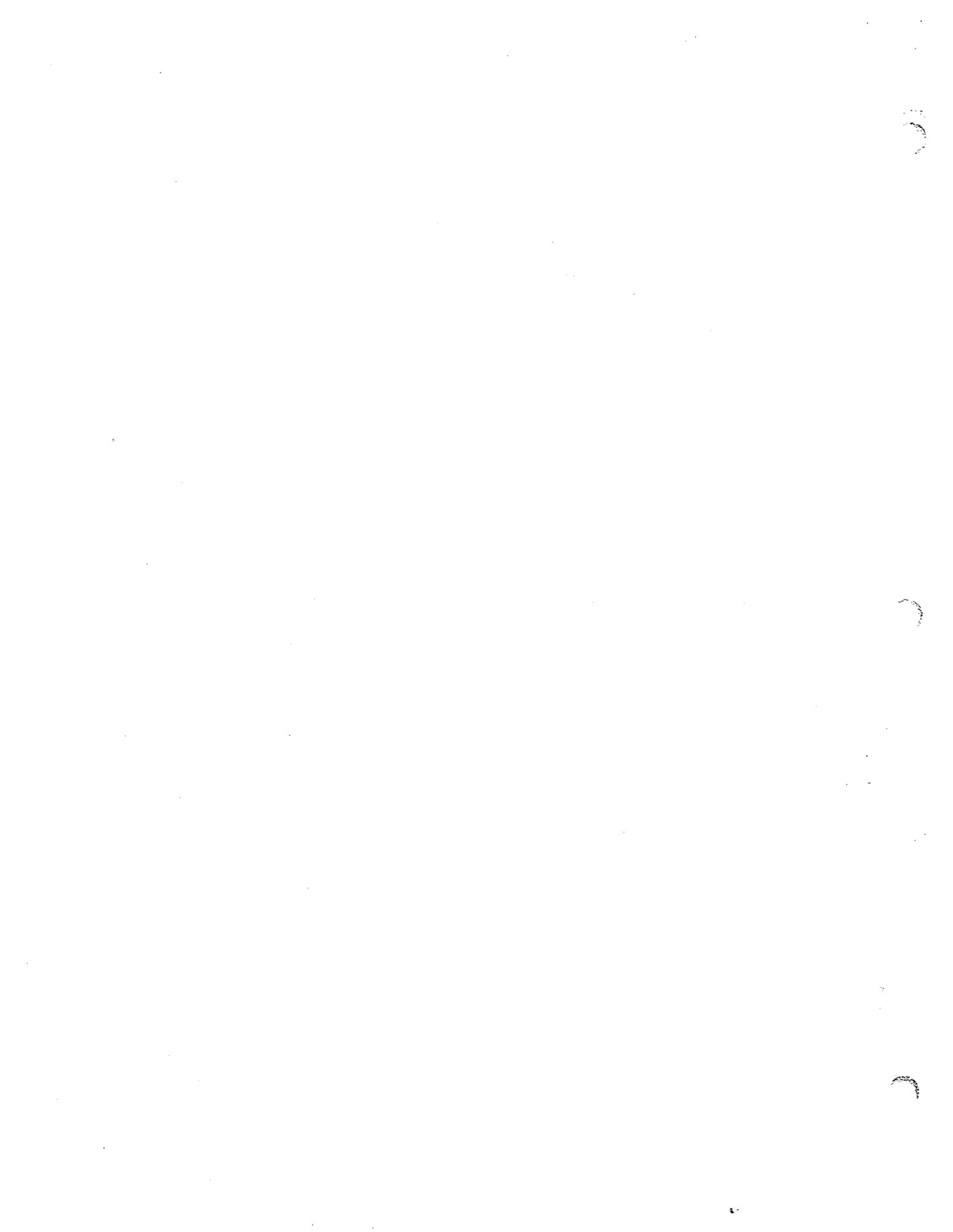
The draft plan authors and supporters say that if only we take the time to better understand the draft plan, we will come to support it. I have read the draft plan. I have attended most of the draft plan meetings, and I think I understand it very well. In fact, my understanding becomes all the clearer each time I see a staff presentation that reflects a property owner's request to modify the draft plan by further increasing the draft plan's proposed height increase or expanding the draft plans' height increase area.

So, in the spirit of those requests, I ask that the city staff present and the Planning Commission consider eliminating the height increase element of the draft plan.

Sincerely,



Len McNally
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Woodinville



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CITY OF WOODINVILLE
PLANNING DEPARTMENT

January 14, 2003

Mr. Terry DePolo
City of Woodinville
17301 133rd Avenue NE
Woodinville WA 98072

Dear Commissioner DePolo,

It was good seeing you at the meeting last Wednesday.

Here is the current list of property owners who are a part of my group:

Ralph Swanson, Sr. Don Swanson	c/o Plywood Supply PO Box 82300 Kenmore WA 98028
Dave Mather	c/o Familian 13716 NE 177 th Place Woodinville WA 98072
Bill Whitescarver	18800 Sound View Drive NW Stanwood WA 98292
Al Dykes	Woodinville Business Center No. 1 2850 SW Yancy Street, #M221 Seattle WA 98126-2577
Dave Allegre	PO Box 1059 Snohomish WA 98291
John Kalmbach	15321 Old Snohomish Monroe Road Snohomish WA 98298
John Cogan	11855 172 nd Avenue NE Redmond WA 98052
Sumalee Washburn	Asian American Enterprises Woodcreek Properties PO Box 2558 Woodinville WA 98072
Mac-Rent Inc. 510739	18551 Aurora Avenue N, #301 Seattle WA 98133
Thoyer TN	16010 162 nd Avenue NE Woodinville WA 98072
Lowell DeYoung John DeYoung	13608 NE 177 th Place Woodinville WA 98072



Your Better Business Bureau

Mr. Terry DePolo
January 14, 2003
Page Two

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff N. Smith". The signature is written in a cursive, flowing style.

Jeffrey N. Smith

cc: City of Woodinville Planning Commission

Becky Perkins

From: Koons, Warren [warrenkoons@DWT.com]
Sent: Thursday, January 09, 2003 4:59 PM
To: Becky Perkins; Carl Smith
Cc: 'Ralph Swanson Sr'; 'Don Russell'; Keegan, John
Subject: Draft Woodinville Downtown Master Plan

Becky/Carl, It was a good Planning Commission meeting last night, and we very much appreciate the open mindedness shown by the PC members and staff in response to the concerns voiced by the various property owners. Given the outcome of last night's meeting, the schedule for future meetings regarding the LBC Corridor issues now seems less than clear.

In addition to the need for a follow up meeting on the zoning uses/height limitation issues, we anticipate that there will be a PC study session that would include the topic of the 100 foot stream buffer and the additional 100 foot "management zone" within the LBC Corridor. (Note: I don't believe the stream buffer/"management zone" issue is listed as an item on the PC meeting calendar.) As I'm sure you can understand, owners of property that border or include the creek have a number of questions and concerns regarding the stream buffer and "management zone" issues and impacts on property within the LBC Corridor. Thank you for any help you can provide us regarding PC meeting scheduling for these topics.

P.S. Becky, do you have any sense at all of when your draft "management zone" regulations might be available? Thanks.

Warren Koons

Davis Wright Tremaine LLP

10500 NE 8th Street - Bellevue, WA 98004

Phone: 425/646-6117 Fax: 425/646-6199

warrenkoons@dwt.com

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Epilogue - Declaration for Peace

Make changes today that benefit all people. Become a part of the power that stretches the current framework and creates a new world. Give up recounting the past injustices. Stop demanding others give you power. Become powerful. Stop being the downtrodden. Walking in suffering delays your journey and drains your power and energy. Stop carrying the heavy cross. Jesus and other teachers came to lighten your burden. Lift up and ease your load.

Give up judgment that holds others responsible for you. Stop lamenting your fate. Give up your past grievances and heal ancient wounds with forgiveness. Every time you point the finger of blame you are denying your very power.

You are not the downtrodden, except by your own choice. To all people everywhere, give up the past and be in the present. Own your inner spiritual greatness. Value your heritage but don't wear it like a banner of suffering. Be proud of your heritage but don't live in the battles of the long ago past.

Mastery of spiritual consciousness begins with giving up the ego's false claims of self-righteousness. It means being fully and completely accountable for your own feelings and thoughts. It means owning that which you self-imposed and stop creating enemies to whom you can blame your suffering. More than anything else, this passage in time is about freedom. Now is the time of deliverance from the chains that have bound you.

Prepare the way for a new generation. Place your fellow beings ahead of your tiny, helpless, demanding egos. Freedom is first, a state of mind. What is not within us cannot be achieved outside us.

The passing of time is inescapable. You choose your path-or you don't choose-and that is still a choice. Those who are politely standing by, waiting for something to happen, will be left behind. Free will is just that-knowing we have freedom and power that comes from within. We must avail our inner spiritual strength and power. It can propel us forward or it can keep us locked in our own self-defined prisons.

This passage of time will bring a new beginning of reality to others-one in which we see our fellow humans as the spiritual essences and loving beings that they are. When we can take off the mask of our ego-defined role in the drama we play, we will truly see our oneness. We will see our brothers and sisters standing there - our beloved fellow souls whom we had mistakenly identified as the enemy. What a holy day, when one by one, we give up our grievances, lay down our swords and embrace our fellow beings. We are one family, of one Source, with one destiny. Why would we not want to see this?

It is time give up divisions of all kinds: religious, political, racial and any positions that cause people to take sides or draw lines down the center. It is time to move to a new global level - for that is just what we are; one planet, one world, one family of diversity, beauty and splendor.

We must recognize that even the slightest irritations with one another come from the ego and weaken the progress of humanity. We must refrain from attacking. We must seek a true armistice that comes from the reconciliation of ideas, not from reactionary movements.

It is time to be a leader. You cannot be left behind when you are in the front, leading others to a new level of understanding, joy and peace. Peace is what we must choose now. We must commit relentlessly, passionately and completely to peace.

Let us take down the walls of fear and accusation. The world "stages" are worn and creaking. The floorboards cannot withstand this strain much longer. The performance has played on too long. The audience and the casts have grown weary. It is time for the performance to end.

Epilogue from Tragedy in the Workplace, © by Danna Beal, March 3, 2001.

Bear Creek Master Plan

The following is a resolution passed by the Woodinville Chamber Board in August, in support of the Little Bear Creek Master Plan:

WHEREAS, the City of Woodinville is responsible, as a planning agency, to properly plan for future growth of the City and prepare for any necessary infrastructure to support future growth; and

WHEREAS, the vehicle for planning Woodinville's future is a public document known as the Woodinville Comprehensive Plan; and

WHEREAS, the Comprehensive Plan calls for an economically vital, compact, pedestrian friendly downtown; and

WHEREAS, the City has recently undertaken a complete analysis of a portion of the City known as downtown and the Little Bear Creek Corridor area, in order to more fully understand the dynamic that will be necessary to create the desirable area as described by the public in the Comprehensive Plan; and

WHEREAS, the City has conducted a series of public meetings designed to confirm and specify the desired future land use, economic structure, and quality of life that is desired by residents, business owners, and property owners; and

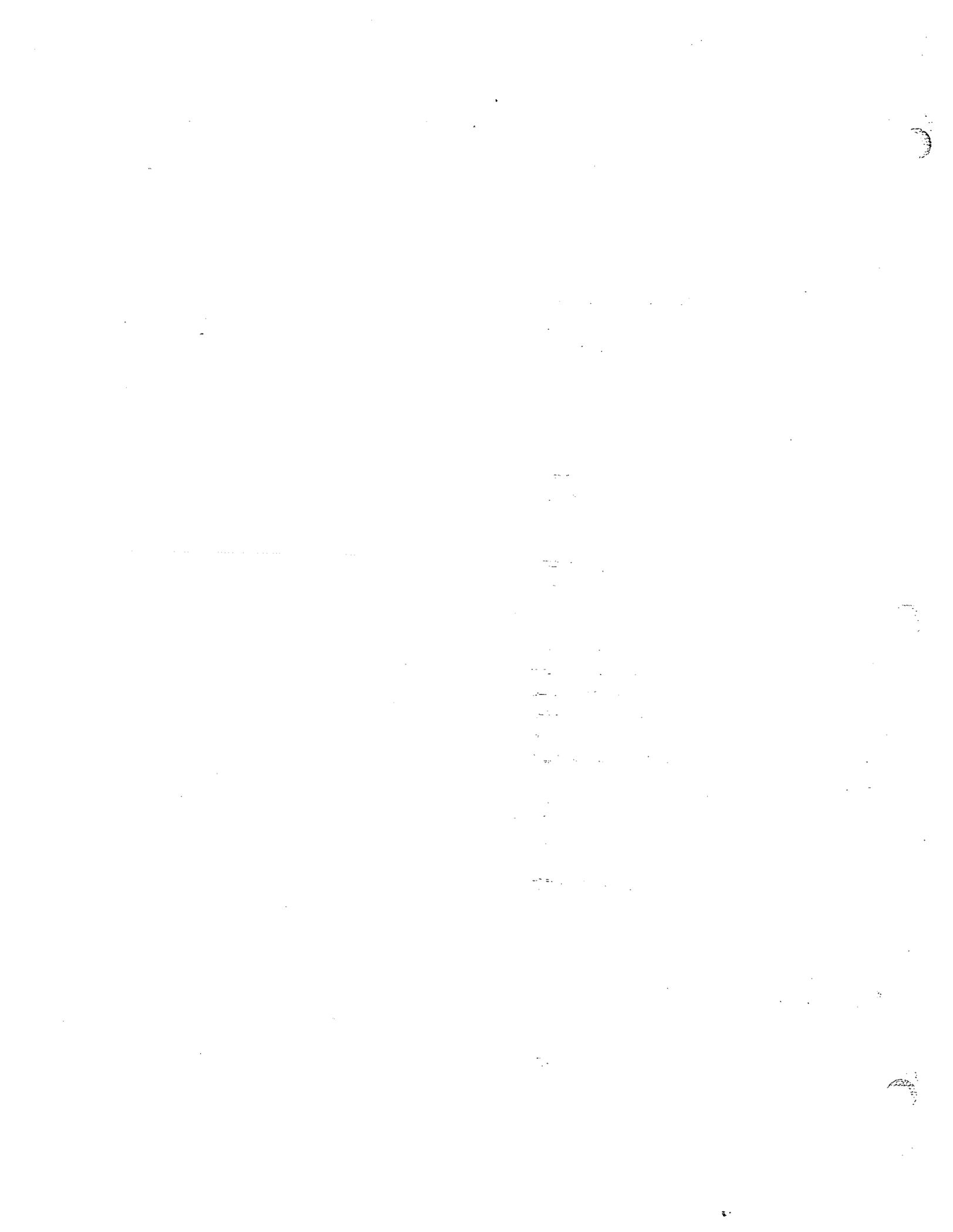
WHEREAS, the Chamber of Commerce is committed to supporting the current business owners and encouraging a vibrant economic future for the City of Woodinville, and;

WHEREAS, the public process has identified common goals and benefits that will accrue to property owners and business owners as well as the general public, the result of the adoption of the Downtown and Little Bear Creek Corridor Plan, including changes in land use designations, a new street grid, a new focus for retail businesses, parks and open space, a pedestrian loop around the downtown, improved transportation circulation;

NOW, THEREFORE, THE WOODINVILLE CHAMBER OF COMMERCE DOES RESOLVE AS FOLLOWS:

Section 1. The Woodinville Chamber of Commerce supports the adoption of the Downtown and Little Bear Creek Corridor Plan as a roadmap to the future economic vitality of these areas and pledges to use the voice of the Chamber to advocate for adoption of the Plan.

Source: "Off the Vine" 11/02 Woodinville Chamber of Commerce



RECEIVED

JAN 13 2003

CITY OF WOODINVILLE
PLANNING DEPARTMENT

Law Offices of
Wolfstone, Panchot & Bloch, P.S., Inc.
1500 Norton Building
801 Second Avenue
Seattle, Washington 98104-1577
Fax: (206) 340-8837
Web Site: <http://www.wpblaw.com>
(206) 682-3840

RECEIVED

JAN 10 2003

City of Woodinville

Kevin Michael Paulich
E-Mail: kpaulich@WPBlawfirm.com

January 8, 2003

Becky Perkins
Senior Planner
City of Woodinville
17301 133rd Ave. NE
Woodinville, WA 98072
By Mail & Fax: (425) 489-2756

Re: Certain Little Bear creek Landowners.

Dear : Dear Becky,

Jeff Smith and I wish to thank you, Ray Sturtz and Carl Smith for meeting with us yesterday to discuss the proposed amendment to the sub area plan for the Little Bear Creek Corridor. As we said, I represent about ten owners of property along the Corridor, including Mr. Smith.

This letter memorializes my request for a copy of all documents which have been or will be used by the City of Woodinville during this process. You said that the entire report of the consultant used by the City is included in the three ring binder you showed me which you said is available for purchase at the Woodinville Kinko's. Thank you for providing me with a copy of the Planning Commissioner's booklet for tomorrow night and for agreeing to provide me with a copy of all future packets on the subject in advance of future study sessions and public hearings on the subject. I also thank Carl for providing me with the mailer that was sent to the citizens of Woodinville announcing the Open House held on October 16, 2002, and for his providing me with a copy of the report on the 387 responses to that mailer. As I understand it from your representations, the only public documents used in this process other than the above are the written public comments to the commissioners which you have agreed to send to me.

As Jeff Smith said, the property owners are looking for a win – win situation. Their goal in requesting a copy of all these documents is to allow them the time necessary to prepare a proper response to anything they may disagree with. In particular, they may wish to hire an expert

to testify on matters such as the real estate market in downtown Woodinville, whether certain uses are compatible, the impact of certain types of uses on the Little Bear Creek etc. I am sure that the City will appreciate being offered such expertise at the expense of the owners.

I also understand from your representations that evidence concerning a possible change in the Little Bear Creek buffer of 100 feet is irrelevant to the current process concerning amending the Little Bear Creek Corridor Sub – Area Plan because the buffer is part of the Critical Areas portion of Woodinville's Comprehensive Plan which will not be reconsidered until a process now scheduled to begin next year and to be completed in 2004. My clients want to be actively involved in that process as well.

Regarding the proposal that zoning in the Little Bear Creek Corridor be office, my clients will be studying this idea including attending the study sessions of the Planning Commission. I suggested for your consideration that Woodinville's Comprehensive Plan could allow a range of zones including the existing zoning as well office. The actual re-zone of the area could be delayed until the demand for office use actually increases. Ray said that this could be a problem because new construction of non-office uses would delay the transition to office by about 20 years which he said is the approximate life of such new construction. This makes sense, but it also assumes that the market for office use will pick up within 20 years. My clients may want to provide expertise on this issue.

Again, Jeff Smith, my other clients and I wish to thank you and the City of Woodinville for your hard work and attention. We look forward to working with you on these matters.

Very truly yours,



Kevin Michael Paulich

cc: Jeff Smith (by e-mail only)

M E M O

POSITION 1 ✓	CITY MANAGER ✓
POSITION 2	ASST. CITY MANAGER
POSITION 3	FINANCE DIRECTOR
POSITION 4	CITY CLERK
POSITION 5	PLANNING DIRECTOR ✓
POSITION 6	PUBLIC WORKS DIRECTOR ✓
POSITION 7 ✓	PARKS DIRECTOR ✓
	PERMIT CENTER DIRECTOR
	POLICE RECEIVED ✓
	OTHER Plan Commissioners ✓
COMMENTS:	CARL Beck ✓ NOV 15 2002

TO: Pate Rose & Planning Commissioners

FROM: John G. Kalmbach

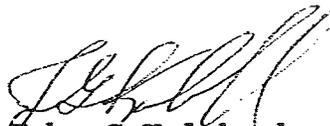
City of Woodinville

RE: 177th Corridor/Woodinville Master Plan

For the past year or so, your planning department has been hard at work developing an over-all plan for Woodinville. This plan addresses such issues as zoning, parks, traffic, roads, rail, and the list goes on. Sporadically, during this time, there were public meetings held to get the message out and get the input from the general public.

One thing I felt was missing from the start, was a series of meetings with the property owners to get our input as there are significant financial impacts on us. In any event, I trust we will be given "equal time" to review and discuss the city's proposals among ourselves before these proposals become locked in concrete.

Cc: Planning Commission



John G Kalmbach
15321 Old Sno-Monroe Rd.
Snohomish, Wa. 98290
Ph. 360-794-8344



Becky Perkins

From: Linda Fava
Sent: Tuesday, October 22, 2002 1:03 PM
To: Council; Becky Perkins
Subject: FW: Please distribute

Councilmember Brocha has advised Ms. Farrington that a response to her questions on the Downtown Master Plan (survey) will be forthcoming from Becky Perkins. He wanted to share with you the following questions he posed to her in order to obtain additional insight.

Linda

Ms. Farrington,

I know that Becky Perkins will be responding to you on all these items and so I will limit myself to questions of you to help clarify your position in my own mind.

I haven't received a response from her yet, but look forward to it.

1. Did you attend the workshops we held on the plan?

I wasn't available the night of the workshop but would be interested in attending any future workshops.

2. How much time do you think the residents needed to respond to the questionnaire?

My mailer didn't have a postmark on it, but it seems that I only had about a week to look at it before it was due back to you.

3. Why do you think there are significant parallels between Woodinville and Capitol Hill/Seattle?

The draft plan you've sent out focuses on increased housing and retail shops with less parking and more pedestrian routes. High pedestrian traffic, lots of retail shops and little parking is what a city like Seattle is today and I think it's less desirable than what Woodinville is currently. The problems I wrote you about initially are sometimes a result of creating a city environment.

4. Why do you think the plan is motivated only by money for businesses? By building 5 story buildings full of businesses, apartments, town homes and/or condos in the immediate downtown area and taking away Park and Ride spaces by building housing at the P&R site rather promoting the park and ride as an alternative to driving, you're catering to businesses. I'm also concerned about the housing development plans since housing isn't in high demand right now. I'm not against new development in Woodinville, I think the addition of the movie theater and surrounding shops on Garden Way is wonderful, but I hope that the city will consider the need and the effect of any new development carefully before construction begins.

Do you see nothing for residents to use and our enjoy?

I feel that Woodinville already has a business for nearly any need you'd have such as: 3 grocery stores; 3 gas stations; many kinds of restaurants and fast food choices; doctors, dentists and specialists; movie theater and video rental facilities; post office & UPS store; office supply stores; YMCA gym near by; gardening and landscaping centers; auto body shops; boat store; lumber yards; home repair stores; hair cut facilities; fabric store; horse tack shops; pet store; all-purpose store (Target); as well as many other shops. Moving here a year ago, I haven't had a problem finding what I've been looking for since I moved here. One exception would be that Woodinville doesn't have a hospital, but with Evergreen and Overlake nearby I don't feel it's a

problem. In many cases, there are more than one choice for services such as Blockbuster or Hollywood video for video/game rental or Kinkos vs. Jiffy Print for photocopies which is great for residents who want to choose where to go and for businesses to be competitive with each other.

5. How long have you lived in Woodinville? When was the last time you thought the Country Living, City Style slogan applied to Woodinville? I lived in Bothell for about 20 years, moved to Seattle for 8 years and moved to Woodinville a year ago to get back to a smaller, more rural community. I feel that "Country Living, City Style" applies to Woodinville as it is today. If you moved here after living in the city, I'm sure you'd agree. Driving down Hwy 202 with the farms and horses, being near the Sammamish River, or being able to see out my window without a high-rise next to me makes me feel that the slogan is still valid: The city style part of the slogan already exists because we have multiple retail shops and services already available to residents without the need for them to leave the city.

6. When was the last time you were happy with the way downtown was/is? I like how downtown is right now. I can easily walk or drive from where I'm living and get anything I need. If I drive, there is ample parking available without cost to me. After the construction of the movie theater and other shops on Garden Way, I felt Woodinville had everything.

7. Do you advocate letting the downtown continue to develop without a master plan?

No, I don't advocate developing without a master plan but I'm also not impressed with a lot of ideas that senior planners come up with. I think planners see the world in a different way than residents do. Sometimes an idea sounds good, but doesn't work well when all the factors are added in- something might look good, but function poorly. I want to be sure that any new development in Woodinville will be well thought through and that funds will remain for upkeep of the new development without a need for major tax increases.

8. Do you have any alternatives you would suggest?

The reason I wrote to you was to share my concerns with the current proposed plans. My major suggestions are these:

Continue to keep residents involved in planning and give them opportunity to comment

Development slowly and evaluate new development to make sure it's working. Survey/prove that it is successful prior to moving forward with other plans and have a backup plan should it fail.

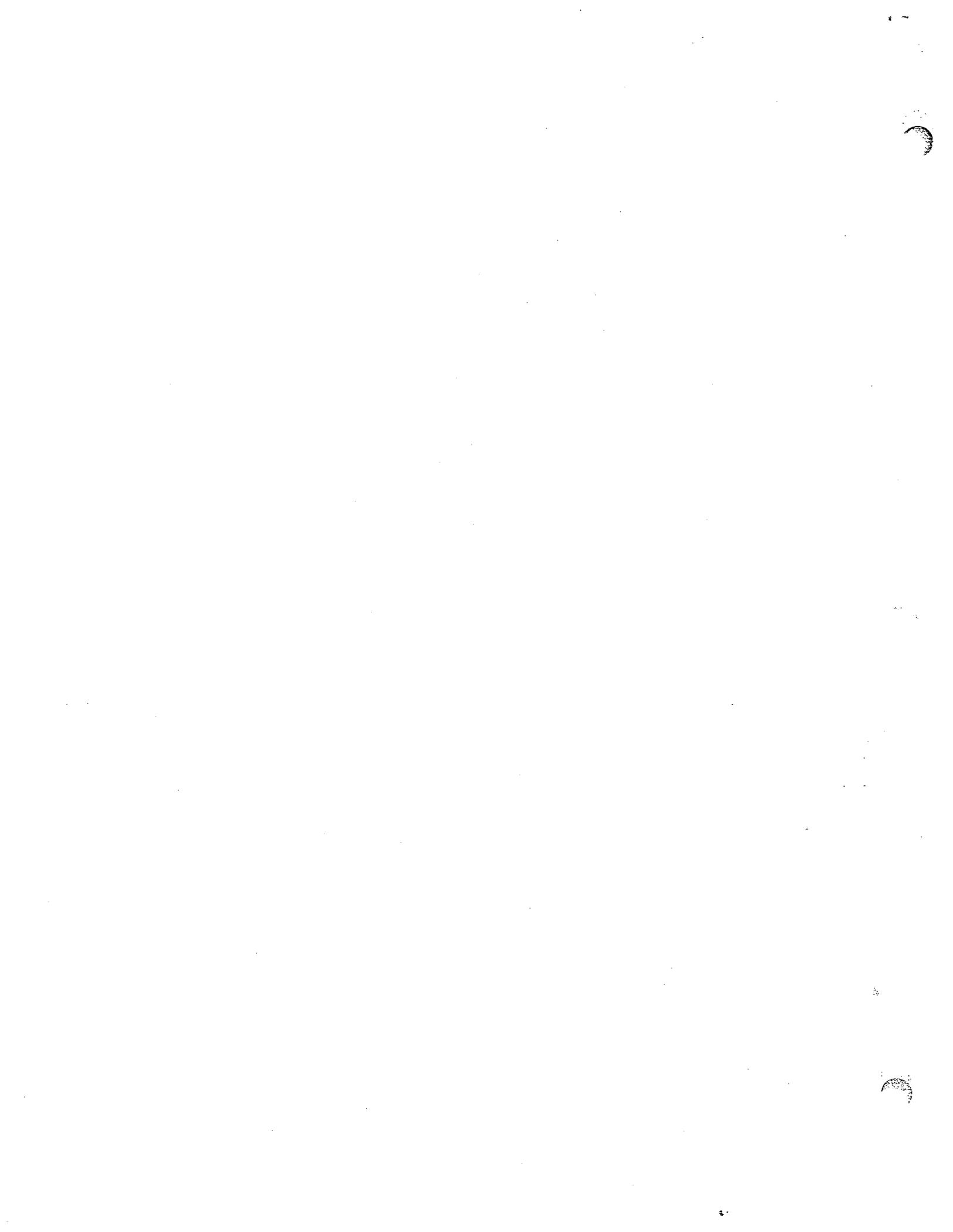
Consider and anticipate the cost of upkeep once plans are constructed. Also, anticipate problems that might come up (greenbelt areas equal groundskeeping fees; adding trees to sidewalks will require sidewalk repairs when roots lift cement up; added population may result in added crime which will require more police patrols in the area). City council members need to look beyond the immediate plans and make sure that the city has the resources to maintain what is built and keep the city safe.

> I know these are a lot of questions but I am trying to gather and understand everyone's perspective on the proposed plan. I look forward to hearing your answers and I hope you stay involved in the discussions. We are only about half way thru the planning process and the council hasn't had any substantial discussions yet. When we do we will consider your comments as I hope you will consider our deliberations and conclusions.

I'm very glad you have asked me these questions and I hope my answers are helpful.

> Again, please stay involved. It is only through the conflict of fully engaged intellects that anything meaningful is accomplished.

You have my attention- I'll keep my eyes open for more workshops or other events which are related to Woodinville. If you have an email mailing list for people who are interested in these types of events, would you please add my email address to the list? If you don't have an email list for people like me, maybe someone could start one up?



Becky Perkins

From: Ray Sturtz
Sent: Monday, October 21, 2002 8:29 AM
To: Becky Perkins
Subject: FW: Comment regarding Downtown and Little Bear Creek plan

FYI

-----Original Message-----

From: Don Brocha @ API
Sent: Friday, October 18, 2002 12:15 PM
To: plpayne@msn.com
Cc: Council; Pete Rose; Ray Sturtz; Carl Smith
Subject: RE: Comment regarding Downtown and Little Bear Creek plan

Ms. Payne,

thanks for your comments. I am sure you will get other responses but I will take this opportunity to provide mine. If I may, first some discussion of the points you raised and then some questions to help clarify your position for me.

- **We have an economy that is shrinking at an alarming rate and there is no justification that this region will ever recover back to what it was. This plan relies upon an expanding economy in order to be financially feasible.**

I think that rather than depending on an expanding economy, it relies on, and indeed is a response to, an expanding population. It responds to the continuing pressure of Seattle growing out to meet us.

As for an expanding economy, it will happen, but with what vigor is unknown. Who would have predicted the economy we just came out of? The only thing we can be fairly sure of is that there will be cycles. It is the cycles that we need to account for in any consideration of this plan or the rest of the city's business.

- **Anyone knows that taxes must necessarily go up with something like this.**

Isn't this is more of an assumption than a fact? If we can structure this so that development pays it's way then there is no tax burden. If and how we can make this happen will be part of our discussions.

- **People are unwilling to give up their cars. There is no amount of light rail, trolley, Monorail or other transportation that will get more than a small percent of people out of their vehicles, a fact borne out by many case studies.**

I agree with you in general but lets talk about specifics. To get from community to community and to get around in the community at large people expect to use their cars. But what happens when you get to your destination? In this case the destination would be home. Residents would surely use their cars to get home but once they are there will they then walk to services if they are able? The plan is meant to provide the opportunity to do so. Will it be used? In our discussions this is the question we need to try to answer.

- **IN order to support this expansion, you clearly have to put in the infrastructure to go along with it. Have you informed the voting population of the increased cost we will be expected to pay for this expansion?**

This is similar to the taxes question. Will the infrastructure be on the backs of the residents or will it be on the backs of the developers? We have several impact fees in place right now. Our traffic impact fee ordinance is coming up soon. You can be sure that once we figure out how we will structure how things get paid for we will answer your question. An auxiliary part of this consideration is that if we create more paths, bike trails, and park space should the public contribute or should it be placed on the developers.

- **I want to go on record to oppose the Downtown and Little Bear Creek Corridor Master Plan, as follows:**

In my answers above I tried to indicate that we are barely in the middle of the process. The council has not had

10/23/2002

any substantial discussion on this yet. We will be using the points you have raised, along with those that others will raise, and the many other issues that the council will raise. I would encourage you to keep involved in the process and participate in the discussion. I would also ask you to consider holding your opposition until we have had a chance to discuss it fully and provide answers to everyones questions and concerns.

Finally, two questions. First, if you do not like the plan does that mean you like none of it? Are there elements you agree with?

Second, do you have an alternative to propose? If you have no alternative does this mean you feel that the downtown should continue to develop as it has in the past?

Again thanks for your comments. Please stay involved, it is only through the conflict of fully engaged intellects that any meaningful actions result.

Don Brocha

Becky Perkins

From: Amy Farrington [afarrington@attbi.com]
Sent: Thursday, October 17, 2002 7:08 PM
To: Becky Perkins; Scott Hageman; Carol Bogue; Chuck Price; Cathy Wiederhold; Bob Miller; Gareth Grube; Don Brocha
Subject: Concerns about the Downtown Planning

Dear Woodinville Planner, Mayor and Council members:

I don't feel that Woodinville residents got enough time to respond to the city mailer regarding the proposed city development plan. Also, there isn't enough information listed on the current draft that was mailed to us in order for us to make a good decision on the 16 complex issues. Example: What is the benefit of having a train station? Would it enable us to ride to work using the existing tracks that the dinner train takes (to the Bellevue/Redmond area?) I hope you will improve the verbiage on the next version so we can know more about the plans in their entirety rather than a short paragraph.

After looking at the Woodinville/Little Bear Creek plan, I'm concerned about the cities goals. If you look at what has happened to Downtown Seattle and Capitol Hill, you will notice several problems that I would hate to see Woodinville have.

Here are things that have happened in Seattle that I worry might happen here if you go ahead with many items on the city planning list:

1. **WORK AND HOUSING:** Increased residential housing and office buildings leads us into gridlock and parking problems. Increasing the ability to get onto 522 isn't a solution to the traffic problem that exists currently or would be exacerbated by increasing jobs and housing in Woodinville. I'm also unclear on how you consider adding a green median and wider sidewalks would improve traffic flow? Adding height to buildings adds more people, cars, congestion, and road rage to our area while reducing the scenic view for people who have already made Woodinville their home.
2. **WALKING vs. DRIVING:** Walking isn't necessarily a luxury. By overpopulating the city with more people and cars, walking becomes a necessity rather than a choice. If people want to walk or drive to downtown right now, they can. We have sidewalks and crosswalks in place to assist pedestrians as it is. Don't take away our choice by forcing us to walk in order to run our errands due to lack of available business parking. Doing this will drive people out of the city who are unable to walk in order to get what they need.
3. **TOO MUCH RETAIL SPACE:** While new retail space is usually in high demand at first, many businesses move out of an old space in order to take advantage of a new space. The old space often times goes vacant because no one wants to rent in an older building. Also, many new retail shops are unable to make it and have to close up shop. When this happens, the site is vacant or the turnover at that location is so quick that you're never sure

what shop is going to be there next week. (This is a major problem on Capitol Hill and contributes to a higher crime rate and more vandalism on Broadway.)

4. GREENBELTS and SMALL PARKS: While it didn't start off this way, these areas are most often frequented by panhandlers, drug dealers, and bums in Seattle today. In addition to this, these areas are often times are poorly maintained due to a lack of funding and vandalized often. What guarantees do we have that police will patrol these areas to discourage people from conducting illegal business there and who will pay to maintain these areas?
5. LANDSCAPING AND SIDEWALKS: We all want Woodinville to be pretty, but has anyone thought about the sidewalk repairs you need to make when you add trees down the sidewalk? It's a nightmare for disabled people riding over tree roots that have warped the sidewalks in Seattle and a nuisance for people without disabilities. Do we want that here?
6. MOLBAKS: Molbaks has drawn people to Woodinville for as far back as I can remember. It would be a kick in their stomach and to all of their customers if your plans required them to move or change in any way. This comment goes for other flagship Woodinville shops in the area as well.
7. OVERALL: I feel that most of the plan is motivated by money for businesses in the area, but that these plans lessen the enjoyment of living in Woodinville. Most of what you propose is the farthest thing away from "Country Living, City Style" that I've ever seen. Should you go forward with all of these projects in Woodinville, you'll need to reduce the slogan to just "City Style."

If any of you have the answers to my questions above, I would love a response. Thank you all very much for your time.

Sincerely,
Amy Farrington

Becky Perkins

From: Daryl W Heinzerling [heinzerling@juno.com]

Sent: Thursday, October 17, 2002 8:29 PM

To: Becky Perkins

Cc: plpayne@msn.com

Subject: Comment regarding Downtown and Little Bear Creek plan

Please pass this directly to Woodinville Mayor, if you would be so kind:

Dear Mayor:

I am sorry I was unable to attend tonight. I was with the Lord Mayoress of London, whose husband, the Lord Mayor, is here as part of a world trip before his term expires.

My name is Patti Payne, Patricia Lou Payne. I am a 4 year resident of Woodinville. After having lived in a Kirkland waterfront condo and searching for just the right home for several years, I found my place, Payne Acres. I love it here. The peace, the quiet, the space, the small town feel are the plusses which outweigh the traffic jams and the high taxes, at this point. Kirkland traffic was untenable, and the noise from pedestrians on the boulevard was as loud and raucous as a New York borough.

I want to go on record to oppose the Downtown and Little Bear Creek Corridor Master Plan, as follows:

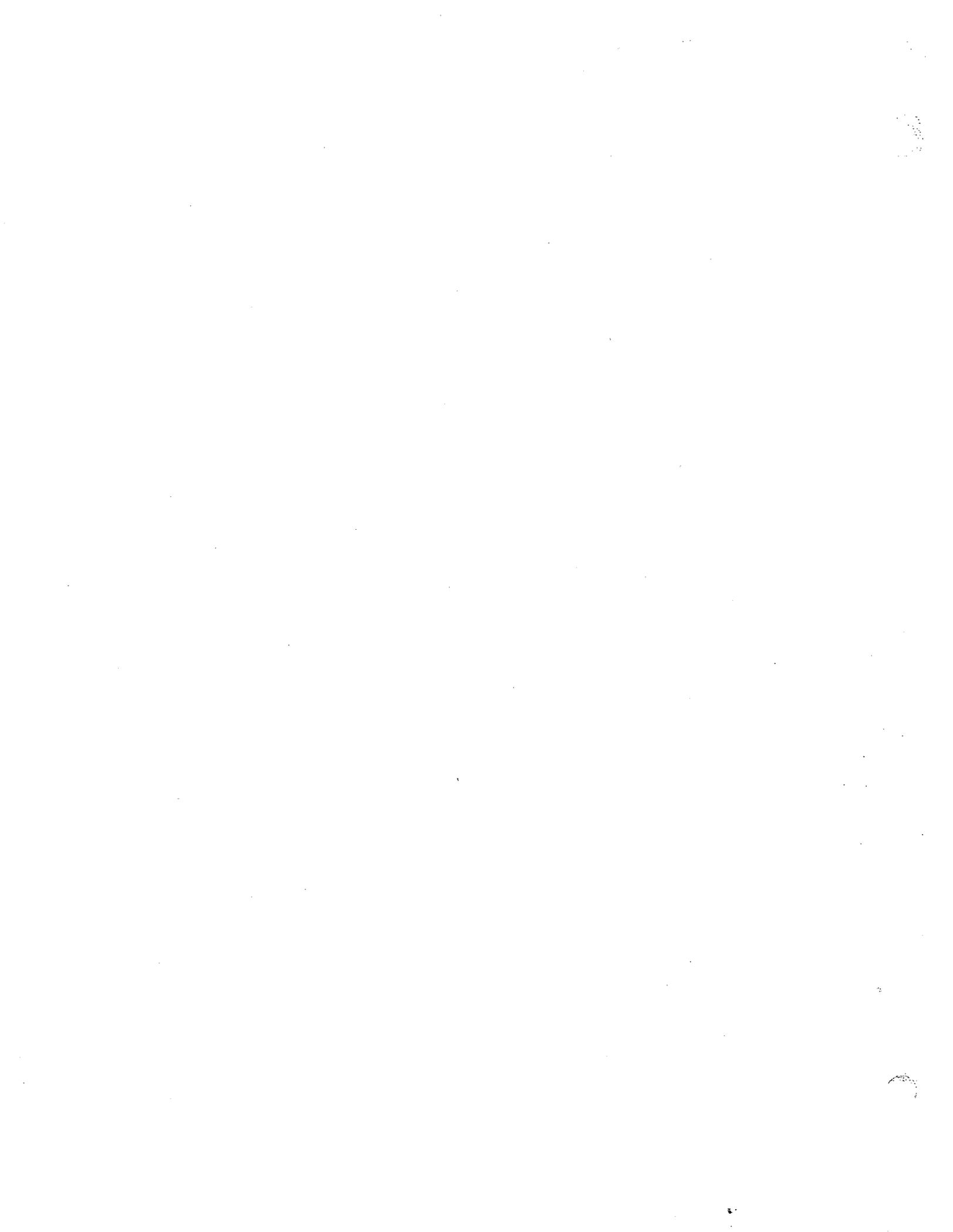
- We have an economy that is shrinking at an alarming rate and there is no justification that this region will ever recover back to what it was. This plan relies upon an expanding economy in order to be financially feasible.
- Anyone knows that taxes must necessarily go up with something like this.
- People are unwilling to give up their cars. There is no amount of light rail, trolley, Monorail or other transportation that will get more than a small percent of people out of their vehicles, a fact borne out by many case studies.
- IN order to support this expansion, you clearly have to put in the infrastructure to go along with it. Have you informed the voting population of the increased cost we will be expected to pay for this expansion?

Thank you for your consideration of my opinion.

Sincerely,

Patricia Lou Payne
425-453-4602

10/18/2002





October 17th, 2002

NEW AND USED PARTS from 1915

RECEIVED

OCT 23 2002

City of Woodinville

COPY

Mr. Terry DePolo
Chair, Planning Commission
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

Re: Public comment on Proposed Master Plan for Woodinville

Dear Commissioner DePolo:

I was pleased to be able to speak in favor of the proposed Master Plan for Woodinville last evening, and thought that I would submit some additional comments in writing.

Our city of Woodinville is at a critical point in it's development. The development we plan for now will be our "ultimate build-out", where the buildings and roads we designate today will be with us for a very long time.

I think we have to "stretch" our thinking to the future, and realize that if we do not plan to accept growth now, that growth will happen in areas outside of our control, such as has happened in downtown Bothell and other cities that have refused to accept forward thinking, long term design, taller buildings to attract larger tenants, new circulation roads, and the like.

We have to realize that our available business area is very defined and finite, and that we do not have any room for further expansion—what we see now is all that we will ever have. That is why it is so critical we plan for the next 20 to 30 years of buildings and road design to accommodate some large national tenants.

Yes, we can still have "City Living, Country Style", but like everything else in this world, it will have to change with the times. A viable, healthy city cannot remain static. If Woodinville's ultimate build out is no more than three story buildings, we will lose our ability to attract healthy businesses and new people.

A very important point to remember is that the development we are planning for now will not happen overnight, but we must establish the trend and the framework right now. The actual development will happen over the next ten to fifteen years. This is due to a host of reasons, such as economic conditions, individual land owner's financial conditions and their own estate planning, dimensions of real estate parcels, large and small tenants seeking space, changing demographics of the residential population, building costs and the like. Most of the residential people that were at last night's meeting did not

understand this, and thought that high rise buildings on every parcel would suddenly appear tomorrow morning, block the sunlight, and put every small business owner into bankruptcy.

When considering building heights, I am in favor of the heights as defined in the draft plan, but would suggest that the building heights in all of the land use zones in the entire Little Bear Creek Corridor be set at 67 feet, for several reasons.

The LBCC is distinctly separated from the CBD by the railroad tracks and circulation roads, making it the logical location for the tallest buildings. This area is heavily screened by the creek on the back side, and the rail tracks on the front side. And, the landscaping requirements for the Office Park designation are very substantial which would create a park-like appearance. This would attract larger "Class A" tenants and will give us the tax base that we need.

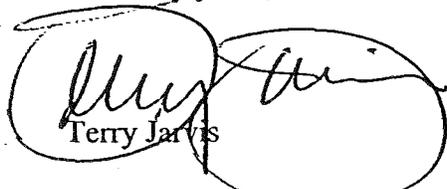
Higher buildings in the portion of LBCC that is designated as GB would be very critical to shield residential views of the industrial buildings that are being built immediately adjoining GB on the east (such as Waste Management's new industrial plant and others).

Traffic impacts from large tenants in tall buildings in the LBCC area would be minimal since the entire LBCC is directly served by three interchanges off of Hwy 522, and that traffic would not enter the downtown business core. Yet, most of the LBCC is still walking distance from our downtown business core, and we would expect that those people would obtain their services and do most of their shopping in downtown Woodinville.

Perhaps one of the most important points to consider when establishing allowable building heights throughout the entire city, is that in fact very few of the properties would even be able to accommodate tall buildings due to soil conditions. Engineers have found that the water table in the CBD is only four to six feet deep; and the water table in the LBCC is in most cases only two to four feet deep with considerable peat, as experienced by the Metro sewer line that was installed two years ago.

In addition, building heights would be further limited by individual owners/developers financial conditions, prospective users/tenants, and the layout and design suitability of the individual real estate parcel to even accommodate a tall building. At best, very few taller buildings could even be built, and those would be "salt and peppered", which would give a pleasing visual texture to the city.

Sincerely yours,


Terry Jarvis

Cc: Scott Hageman, Ray Sturtz, Carl Smith ✓

COPY

October 16, 2002

TO: City of Woodinville Planning Commission and Parks and Recreation Commission

FROM: The Alliance of Woodinville Residents

SUBJECT: Working Draft of Downtown/Little Bear Creek Master Plan

Dear Commissioners:

Thank you for your diligent and considered review of the working draft of the Downtown/Little Bear Creek Master Plan. Despite its volume, the draft does not properly address many of the concerns voiced by Woodinville residents and captured by their advocacy group, the Alliance of Woodinville Residents. On behalf of these residents, the Alliance of Woodinville Residents would like to ask that the commissioners consider the following summary questions that are not answered by the draft plan but stand out as the most important for the residents who will have to live with and pay for this plan for many years into the future:

How many more people will be living and working in downtown Woodinville with this plan?

How many more cars will these people add to the traffic on 175th ?

How much will resident taxes increase to pay for the roads, parks, city staff, police, fire, etc. this plan envisions and demands?

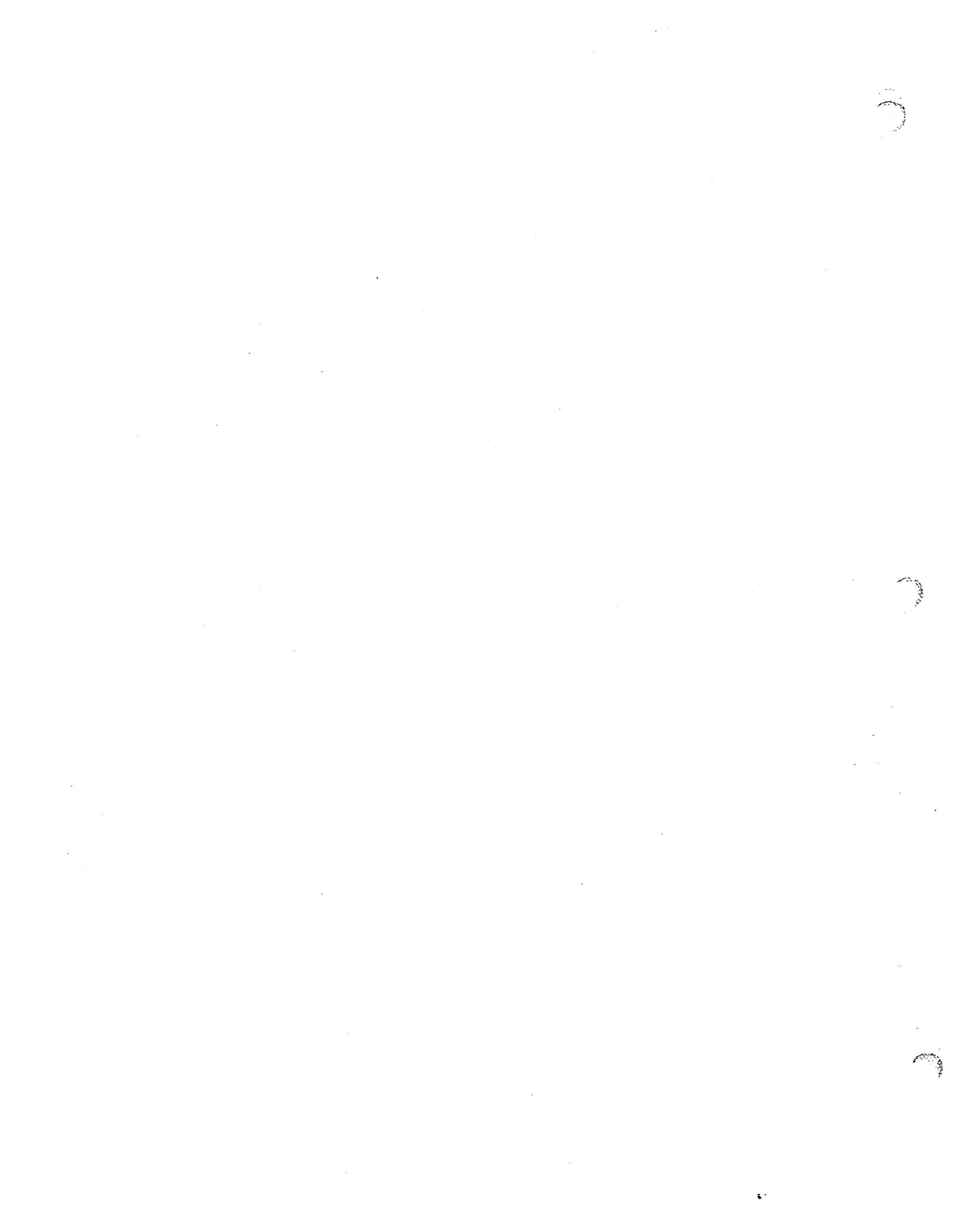
What will be the impact on sewer, water and utility rates as a result of the population influx called for by the plan - well over and above the Comprehensive Plan estimated population and employment numbers?

How many more portable classrooms will be required at local schools to accommodate the additional school-age population?

Are Woodinville residents willing to give up the qualities of life they enjoy today in order to accommodate high-rise buildings and all they'll bring (loss of views, more traffic, people...)?

Will current downtown residents be willing to give up their current quality of life to live in high rises?

How will the new retail succeed if customers can't reach the stores? (Traffic is already the number one reason shoppers avoid Woodinville)



Sandra Parker

From: Scott Hageman
Sent: Wednesday, October 09, 2002 6:16 PM
To: 'Kristen C. Hitchcock'
Cc: Council
Subject: RE: Woodinville Master Plan - Woodinville P&R

These plans are just conceptual at best. And they are only ideas that are being floated for public comment. If the public agrees that we use the P & R lot for parking, affordable housing, day care, retail conveniences and such, we would move cautiously in planning and would ask again for comment such as yours. I find the lot very under utilized at present, but it may be more popular as the downtown continues to evolve. Though any changes are probably years away at the earliest, I too would advocate that we make sure we have adequate parking for the commuters.

Thank you for your comments, Scott

-----Original Message-----

From: Kristen C. Hitchcock [mailto:khitchck@u.washington.edu]
Sent: Wednesday, October 09, 2002 4:08 PM
To: Scott Hageman
Subject: Woodinville Master Plan - Woodinville P&R

Dear Mayor Hageman,

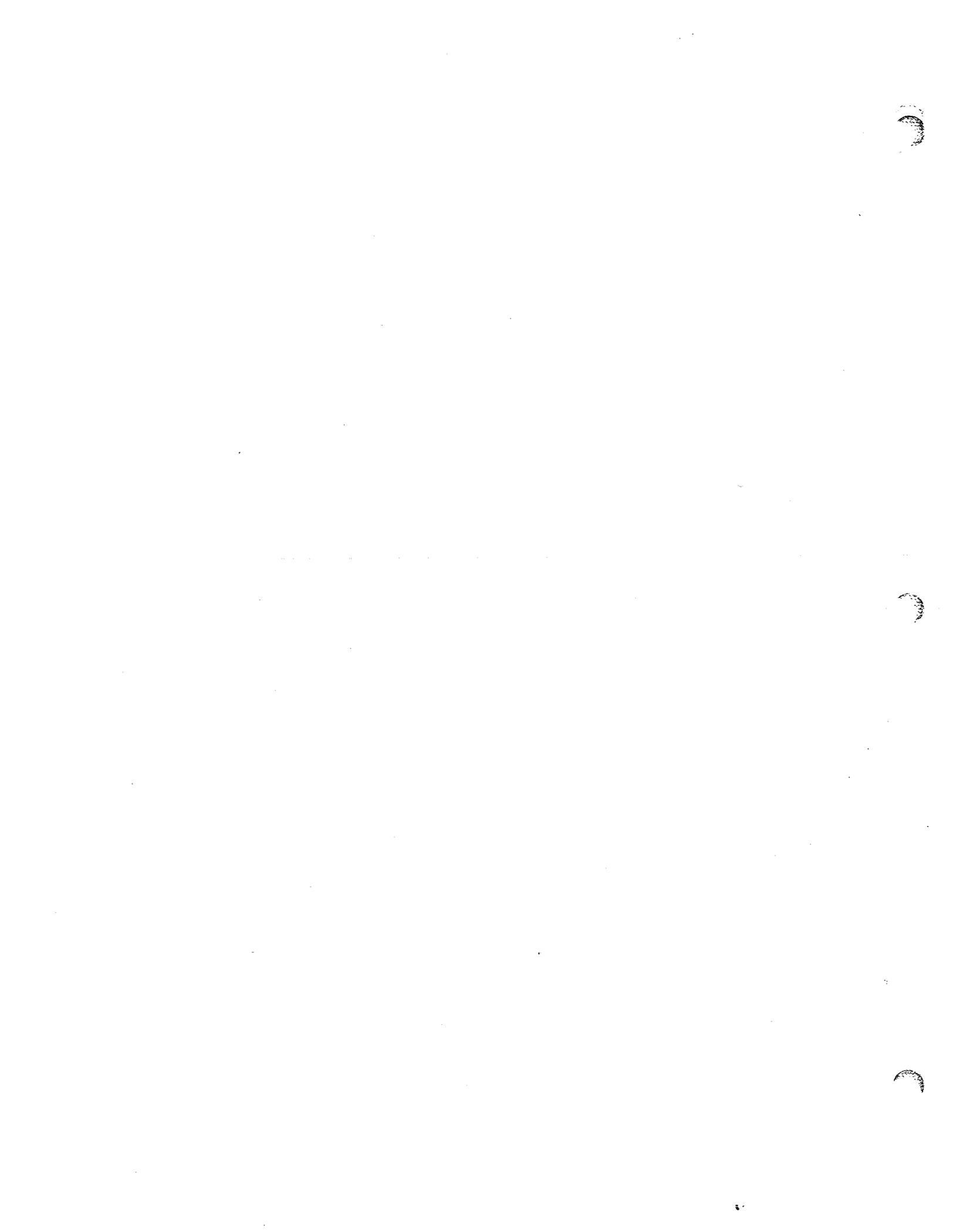
I am a resident of Woodinville and I am concerned about some issues in the proposed master plan.

I noticed in the new plan for Woodinville that there are substantial changes to the Woodinville Park and Ride. Though I understand that it would still exist under the structure to be built I am concerned that parking spaces will be lost. In my experiences commuting from various park and rides throughout the county I have found that many if not most fill up completely early in the morning. Being a student at the University of Washington, the start times of my classes vary and I have been glad that no matter what time I arrive at the park and ride I can always find a spot.

I am concerned that even without the proposed changes the growth alone in the Woodinville area might make the current park and ride overcrowded. In order to continue to encourage people to commute by bus, there must be adequate park and ride parking. A full lot is not a good sign, because it would deter future riders.

Thank you for your time and consideration.

Sincerely,
Kristen Hitchcock



Sandra Parker

From: Grube @ Pace
Sent: Monday, October 07, 2002 2:25 PM
To: 'sonja.aarhus@homestreetbank.com'; Scott Hageman; Carol Bogue; Don Brocha; Cathy Wiederhold; Chuck Price; Bob Miller; Gareth Grube
Subject: RE: Woodinville Park & Ride

Ms.Aarhus: Thank you for your comments. I assume you are responding to either the draft master plan map or an earlier leaflet posted at the Park and Ride. The Woodinville Park and Ride is not owned by the City but by WSDOT and Metro and the City does not (and can not) plan to close it. The Downtown (long-term) Master Plan draft map that does not specifically call out the Park and Ride would seem to include an assumed result of a region-wide program currently in the planning stage to consider redeveloping park and ride sites for multiple uses including affordable residential, retail, and commuter parking. Rather than eliminating the Park and Ride, these facilities would generally be built over it or on multiple levels below grade. These proposals (one of which has been implemented at the Overlake Park and Ride in Bellevue) rely on private funding and do not impair the use of the site for commuter parking or reduce the number of parking spots available. Gareth Grube

-----Original Message-----

From: sonja.aarhus@homestreetbank.com
[mailto:sonja.aarhus@homestreetbank.com]
Sent: Monday, October 07, 2002 1:57 PM
To: shageman@ci.woodinville.wa.us; cbogue@ci.woodinville.wa.us;
brocha@ci.woodinville.wa.us; cwiederhold@ci.woodinville.wa.us;
cprice@ci.woodinville.wa.us; bmiller@ci.woodinville.wa.us;
ggrube@ci.woodinville.wa.us
Subject: Woodinville Park & Ride

Please keep the Woodinville Park & Ride the way it is! Please realize that many people would not ride the bus if they could not park there and that means more congested freeways. And for people like me, that is very important. It is important for the environment and for Woodinville residents and also for everyone on the Eastside!!!

Thank you for your consideration,
Sonja Aarhus



Sandra Parker

From: Ray Sturtz
Sent: Monday, October 07, 2002 1:31 PM
To: 'AKing@causeylaw.com'
Cc: Council; Charleine Sell; Pete Rose; Carl Smith
Subject: Woodinville Park & Ride Status

Arlene-

Hello. I am the City of Woodinville Community Development Director and Mayor Hageman has asked me to respond to your e-mail concerning the park & ride in downtown Woodinville. As the Community Development Director, I am responsible for all short and long-term planning for the City, and I can assure you there are no plans to move or remove the park & ride facility in downtown Woodinville. We are, in fact, looking for ways to possibly enhance the facility. One idea is to add more parking by building a structure on site that could not only provide covered parking, but perhaps space for retail services and downtown housing by using the air rights above the park & ride. The housing could provide homes within walking distance of shopping and employment opportunities.

Regardless of possible expansion, the park & ride continues in its current configuration to be a key element in addressing present and future transportation needs for the Woodinville community. I believe we are very fortunate to have a park & ride in our downtown. Most cities of our size wish they had such a facility so conveniently located in their downtowns. Both the existing Comprehensive Plan for the City and the preliminary draft of the Downtown Master Plan show the park & ride right where it is today.

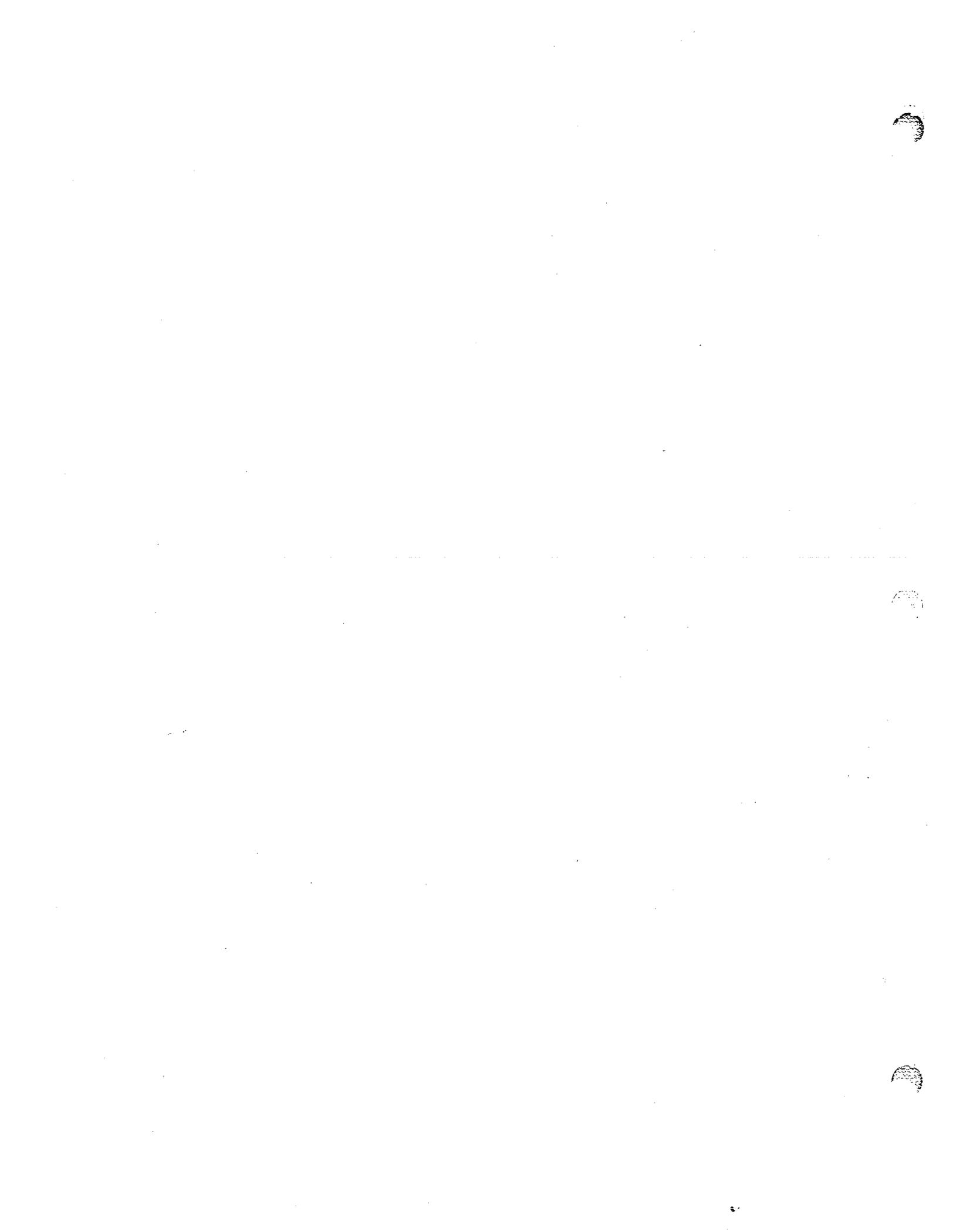
If you are interested in more information about the draft Downtown Master Plan, please stop by City Hall during the week day where you can review the map and other information about the Plan. You are also invited to City Hall on Wednesday, October 16th when there will be an open house hosted by the Planning Commission and Parks & Recreation Commission. The open house will begin at 5 o'clock with an informal review of the Master Plan material and at 6:30 PM there will be a public forum where everyone will be invited to share their ideas about the downtown's future with the Commissioners.

Please e-mail me if you have any additional questions on the status of the park and ride or the Draft Downtown Master Plan. I can also be reached at 425-489-2757 ext. 2281. Also, please share this e-mail with any of your friends who are concerned about the status of the park & ride and let them know they are more than welcome to contact me directly with their questions.

Thank you.

-Ray

Ray Sturtz, Community Development Director
City of Woodinville
17301 133rd Ave NE
Woodinville, WA. 98072



Sandra Parker

From: Ray Sturtz
Sent: Monday, October 07, 2002 1:05 PM
'sam@hgfarter.com'
Cc: Council; Charleine Sell; Pete Rose; Carl Smith
Subject: Draft Downtown Master Plan - Woodinville Park & Ride

Sam-

Mayor Hageman asked me to respond to your e-mail concerning the park & ride in downtown Woodinville. As the City of Woodinville Community Development Director responsible for all short and long-term planning for the City, I can assure you there are no plans to remove or replace the park & ride facility in downtown Woodinville. In fact, we are looking for ways to possibly enhance the facility. One idea is to add more parking by building a structure on site that could not only provide covered parking, but perhaps space for retail services and downtown housing by using the air rights over the park & ride. The housing could provide homes within walking distance of shopping and employment opportunities.

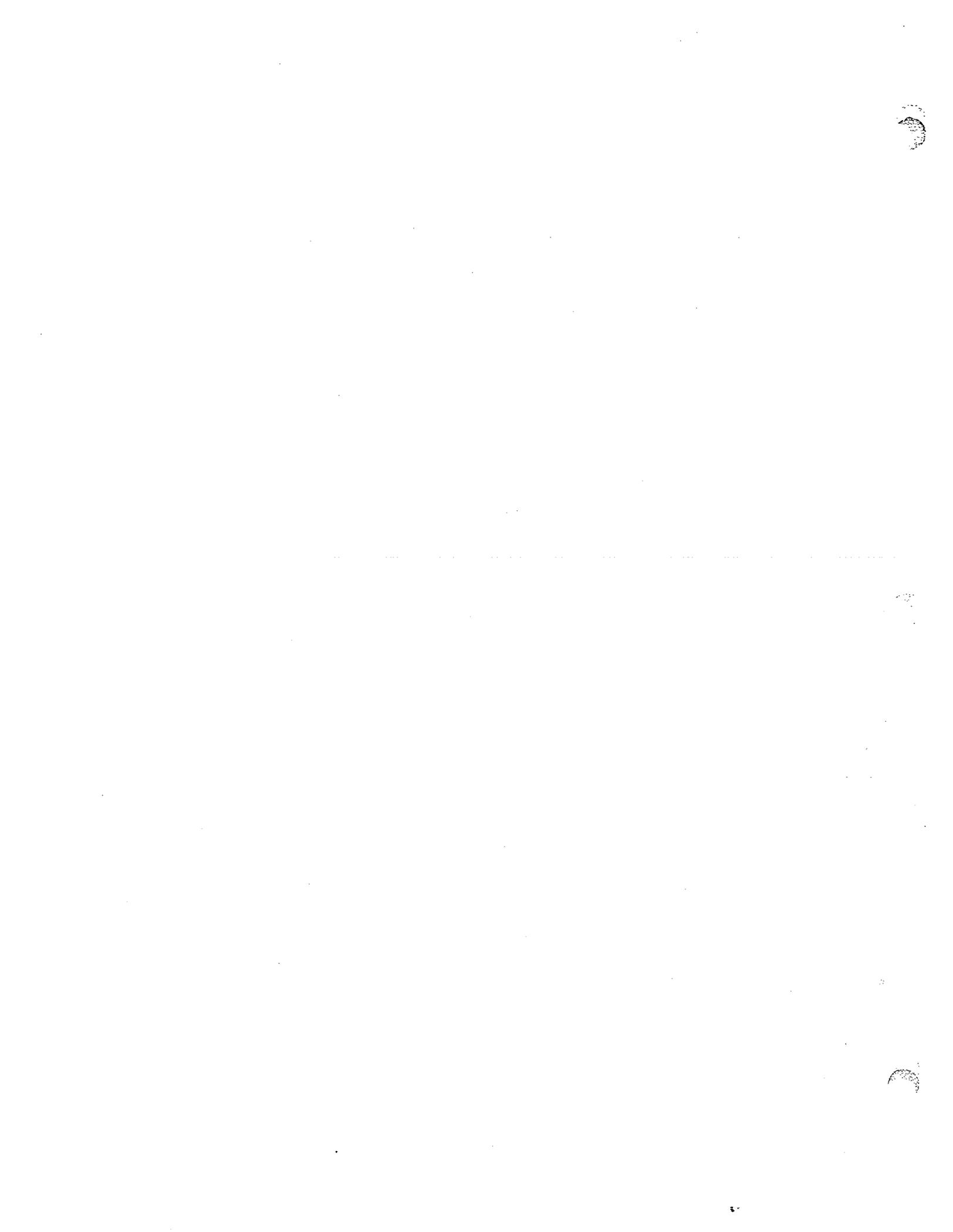
Regardless of possible expansion, the park & ride continues in it's current configuration to be a key element in addressing present and future transportation needs in the Woodinville community. I believe we are very fortunate to have a park & ride in our downtown. Most cities of our size wish they had such a facility so conveniently located in their downtowns. Both the existing Comprehensive Plan for the City and the preliminary draft of the Downtown Master Plan show the park & ride right where it is today.

For more information on the Downtown Master Plan please stop by City Hall during the week day where you can review the map and other information about the Plan or you are invited to City Hall on Wednesday, October 16th when there will be an open house hosted by the Planning Commission and Parks & Recreation Commission. The open house will begin at 5 o'clock with an informal review of the Master Plan material and at 6:30 there will be a public forum where everyone will be invited to share their ideas about the downtown's future with the Commissioners.

Thank you for your interest in downtown. Please e-mail me if you have any additional questions on the status of the park & ride or the Draft Downtown Master Plan. I can also be reached at 425-489-2757 ext. 2281. Also, please share this e-mail with any of your friends who are concerned about the status of the park & ride and let them know they are more than welcome to contact me directly as well.

-Ray

Ray Sturtz, Community Development Director
City of Woodinville
17301 133rd Ave NE
Woodinville, WA. 98072



Sandra Parker

From: Grube @ Pace
Sent: Monday, October 07, 2002 8:52 AM
To: 'Lucy Beppu'; Gareth Grube; Bob Miller; Chuck Price; Cathy Wiederhold; Carol Bogue; Don Brocha; Scott Hageman
Subject: RE: Woodinville Park and Ride

Ms. Beppu: Thank you for your comments. I am unaware of plans to close the Woodinville Park and Ride (which is not owned by the City but by WSDOT and Metro). Although I will be researching this in the near future, the Downtown Master Plan map that does not show the Park and Ride would seem to be in reference to a region-wide program still in the planning stages to consider redeveloping park and ride sites for multiple uses including affordable residential, retail, and commuter parking. These proposals (one of which has been implemented at the Overlake Park and Ride in Bellevue) rely on private funding and do not impair the use of the site for commuter parking or reduce the number of parking spots available. Gareth Grube

-----Original Message-----

From: Lucy Beppu [mailto:beppu@gte.net]
Sent: Sunday, October 06, 2002 8:19 PM
To: Gareth Grube; Bob Miller; Chuck Price; Cathy Wiehderhold; Carol Bogue; Don Brocha; Scott Hageman
Subject: Woodinville Park and Ride

I was dismayed to see that the proposed Downtown Master Plan does not include the current Woodinville Park and Ride lot.

I am a regular user of this facility and would be very upset if your plans did not include such a service.

I am very confused as to why you all do not see the need for a park and ride lot in Woodinville. It seems so contradictory to me. Aren't we trying to encourage carpooling and bus ridership? Traffic is so bad in Woodinville now. If you add more housing and businesses, and no means for residents and employees (new and current) to ride the bus, won't you be exacerbating our current traffic problems?

What is the message that is being promoted by closing down the park and ride? It certainly isn't one of promoting other means of transportation. Woodinville residents are so dependent on their automobiles. Having a park and ride makes it easier to use the bus. By eliminating the Woodinville Park and Ride, I will be forced to drive my car further to another park and ride lot. And that will put me right in the midst of the traffic that I am trying to avoid.

Please reconsider your proposed plans regarding the Woodinville Park and Ride. Don't add to the traffic gridlock that we already have by adding more residences and businesses but no alternative way to leave or come to Woodinville except by car. This isn't making Woodinville a pedestrian friendly place in my opinion. You are forcing me to use my car more than I want to in commuting to work.

It wouldn't be so bad if there was an alternative site for a park and ride. But to totally eliminate it is going backwards. We have so many traffic problems. How is this helping the situation?

Please reconsider your proposed plans regarding the Woodinville Park and Ride. Come by in the mornings from 6-7:30 AM Monday through Friday and see how many people are taking advantage of it. There is a real need in Woodinville and your proposed plans to eliminate the Park and Ride would be a real disservice to Woodinville residents.

Thank you for taking the time to read and consider my remarks.

Sincerely,

10/23/2002



Sandra Parker

From: Arlene King [AKing@causeylaw.com]
Sent: Friday, October 04, 2002 10:47 AM
To: Scott Hageman
Subject: woodinville park and ride

Dear Mayor Hageman:

I was handed a leaflet at the Woodinville Park and Ride today that indicates the current Park and Ride location is going to be used for housing and retail development. I would appreciate if you would please provide me with further information on this issue. Please include information as to whether there are plans for a new park and ride location.

Thank you,

Arlene King
20318 - 166th Avenue NE
Woodinville, WA 98072



Sandra Parker

From: Sam [sam@hgfarber.com]
nt: Friday, October 04, 2002 8:49 AM
to: Scott Hageman; Carol Bogue; Don Brocha; Cathy Wiederhold; Chuck Price; Bob Miller; Gareth Grube
Subject: Woodinville Park & Ride
Sensitivity: Private

It is disturbing news that the City of Woodinville plans to do away with the Metro Park and Ride. I live in Clearview and work in Bellevue. I have been taking the bus to work for 5 years now. If you take away our park and ride, I guess you will put more vehicles on our already extremely congested roadways. I am sending you this email in protest. Please do not take away our park and ride. There are a lot of people that use it.

Sam Schmit, Certified PLS
EKCLSP Education/Certification Director
NALS of Washington Nominations & Elections Chair
c/o Herbert G. Farber
PO Box 69
Bellevue, WA 98009-0069



Becky Perkins

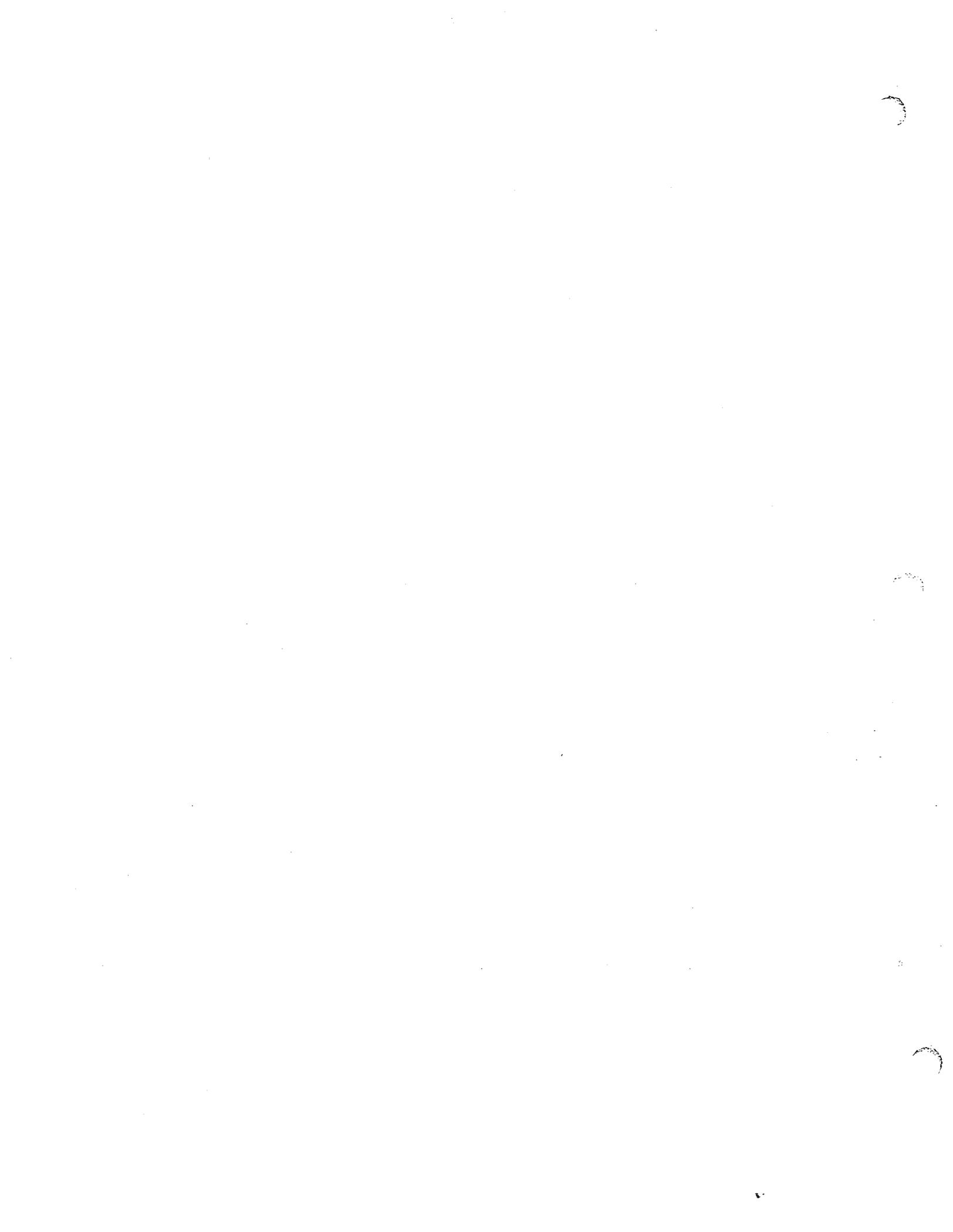
From: Jeff Smith [jeffsmith@check-ride.com]
Sent: Wednesday, October 02, 2002 4:41 PM
To: Becky Perkins
Subject: Bear Creek Corridor Plan

Dear Becky,

I have been informed that due to the excess office space already on the market that it probably is not a good idea to limit the land uses along the Little Bear Creek Corridor to strictly office zoning. From what I understand it could be several years before there is a need for more office space. Would it be prudent to be flexible and also include retail development in this area?

Sincerely,
Jeff Smith
Check Ride Driver Training
13632 NE 177th PL

10/02/2002



September 22, 2002

Mayor
City Council
City of Woodinville

POSITION 1	<input checked="" type="checkbox"/>	CITY MANAGER	<input checked="" type="checkbox"/>
POSITION 2		ASST. CITY MANAGER	
POSITION 3		FINANCE DIRECTOR	
POSITION 4		CITY CLERK	
POSITION 5		PLANNING DIRECTOR	<input checked="" type="checkbox"/>
POSITION 6		PUBLIC WORKS DIRECTOR	
POSITION 7	<input checked="" type="checkbox"/>	PARKS DIRECTOR	<input checked="" type="checkbox"/>
		PERMIT CENTER DIRECTOR	
		POLICE	
		OTHER	
COMMENTS:			

Concerning:
Property owned by Phyllis Draughn
18155 151st Ave NE
Woodinville, WA 98072

My name is Phyllis Draughn and I am writing to you regarding 20 acres of property which I own in Woodinville, Washington. This property, which I inherited from my parents, Art and Aileen Nelson, has been owned by my family for more than 69 years.

This property has much emotional and sentimental value to me and my family. However, after much contemplation, we have determined that the yearly valuation of the property has increased our taxes to the point where we have no other option but to sell some of the land.

In an agreement with King County, a portion of the property was designated as Open Space by my mother Aileen Nelson in 1994. We have decided to discontinue the Open Space designation in 2004 and, per the agreement signed by my mother, notified King County that we will be withdrawing from the Open Space in 2004.

At one time the City of Woodinville had a misconception that this property was available for purchase. In 1998 I wrote a letter and read it to the City Council that we were not interested in selling the property at that time but that if our options changed we would notify the City of Woodinville. While the ideal situation would be to retain the property in its entirety, it unfortunately is no longer a viable financial alternative. After 69 years, it is clear that selling a portion of the land is the only way to keep at least part of the property within the family.

We have started negotiation with parties interested purchasing a portion of the property. Per my previous discussion with the City of Woodinville, I am hereby notifying you of our current situation. Should you wish to discuss this situation with me further, please contact me at (425)483-0175.

Sincerely,

Phyllis Draughn

Phyllis Draughn

RECEIVED

SEP 24 2002

City of Woodinville





RECEIVED
SEP 17 2002
City of Woodinville

NEW AND USED PARTS from 1915

September 13th, 2002

Mr. Scott Hageman
Mayor
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

Mr. Terry DePolo
Vice Chair, Planning Commission
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

Re: Little Bear Creek Corridor Master Plan

Dear Mayor Hageman and Commissioner DePolo:

I am a resident of the City of Woodinville, a member of the Woodinville business community, an owner of commercial real estate within the Little Bear Creek Corridor, and a long-time participant in Woodinville's evolution into becoming a 'first-class' community.

I am very pleased with the proposed draft changes of the Little Bear Creek Corridor Master Plan. They will encourage the up-scale Class "A" offices and General Commercial development that we need in the northern entry to our city.

After carefully reading it over, I would like to take this opportunity to suggest that you look at three items of the plan:

- 1). I suggest that "Photocopying and duplicating services" (Sic code number 7334) be considered as an allowable use in the General Business (GB) zoned area. According to the draft plan, General Business (GB) will now allow "Professional Office" as a permitted use, and duplicating services would appear to be an essential companion use to Professional Office.
- 2). I suggest that condition #16 on "General Business Service" be reviewed. It appears to be somewhat in conflict with "Professional Office" when applied to the General Business (GB) zone.
- 3). I suggest that the building height limit in the General Business (GB) area east of the Woodinville-Snohomish Road, between NE 190th and NE 195th be set at 67 feet. I would submit the following reasons why a 67-foot height limit would be desirable on this specific land in question:

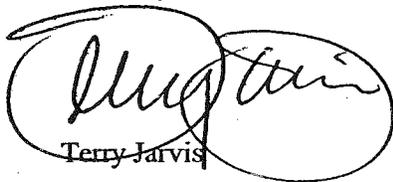
- The new Waste Management recycling and sorting facility now being constructed on NE 190th Street adjoining the "GB" zoned property along the Woodinville Snohomish road, because of its height up on the hill, is now in total view from the residential area known as the "Wedge". While it will be a new building with new landscaping, the Waste Management facility will nonetheless still be a corrugated metal industrial plant with waste-hauling trucks and trailers constantly moving and servicing the building for at least two work shifts per day.

Between these two adjoining properties, there is a difference of 50 feet elevation between their respective building pads. Even a 67 foot high building on the "GB" zoned property on the east side of the Woodinville-Snohomish Road would not totally shield the Waste Management sorting station, but at least it would help to minimize the noise, lights, and sight of the industrial use from the entrance to our city, and from the "Wedge". A class "A" office/commercial building would certainly be aesthetically pleasing and it would act as a buffer or shield from Waste Management's industrial facility on the hill.

- Because the Burlington-Northern Railway is situated between the Woodinville-Snohomish Road and the General Business (GB) zoned property in question, a 67 foot height building limit would be appropriate with the surrounding properties, would create a pleasing look from the roadway, and would appear totally in scale, since the setback of any building would necessarily be a minimum of 125 feet (100 foot rail right-of-way, plus 25 feet setback from the property line) from the roadway. The General Business (GB) zoned property to the south (which is currently under a building permit for Woodinville Athletic Club) is substantially higher in elevation, and even a low height building on top of that would tower over the area.
- Also, when you consider a potential of two buildings on opposite sides of the Woodinville-Snohomish road along this area, please bear in mind that there would be a minimum of 210 feet between buildings on each side of the street, given each buildings minimum setback of 25 feet, the 60 foot right-of-way of the Woodinville-Snohomish road and the 100 foot right-of-way of the Burlington Northern railway. Given this much area between opposing buildings, and the fact that any buildings on the west side of the Woodinville-Snohomish Road would be substantially lower because of the topography, the feeling and aesthetics of the area will not be tight and crowded, but instead, open, inviting and in scale.

Thank you for your time. I am submitting these ideas for your discussion and review.

Sincerely,



Terry Jarvis

CC: Ray Sturtz
Carl Smith

September 16, 2002

Woodinville City Council
Woodinville, WA 98072

RE: Draft Downtown/Little Bear Creek Corridor Master Plan

Honored Sirs and Madams:

As you know, King County Land Use Planning Policies designate a specific strategy for development in the Urban Growth Area, which includes putting major urban growth only into designated urban centers with existing infrastructure and mass transit capacity, in coordination with the County's Urban Growth Management Board. Woodinville is not one of these designated centers. I am deeply concerned that the draft Downtown/Little Bear Creek Master Plan does not consider this strategy, or a number of King County Land Use policies, including:

1. Policies which require low impact buffer areas adjacent to rural land. The high density and heights proposed for the area adjacent to the south by-pass would surely impact the rural land directly across the street.
2. Policies relating to Fish and Wildlife habitat which require that low impact development be planned for areas adjacent to them. The Little Bear Creek Corridor is an environmentally sensitive area. In addition to salmon and wildlife, City staff announced to the Environmental CAP last summer 2 healthy, rare, slow-growing native Pacific yew trees had been found in the Little Bear Creek corridor. 67 foot buildings and the increased density along with increased traffic will definitely impact the habitat.
3. Policies relating to Geologically Critical areas. The City of Woodinville's own map designates the area of Little Bear Creek as a Geologic Hazard area. Allowing high density in such an area before changing building regulations to address construction requirements in such areas seems risky at best, considering the potential liability to the city.
4. Policies regarding Open Space and View Corridors, which require retention of public views to desirable natural elements such as Little Bear Creek and Mount Rainier. Apparently staff is relying on GIS data to say that 67 feet would not disrupt views, yet the City's GIS technician told the Planning Commission last fall that GIS data could not distinguish between the height of vegetation and actual ground level. I commented at the time that the elevation lines on his drawing of the Wedge neighborhood appeared incorrect-- he said that Public Works was in charge of the drawings, so he couldn't change them.
5. Policies relating to Air Quality. This area is in a valley, so it is subject to air inversions-- that's why the smell from the soup plant up Highway 9 often lingers in Downtown Woodinville in the night and early morning air. With this evidence of potential air inversions, it seems that the impact on air quality from additional auto exhaust due to the new density proposed for downtown should be studied.
- 6) Policies requiring existing infrastructure. The City currently already has severe traffic jams due to cars trying to get in or out of town. This plan includes no proposal to improve the existing traffic bottlenecks at the exits and entrances to downtown which are the main cause of our current traffic jams -- that means that the increase d traffic from the new plan will only make matters worse. Further, some later drawings of the new plan show mixed use housing where the current Park and Ride is, which suggests that transit will not play a big part in the new plan. Our existing infrastructure doesn't even support current conditions.

I have included pages from the 1995 King County Land Use Policies, referencing LU38-39, LU63-68, FW 4-5, FW14,, FW 17, FW27, CA1-4, CA 7-11, CA13-15, CC6-13.

Continued on reverse side →

Attor: Ray

September 16, 2002
From: maris moris
Submitted under
Public Comment.

My questions are: Have any studies been done about the additional traffic this project will bring to the city? Has the baseline of air quality in the City been studied so it can be compared with its future air quality? How will the proposed tall buildings fare under current regulations, in the event of a catastrophic geologic event, and how will that affect Little Bear Creek? What consideration has been given to the habitat of Little Bear Creek? Will a physical survey be done to ensure that the City's height measurements are correct before final approval of the plan? Please include these comments in the public record for the SEPA review of the Downtown/Little Bear Creek Corridor Master Plan. If there is another procedure for this, could someone please let me know the correct way to go about this.

Thank you for your time.

Sincerely,

Maria Morris

Maria Morris (425) 486-6787
18800 132nd Ave NE
Woodinville, WA 98072

- FW-3 The final adopted household and employment target ranges shall be monitored by Metropolitan King County annually with adjustments made by the Growth Management Planning Council or its successor organization every six years utilizing the process established by FW-1, Step 6.

II. Critical Areas

Most jurisdictions in King County have sensitive areas ordinances in place or under development. These regulations are tailored to the specific needs of each jurisdiction and are not likely to be modified based on another jurisdiction's regulations. It is important to promote regional policies that do not erode existing regulations while providing guidance for achieving consistency and compatibility among them.

A. Overall Environmental Protection

- FW-4 All jurisdictions shall protect and enhance the natural ecosystems through comprehensive plans and policies, and develop regulations that reflect natural constraints and protect sensitive features. Land use and development shall be regulated in a manner which respects fish and wildlife habitat in conjunction with natural features and functions, including air and water quality. Natural resources and the built environment shall be managed to protect, improve and sustain environmental quality while minimizing public and private costs.
- FW-5 Puget Sound, floodplains, rivers, streams and other water resources shall be managed for multiple beneficial uses including flood and erosion hazard reduction, fish and wildlife habitat, agriculture, open space, water supply, and hydropower. Use of water resources for one purpose shall, to the fullest extent possible, preserve and promote opportunities for other uses.

B. Wetlands Protection

- CA-1 All jurisdictions shall use as minimum standards, the 1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands and reference the 1989 Manual in their wetlands protection ordinances.
- CA-2 In the long-term, all jurisdictions shall work to establish a single Countywide classification system for wetlands.
- CA-3 Within each basin, jurisdictions shall formulate their regulations and other non-regulatory methods to accomplish the following: protection of wetlands; assure no-net-loss of wetland functions; and an increase of the quantity and quality of the wetlands. The top class wetlands shall be untouched.
- CA-4 Implementation of wetland mitigation should be flexible enough to allow for protection of systems or corridors of connected wetlands. A tradeoff of small, isolated wetlands in exchange for a larger connected wetland system can achieve greater resource protection and reduce isolation and fragmentation of wetland habitat.

C. Aquifers

Currently, there are five Ground Water Management Plans being prepared in King County: Redmond, Issaquah, East King County, South King County, and Vashon. Most, but not all, important aquifers are contained within these areas. The state Department of Ecology has designated Seattle-King County Department of Public Health as the lead agency. Each plan is prepared in conjunction with an advisory committee with representatives from suburban cities, water utilities, businesses, private well owners, environmental groups, and state agencies. The plans will identify aquifer recharge areas and propose strategies for protection of aquifers through preservation and protection of groundwater.

Local governments are required to adopt or amend regulations, ordinances, and/or programs in order to implement the plans following certification by Ecology in accordance with WAC 173-100-120.

- CA-5 All jurisdictions shall adopt policies to protect the quality and quantity of groundwater where appropriate:
- a. Jurisdictions that are included in Ground Water Management Plans shall support the development, adoption, and implementation of the Plans; and
 - b. The Seattle-King County Department of Public Health and affected jurisdictions shall develop Countywide policies outlining best management practices within aquifer recharge areas to protect public health; and
 - c. King County and groundwater purveyors including cities, special purpose districts, and others should jointly:
 1. Prepare groundwater recharge area maps using common criteria and incorporating information generated by Ground Water Management Plans and purveyor studies;
 2. Develop a process by which land use jurisdictions will review, concur with, and implement, as appropriate, purveyor Wellhead Protection Programs required by the Federal Safe Drinking Water Act;
 3. Determine which portions of mapped recharge areas and Wellhead Protection Areas should be designated as critical; and
 4. Update critical areas maps as new information about recharge areas and Wellhead Protection Areas becomes available.
- CA-6 Land use actions should take into account the potential impacts on aquifers determined to serve as water supplies. The depletion and degradation of aquifers needed for potable water supplies should be avoided or mitigated; otherwise a proven, feasible replacement source of water supply should be planned and developed to compensate for potential lost supplies.

D. Fish and Wildlife Habitat

- CA-7 Adjacent jurisdictions shall identify and protect habitat networks that are aligned at jurisdictional boundaries. Networks shall link large protected or significant blocks of habitat within and between jurisdictions to achieve a continuous Countywide network. These networks shall be mapped and displayed in comprehensive plans.
- CA-8 All jurisdictions shall identify critical fish and wildlife habitats and species and develop regulations that:
- a. Promote their protection and proper management; and
 - b. Integrate native plant communities and wildlife with other land uses where possible.
- CA-9 Natural drainage systems including associated riparian and shoreline habitat shall be maintained and enhanced to protect water quality, reduce public costs, protect fish and wildlife habitat, and prevent environmental degradation. Jurisdictions within shared basins shall coordinate regulations to manage basins and natural drainage systems which include provisions to:
- a. Protect the natural hydraulic and ecological functions of drainage systems, maintain and enhance fish and wildlife habitat, and restore and maintain those natural functions;
 - b. Control peak runoff rate and quantity of discharges from new development to approximate pre-development rates; and
 - c. Preserve and protect resources and beneficial functions and values through maintenance of stable channels, adequate low flows, and reduction of future storm flows, erosion, and sedimentation.
- CA-10 Jurisdictions shall maintain or enhance water quality through control of runoff and best management practices to maintain natural aquatic communities and beneficial uses.

- CA-11 The Washington State Departments of Fisheries and Wildlife and the Indian Tribes both manage fish and wildlife resources. However, local governments have authority for land use regulation. Jurisdictions shall coordinate land use planning and management of fish and wildlife resources with affected state agencies and the federally recognized Tribes.

E. Frequently Flooded Areas

The State adopted comprehensive flood legislation in 1991 (Senate Bill 5411) that makes the Growth Management Act requirement for coordination and consistency on flood hazard regulations much more explicit. According to the new legislation, counties are to develop flood hazard control management plans with the full participation of jurisdictions within the planning areas. Once adopted by the County, cities within flood hazard planning areas must comply with the management plan. The Countywide Flood Hazard Reduction Plan was reviewed by affected jurisdictions and adopted by the King County Council on November 15, 1993 (Ordinance 11112).

- CA-12 The cities and the County should closely plan and coordinate implementation of their flood hazard reduction activities within the major river basins (the Snoqualmie, Skykomish, Sammamish, Cedar, Green, and White).
- Comprehensive plan policies, regulations, and programs of jurisdictions in any of the six major river basins should be consistent with the King County Flood Hazard Reduction Plan (FHRP) Policies.
 - Each jurisdiction's policies, regulations, and programs should effectively prevent new development and other actions from causing significant adverse impacts on major river flooding, erosion, and natural resources outside their jurisdiction.

F. Geologic Hazard Areas

- CA-13 All jurisdictions shall regulate development on certain lands to protect public health, property, important ecological and hydrogeologic functions, and environmental quality, and to reduce public costs. The natural features of these lands include:
- Slopes with a grade greater than 40 percent;
 - Severe landslide hazard areas;
 - Erosion hazard areas;
 - Mine hazard areas; and
 - Seismic hazards.

Regulations shall include, at a minimum, provisions for vegetation retention, seasonal clearing and grading limits, setbacks, and drainage and erosion controls.

G. Air and Water Quality

- CA-14 All jurisdictions, in coordination with the Puget Sound Air Pollution Control Agency and the Puget Sound Regional Council, shall develop policies, methodologies and standards that promote regional air quality, consistent with the Countywide Policy Plan.
- CA-15 All jurisdictions shall implement the Puget Sound Water Quality Management Plan to restore and protect the biological health and diversity of the Puget Sound Basin.

H. Implementation

- CA-16 King County shall establish a technical committee by January 1995 to facilitate environmental protection which is to include representatives of the County, the cities, the federally recognized

- FW-11 The land use pattern for King County shall protect the natural environment by reducing the consumption of land and concentrating development. An Urban Growth Area, Rural Areas, and resource lands shall be designated and the necessary implementing regulations adopted. This includes Countywide establishment of a boundary for the Urban Growth Area. Local jurisdictions shall make land use decisions based on the Countywide Planning Policies.
- FW-12 The Urban Growth Area shall provide enough land to accommodate future urban development. Policies to phase the provision of urban services and to ensure efficient use of the growth capacity within the Urban Growth Area shall be instituted.

1. Urban Growth Area

The Growth Management Act requires King County to designate an Urban Growth Area in consultation with cities. The Countywide Planning Policies must establish an Urban Growth Area that contains enough urban land to accommodate at least 20 years of new population and employment growth. The Growth Management Act states: "based upon the population forecast made for the County by the Office of Financial Management, the Urban Growth Areas in the County shall include areas and densities sufficient to permit urban growth that is projected to occur in the County for the succeeding 20-year period. Each Urban Growth Area shall permit urban densities and shall include greenbelt and open space areas." A Urban Growth Area map is attached as Appendix I, which guides the adoption of the 1994 Metropolitan King County Comprehensive Plan.

- LU-26 The lands within Urban Growth Areas shall be characterized by urban development. The Urban Growth Area shall accommodate the 20-year projection of household and employment growth with a full range of phased urban governmental services. The Countywide Planning Policies shall establish the Urban Growth Area based on the following criteria:
- a. Include all lands within existing cities, including cities in the Rural Area and their designated expansion areas;
 - b. The Growth Management Planning Council recognizes that the Bear Creek Master Plan Developments (MPDs) are subject to an ongoing review process under the adopted Bear Creek Community Plan and recognizes these properties as urban under these Countywide Planning Policies. If the applications necessary to implement the MPDs are denied by King County or not pursued by the applicant(s), then the property subject to the MPD shall be redesignated rural pursuant to the Bear Creek Community Plan. Nothing in these Planning Policies shall limit the continued review and implementation through existing applications, capital improvements appropriations or other approvals of these two MPDs as new communities under the Growth Management Act;
 - c. Not include rural land or unincorporated agricultural, or forestry lands designated through the Countywide Planning Policies plan process;
 - d. Include only areas already characterized by urban development which can be efficiently and cost effectively served by roads, water, sanitary sewer and storm drainage, schools and other urban governmental services within the next 20 years;
 - e. Do not extend beyond natural boundaries, such as watersheds, which impede provision of urban services;
 - f. Respect topographical features which form a natural edge such as rivers and ridge lines; and
 - g. Include only areas which are sufficiently free of environmental constraints to be able to support urban growth without major environmental impacts unless such areas are designated as an urban separator by interlocal agreement between jurisdictions.

- LU-27 Urban separators are low-density areas or areas of little development within the Urban Growth Area. Urban separators shall be defined as permanent low-density lands which protect adjacent resource lands, Rural Areas, and environmentally sensitive areas and create open space corridors within and between Urban Areas which provide environmental, visual, recreational and wildlife benefits. Designated urban separators shall not be redesignated in the future (in the 20-year planning cycle) to other urban uses or higher densities. The maintenance of these urban separators is a regional as well as a local concern. Therefore, no modifications should be made to the development regulations governing these areas without King County review and concurrence.

2. Phasing Development within the Urban Growth Area

Development in the Urban Area will be phased to promote efficient use of the land, add certainty to infrastructure planning, and to ensure that urban services can be provided to urban development. The minimum densities required by LU-66 help ensure the efficient use of the land. Phasing will further ensure coordination of infrastructure and development. Urban Areas in jurisdictions which do not have urban services and are not scheduled to receive urban services within ten years shall be subject to phasing requirements.

LU-28 Within the Urban Growth Area, growth should be directed as follows: a) first, to Centers and urbanized areas with existing infrastructure capacity; b) second, to areas which are already urbanized such that infrastructure improvements can be easily extended; and c) last, to areas requiring major infrastructure improvements.

LU-29 All jurisdictions shall develop growth phasing plans consistent with applicable capital facilities plans to maintain an Urban Area served with adequate public facilities and services to meet at least the six-year intermediate household and employment target ranges consistent with LU-67 and LU-68. These growth phasing plans shall be based on locally adopted definitions, service levels, and financing commitments, consistent with State Growth Management Act requirements. The phasing plans for cities shall not extend beyond their potential annexation areas. Interlocal agreements shall be developed that specify the applicable minimum zoning, development standards, impact mitigation and future annexation for the potential annexation areas.

LU-30 Where urban services cannot be provided within the next ten years, jurisdictions should develop policies and regulations to:

- a. Phase and limit development such that planning, siting, density and infrastructure decisions will support future urban development when urban services become available; and
- b. Establish a process for converting land to urban densities and uses once services are available.

3. Joint Planning and Urban Growth Areas around Cities

The Growth Management Act requires each County to designate Urban Growth Areas, in consultation with cities. Within the Countywide Urban Growth Area, each city will identify land needed for its growth for the next 20 years. Although the Growth Management Act does not explicitly equate Urban Growth Areas with municipal annexation areas, the Urban Growth Areas around cities may be considered potential expansion areas for cities.

FW-13 Cities are the appropriate provider of local urban services to Urban Areas either directly or by contract. Counties are the appropriate provider of most Countywide services. Urban services shall not be extended through the use of special purpose districts without the approval of the city in whose potential annexation area the extension is proposed. Within the Urban Area, as time and conditions warrant, cities should assume local urban services provided by special purpose districts.

LU-31 In collaboration with adjacent counties and cities and King County, and in consultation with residential groups in affected areas, each city shall designate a potential annexation area. Each potential annexation area shall be specific to each city. Potential annexation areas shall not overlap. Within the potential annexation area the city shall adopt criteria for annexation, including conformance with Countywide Planning Policies, and a schedule for providing urban services and facilities within the potential annexation area. This process shall ensure that unincorporated urban islands of King County are not created between cities and strive to eliminate existing islands between cities.

LU-32 A city may annex territory only within its designated potential annexation area. All cities shall phase annexations to coincide with the ability for the city to coordinate the provision of a full range of urban services to areas to be annexed.

LU-33 Land within a city's potential annexation area shall be developed according to that city's and King County's growth phasing plans. Undeveloped lands adjacent to that city should be annexed at the time development is proposed to receive a full range of urban services. Subsequent to establishing a potential annexation area, infill lands within the potential annexation area which are not adjacent or which are not practical to annex shall be developed pursuant to interlocal agreements between the County and the affected city. The interlocal agreement shall establish the type of development allowed in the potential annexation area and standards for that development so that the area is developed in a manner consistent with its future annexation potential. The interlocal agreement shall specify at a minimum the applicable zoning, development standards, impact mitigation, and future annexation within the potential annexation area.

LU-34 Several unincorporated areas are currently considering local governance options. Unincorporated Urban Areas that are already urbanized and are within a city's potential annexation area are encouraged to annex to that city in order to receive urban services. Where annexation is inappropriate, incorporation may be considered.

Development within the potential annexation area of one jurisdiction may have impacts on adjacent jurisdictions.

LU-35 A jurisdiction may designate a potential impact area beyond its potential annexation area in collaboration with adjacent jurisdictions. As part of the designation process the jurisdiction shall establish criteria for the review of development proposals under consideration by other jurisdictions in the impact area.

The Growth Management Act has a provision granting counties the discretion to disband Boundary Review Boards after comprehensive plans and development regulations are adopted. The following policy provides direction for considering whether to disband the Boundary Review Board for King County.

LU-36 Upon the adoption and ratification of the Countywide Policies, the King County Council shall convene a meeting with municipal elected officials to determine a process for disbanding the Washington State Boundary Review Board for King County and establishing criteria to oversee municipal and special district annexations, mergers, and incorporations in King County. Until the Washington State Boundary Review Board for King County is disbanded, it should be governed in its decisions by the interim Urban Growth Area boundary and the adopted and ratified Countywide Planning Policies. The criteria shall include, but not be limited to:

- a. Conformance with Countywide Planning Policies;
- b. The ability of the annexing jurisdiction to demonstrate a capability to provide urban services at standards equal to or better than the current service providers; and
- c. Annexations in a manner which discourages unincorporated islands of development.

The Growth Management Act requires that city and County comprehensive plans be coordinated and consistent with one another. Consistency is required "where there are common borders or related regional issues" (RCW 36.70A.100). Joint planning is fundamental to all the framework policies.

LU-37 All jurisdictions shall cooperate in developing comprehensive plans which are consistent with those of adjacent jurisdictions and with the Countywide Planning Policies.

4. Cities in the Rural Area

The cities and unincorporated towns in the Rural Areas are a significant part of King County's diversity and heritage. Cities in this category include: Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Snoqualmie and Skykomish. They have an important role as local trade and community centers. These cities and towns are the appropriate providers of local rural services for the community. They also contribute to the

variety of development patterns and housing choices within the County. As municipalities, the cities are to provide urban services and be located within designated Urban Growth Areas. The urban services, residential densities and mix of land uses may differ from those of the large, generally western Urban Growth Area.

LU-38 In recognition that cities in the Rural Area are generally not contiguous to the Countywide Urban Growth Area, and to protect and enhance the options cities in Rural Areas provide, these cities shall be located within Urban Growth Areas. These Urban Growth Areas generally will be islands separate from the larger Urban Growth Area located in the western portion of the County. Each city in the Rural Area and King County and the Growth Management Planning Council shall work cooperatively to establish an Urban Growth Area for that city. The Urban Growth Area for cities in the Rural Area shall:

- a. Include all lands within existing cities in the Rural Area;
- b. Be sufficiently free of environmental constraints to be able to support rural city growth without major environmental impacts;
- c. Be contiguous to city limits;
- d. Have boundaries based on natural boundaries, such as watersheds, topographical features, and the edge of areas already characterized by urban development;
- e. Be maintained in large lots at densities of one home per five acres or less with mandatory clustering provisions until such time as the city annexes the area;
- f. Be implemented through interlocal agreements among King County, the cities and special purpose districts, as appropriate, to ensure that annexation is phased, nearby open space is protected and development within the Urban Growth Area is compatible with surrounding Rural and Resource Areas; and
- g. Not include designated Forest or Agricultural Production District lands unless the conservation of those lands and continued resource-based use, or other compatible use, is assured.

D. Urban and Manufacturing/Industrial Centers

Urban Centers are envisioned as areas of concentrated employment and housing, with direct service by high-capacity transit, and a wide range of other land uses such as retail, recreational, public facilities, parks and open space.

Urban Centers are designed to 1) strengthen existing communities, 2) promote housing opportunities close to employment, 3) support development of an extensive transportation system to reduce dependency on automobiles, 4) consume less land with urban development, 5) maximize the benefit of public investment in infrastructure and services, 6) reduce costs of and time required for permitting, and 7) evaluate and mitigate environmental impacts.

Manufacturing/Industrial Employment Centers are key components of the regional economy. These areas are characterized by a significant amount of manufacturing, industrial, and advanced technology employment. They differ from other employment areas, such as business/office parks (see FW-13 and LU-58-62), in that a land base and the segregation of major non-manufacturing uses are essential elements of their operation.

FW-14 Within the Urban Growth Area, a limited number of Urban Centers which meet specific criteria established in the Countywide Planning Policies shall be locally designated. Urban Centers shall be characterized by all of the following:

- a. Clearly defined geographic boundaries;
- b. Intensity/density of land uses sufficient to support effective rapid transit;
- c. Pedestrian emphasis within the Center;
- d. Emphasis on superior urban design which reflects the local community;
- e. Limitations on single-occupancy vehicle usage during peak hours or commute purposes;
- f. A broad array of land uses and choices within those uses for employees and residents;
- g. Sufficient public open spaces and recreational opportunities; and
- h. Uses which provide both daytime and nighttime activities in the Center.

FW-15 Within the Urban Growth Area, the Countywide Planning Policies shall assure the creation of a number of locally determined Manufacturing/Industrial Centers which meet specific criteria. The Manufacturing/Industrial Centers shall be characterized by the following:

- a. Clearly defined geographic boundaries;
- b. Intensity/density of land uses sufficient to support manufacturing, industrial and advanced technology uses;
- c. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods;
- d. Provisions to discourage large office and retail development; and
- e. Fast-track project permitting.

FW-16 Urban and Manufacturing/Industrial Centers shall be complemented by the land use pattern outside the Centers but within the Urban Area. This area shall include: urban residential neighborhoods, Activity Areas, business/office parks, and an urban open space network. Within these areas, future development shall be limited in scale and intensity to support the Countywide land use and regional transportation plan.

1. Urban Centers Designation Process

LU-39 The location and number of Urban Centers in King County were determined through the joint local and Countywide adoption process, based on the following steps:

- a. The Countywide Planning Policies include specific criteria for Urban Centers;
- b. Jurisdictions electing to contain an Urban Center provided the Growth Management Planning Council with a statement of commitment describing the city's intent and commitment to meet the Centers' criteria defined in these Policies and a timetable for the required Centers Programmatic Environmental Impact Statement or identification of existing environmental documentation to be used; and
- c. The Growth Management Planning Council reviewed the Centers nominated by local jurisdictions consistent with policy FW-1, and the following criteria:
 1. The Center's location in the region and its potential for promoting a Countywide system of Urban Centers;
 2. The total number of Centers in the County that can be realized over the next 20 years, based on 20 years projected growth;
 3. The type and level of commitments that each jurisdiction has identified for achieving Center goals; and
 4. Review of other jurisdictional plans to ensure that growth focused to Centers is assured.
- d. The Growth Management Planning Council confirmed the following Urban Centers:
 - Bellevue CBD
 - Federal Way CBD
 - Kent CBD
 - Kirkland Totem Lake*
 - Redmond CBD
 - Redmond Overlake
 - Renton CBD
 - Seattle CDD
 - Seattle Center
 - First Hill/Capital Hill
 - University District
 - Northgate
 - SeaTac CBD
 - Tukwila CBD

*The City of Kirkland withdrew its nomination of Totem Lake as an Urban Center in September 1995.

- LU-62 To reduce or prevent conflicts, jurisdictions shall develop policies to establish and support normal manufacturing/industrial practices such as notices on development permits for properties adjacent to a Manufacturing/Industrial Center.

E. Activity Areas

Activity Areas are envisioned as areas containing moderate concentrations of commercial development and housing that function as a focal point for the local community. Activity Areas contain a mix of land uses such as retail, recreation areas, public facilities, parks and open space. Although smaller in scale than Urban and Manufacturing/Industrial Centers, Activity Areas contain a sufficient density and mix of uses to provide similar benefits. Activity Areas are designed to 1) provide housing and employment opportunities, 2) provide retail, services and business opportunities, 3) reduce automobile use and support efficient transit service, and 4) consume less land with urban development. Encouraging compact development within Activity Areas is an important part of the Countywide Planning Policy vision promoting infill development and preventing sprawl.

Activity Areas are designated in local comprehensive plans. The size of the Activity Area and the mix and density of land uses are locally determined to meet community goals. Examples of Activity Areas include the central business districts of Kirkland, Burien, and Des Moines; East Hill in Kent; and a number of business districts in Seattle, such as Lake City, Wallingford, and West Seattle Junction.

- FW-17 Within the Urban Growth Area, jurisdictions may locally designate one or more Activity Areas characterized by the following:
- a. An array of land uses, including commercial development, housing, public facilities and public open spaces;
 - b. Intensity/density of land uses sufficient to encourage frequent transit;
 - c. Pedestrian emphasis within the Activity Area;
 - d. Emphasis on superior urban design which reflects the local community; and
 - e. Disincentives for single-occupancy vehicle usage for commute purposes during peak hours.
- LU-63 Jurisdictions shall designate the boundaries, and uses within all Activity Areas to provide for local employment, a mix of housing types, commercial activities, public facilities and open space.
- LU-64 All Activity Areas that achieve sufficient employment and household densities should receive frequent peak-hour transit service. Activity Areas may contain a high-capacity transit station or transit hub if the Activity Area:
- a. Is on an high-capacity transit corridor, or can serve as a transit hub;
 - b. Has pedestrian, bicycle, and transit-supportive site planning, building design and road design regulations; and
 - c. Has parking regulations to encourage transit use.
- LU-65 To encourage transit use, jurisdictions should establish minimum and maximum parking requirements that reduce dependence on the single-occupant vehicle. Jurisdictions should establish mechanisms to charge for single-occupancy vehicle parking and/or limit on the number of off-street parking spaces for each Activity Center. All plans for Activity Areas shall encourage bicycle travel and pedestrian activity.

F. Urban Growth Outside of Centers

A variety of land uses and concentrations of growth occur within the Urban Growth Area and outside of the Urban Centers and Manufacturing/Industrial Centers. Local land use plans will be responsible for the designation, character, and utilization of Urban Areas outside of Centers. However, Countywide Policies are presented below to provide guidance

for these areas to ensure that they support the Centers growth concept. These Policies do not apply to the rural cities whose land use pattern is described by policy LU-38.

Households and employment target ranges by jurisdiction are described in this section in order to establish the ability, Countywide, to accommodate the projected 20-year population and employment growth. The Countywide population growth has been established by the State of Washington Office of Financial Management as required by the Growth Management Act. The Countywide employment growth has been derived from projections prepared by the Puget Sound Regional Council. For purposes of this section, target ranges are defined as: the commitment by each jurisdiction to ensure the ability to accommodate, at a minimum, growth within the next 20 years in housing (expressed in-households) and employment (expressed in employees). This commitment implies not only the policy and regulatory framework (comprehensive plan and zoning), but the commitment for funded infrastructure as well, consistent with the jurisdiction's financing capacity, level-of-service standards and concurrency requirements.

1. Urban Residential Areas

Urban residential areas form the bulk of the Urban Growth Area, and are home to a large portion of the County's population. They will contain a mix of uses and will have different characteristics in different neighborhoods. Generally, the character, form, preservation and development of these areas is a local jurisdictional responsibility. However, the residential areas need to support the Centers concept and provide sufficient opportunity for growth within the Urban Growth Area. A substantial majority of new residential units will be constructed within urban residential areas.

LU-66 In order to ensure efficient use of the land within the Urban Growth Area, provide for housing opportunities, and to support efficient use of infrastructure, each jurisdiction shall:

- a. Establish in its comprehensive plan a target minimum number of net new households the jurisdiction will accommodate in the next 20 years. Jurisdictions shall adopt regulations to and commit to fund infrastructure sufficient to achieve the target number;
- b. Establish a minimum density (not including critical areas) for new construction in each residential zone; and
- c. Establish in the comprehensive plan a target mix of housing types for new development and adopt regulations to achieve the target mix.

LU-67 The targets and regulations in LU-66 are based on the following steps:

- a. The Growth Management Planning Council adopted the target number of net new households to be accommodated Countywide over the next 20 years as 195,000;
- b. The interjurisdictional staff committee reported to the Growth Management Planning Council or its successor target ranges for net new households for each jurisdiction based on the following criteria:
 1. The capacity and condition of existing and forecast capital facilities and utilities,
 2. Proximity to major employment centers,
 3. Access to existing and projected regional transit,
 4. Capacity of undeveloped land and potential for redevelopment given the character of existing development,
 5. The need for a range of housing types,
 6. Each jurisdiction's share of affordable housing as required by affordable housing policies,
 7. Consistency with the Countywide numbers;
- c. The target ranges as shown in Appendix 2 were recommended by the Growth Management Planning Council, adopted and ratified pursuant to policy FW-1, Step 4c;
- d. The target ranges in each jurisdiction's comprehensive plan shall be consistent with the target ranges in Appendix 2 or shall state the reasons for deviating from the target ranges;
- e. Through the process established under FW-1 Step 4b, if the jurisdiction's comprehensive plan differs from the target, the Growth Management Planning Council may recommend amendments to either the Countywide Planning Policies or local plans; and

- f. Monitoring should follow the process described in policy FW-1.

2. Urban Employment Growth

A portion of the urban employment growth will occur in Activity Areas and neighborhoods in the Urban Area. This employment growth will support the Urban Centers, while balancing local employment opportunities in the Urban Area.

LU-68 Target ranges for employment growth outside Urban Centers were established for cities and for unincorporated King County through the joint local and Countywide adoption process based on the following steps:

- a. The Growth Management Planning Council adopted the 20-year target number for employment growth as 347,400. The interjurisdictional staff committee developed preliminary recommendations for target ranges for employment growth inside and outside Urban Areas for each jurisdiction based on the following criteria:
 1. Consistency with the Countywide numbers;
 2. The need to direct growth to Urban Centers based on consistency with the multiple Centers strategy;
 3. Access to regional rapid transit and existing highway and arterial capacity;
 4. Availabilities of undeveloped land and potential for redevelopment given the character of existing development;
 5. The willingness of local jurisdictions to implement policies which encourage transit such as single-occupancy vehicle parking charges and/or limits, transit, bicycle and pedestrian supportive design, and the adoption of policies that encourage clustering of commercial and residential areas;
- b. The target ranges as shown in Appendix 2 were recommended by the Growth Management Planning Council, adopted and ratified pursuant to policy FW-1, Step 4;
- c. As part of their comprehensive plans, all jurisdictions shall indicate planned employment capacity and targeted increases in employment for 20 years inside and outside Urban Centers and shall show how their plans reflect the criteria in this policy; and
- d. Through the process established under FW-1 Step 4, if the jurisdiction's comprehensive plan differs from the target range, the Growth Management Planning Council or its successor may recommend amendments to either the Countywide Planning Policies or local plans.

3. Infill Development

Urban growth occurs both in "new" neighborhoods and in existing neighborhoods. Existing neighborhoods have a history of development patterns which have created a sense of identity. At the same time a vital neighborhood adapts to change and develops its own image. New development in these neighborhoods should build on the existing patterns in a manner which respects and enriches the neighborhood. For example in single-family neighborhoods selective permitting of accessory units and carriage houses may be more compatible than new apartment buildings.

LU-69 All jurisdictions shall develop neighborhood planning and design processes to encourage infill development and enhance the existing community character and mix of uses.

4. Business/Office Parks

Business/office parks are areas where low-density office development is collected at locations separated from an identified retail commercial core. These parks tend to have low densities and thus tend not to be supportive of transit or pedestrian circulation. These employment opportunities generally do not require extensive land for their operations, and could be accommodated in Urban Centers. Because the further development of these areas may compete with the employment growth that is planned to support Urban Centers, significant future employment will not be encouraged in these areas.

D. Open Space

Open space lands are essential to the community character of King County. They provide visual variety and relief from developed areas, protect environmental quality, and provide wildlife habitat and foster opportunities for outdoor recreation. Open space corridors physically and functionally link open space lands.

The challenge for jurisdictions is to establish programs that contribute to the protection, accessibility and stewardship of open space lands and corridors. The Growth Management Act requires jurisdictions to form linkages between and within population centers with lands useful for recreation, trails, wildlife habitat and connection of critical areas. These open space lands and corridors or greenways should be selected and preserved to form an interconnected system regionally and within jurisdictions locally and should be stewarded to ensure continuing environmental and ecological significance. Where appropriate, the regional system and its local components should provide for multiple benefits and functions, which will require careful planning and management to ensure compatibility and long-term viability of the benefits and functions.

Open space lands and corridors have significance at both the local and regional scale. Identification and protection of local open spaces will be considered within the comprehensive plans of each jurisdiction. On an individual basis, jurisdictions should strive to identify, establish and protect open space lands of local significance that also complement, adjoin or enhance the regional system. The regional open space system includes open space lands and corridors that have importance beyond jurisdictional boundaries and will require multi-jurisdictional coordination to identify, protect and steward.

- FW-27 All jurisdictions shall cooperatively identify, establish, protect and steward urban and rural open space corridors of regional significance.
- CC-6 A regional open space system shall be established to include lands which:
- a. Provide physical and/or visual buffers such as open spaces which help to separate incompatible uses, distinguish the Urban and Rural Areas, define Urban Growth Boundaries, or establish the character of a neighborhood, community, city or region;
 - b. Provide active and passive outdoor recreational opportunities which are compatible with the environmental and ecological values of the site; and/or
 - c. Contain natural areas, habitat lands, natural drainage features, and/or other environmental, cultural, and scenic resources.
- CC-7 All jurisdictions shall work cooperatively to identify and protect open space corridors of regional significance. This process shall include:
- a. Identification of regional open space lands and corridors which form a functionally and physically connected system with environmental, ecological, recreational and aesthetic significance and which is readily accessible to our urban populations;
 - b. Identification of implementation strategies and regulatory and non-regulatory techniques to protect the lands and corridors, including collaboration and coordination with land trusts and other land preservation organizations; and
 - c. Development of management plans and strategies to sustain the corridors' open space benefits and functions of the preserved lands and corridors.
- CC-8 Water bodies and rivers of the Puget Sound region form an important element of the open space system. Jurisdictions shall work to protect visual access to water bodies and rivers, and provide for physical access where appropriate.
- CC-9 Countywide funding shall be available for the acquisition, maintenance and stewardship of parks and open space, a) advancing the development of the regional open space system which has been cooperatively identified by the jurisdictions, and b) ensuring the ready access of our citizens residing in Urban Centers to the regional open space system.

Becky Perkins

From: Robert Vogt [bogt@attbi.com]
Sent: Tuesday, August 20, 2002 12:38 AM
To: Becky Perkins
Cc: Bob@FCE; Liz Aspen-Home; Tiffany Bond; Malka Fricks; Linda Sarpy; Larry Chime; Kari ' Powers
Subject: Re: Downtown Master Plan Mailer comments

First response is what is the cost to produce this piece (outside consultant services I am sure?) and mail it to the public. ?

This is a very expensive publication.

I have put together comments on the mailer. First part is specific to the FAQ's. Assume that the questions are numbered 1 thru 14

1. The answer implies that we have an over abundance of parking lots --"to fill in " This is misleading.

Also, the statement "tearing down old buildings" implies that the CBD, which is what most people think of ,when we say Downtown, has a "bunch" of old buildings...that are for some reason needing to be torn down. This is certainly not the case.

2. The reply does not answer the question, and avoids actually offering a real solution.

The plans on the table (today) for the grid streets will help relieve **today's** congestion....and I have not seen any traffic forecasts that project the inevitable increases in traffic in the CPD afetr the suggested "redevelopment" in the CBD.

In fact, it is misleading to ignor the fact that the proposed increased retail and residential buildings would just agravate a presently difficult traffic situation.

As for the improvements at 131 and 175th, those plans were not discussed at the meetings (and I have attended every one), so I am not certain how that answers the question.

As for the planned revisions at SR202 and SR 522, yes, those have been discussed, but once again, this intersection is NOT downtown, and the improvements are planend as an aide to improving traffic flow through Woodinville (from Redmond) on SR 202. This does not directly address downtown congestion.

hence, the answer is vague.

3. Molbaks moving? Their flagship/only ship/ Woodinville Icon "forever"

Well, any business may choose to relocate if the correct financial incentives are in place.

I think the answer is misleading at best. It implies that Molbaks and Woodinville have a proposed solution. I don't think that is the case, Certainly the city has no funds to purchase the Molbak property...Again, the answer is conjecture at best....and misleading.

4. The answer cleverly avoids saying the facts ---that being what the "only 10 feet ...and 22 feet" actually mean.

adding 22 feet MEANS the building would be 55 feet tall. Also, there are no greater than 3 story buildings in any immediately adjacent business parks...None in North Creek, None in Canyon Park, None in Bothell (city), None on Willows road

The public should be told the comparisons...and should be told what the heights are...Avoid Using a phrase like "very tall buildings" This is cute, but avoids stating the true facts.

5. no comments

6. No comments. Well said. We are experts at protecting the streams and fish

7. I don't understand the answer

Suggestions

a. List the projects already funded (CIP) for balance of 2002 and fiscal 2003

b. List the projects recommended to be funded for Years 2004 thru 2006

c. What is the 120 day schedule? I am confused by this alledged sense of urgency...Is there some grant monies out there waitig for us to submit an application? Or some othe factor not commonly known?

8. Is there public information avaiable on the "early stages" of this planning?

On at least one occasion during the public meetings, relocation of the park n ride lot was discussed...

9. no comments

10. The statement that "many Woodinville residents would like to live in.....etc"

Is based on what study, survey?

All Woodinville residents live where they live now. The statement implies that wherever these existing residents are living now, that they would move to these new "high quality, well built (*as opposed to their present poorly built? residences*) etc...."

This statement is unfounded, and implies that we have insufficient building codes and/or enforcement today to guarantee high quality design and construction. That is misleading statement, and certainly untrue in its implication.

11.no comments

12. The stements about "Earlier improvements" is not true from my observation...having lived here for 11 years

Where are the hanging flower baskets?

Sidewalks? We have had them for the 11 years that I have lived here

"recent additions of Starbucks and Hollywod Video...."

Yes, and I frequent these businesses. If they are so vital and indicative of what is good and right about downtown, then why are we proposing to remove them so as to line 175th st with 3 (or more) story retail/ mixed use...on both north ansd south sides.???

Hollywood and Starbucks are less than 5 years old...and "thriving" These are not dying businesses, typical of an area needing redevelopment.

The attempted point is lost, if not entirely in-accurate.

ps The Tree board put together a great plan to treescape 175th st, and re-do the landscaping and plantings at the 140th st intersection...extending east up W-D road...Are we using that plan?

13. Yes, of course the improvements and additional retail will add more traffic. Lets not pretend that

the cars will somehow not appear...

14. TRF...explain this as Top Foods, Target, Theater, etc.

wine tasting is not a business, and it exists at Columbia and Ste Michele

Beer garden? Not a main street business. And Redhook has Forecasters? Have they expressed interest in a second location?

Parking behind buildings? The consultants stressed repeatedly that On street , parralel parking was essential.....Now we are hiding it behind the buildings? Where would that be? We filled in all the lots (with new buildings) earlier.

Comments on What this plan means to you?

a. More concerts? That is not relative to this plan. We have concert venues now, What is lacking is funding

b. Playing fields. The plan does NOT create additional playing fields. They exist now, and will continue to exist as a part of ther Civic Center.

c. Thriving downtown...This statement is made many times over, in various phrasing.

Implies that downtown is NOT thriving now. Quite to the contrary. The downtown is thriving now...just look at the retail areas on the evenings, and all day Saturday and Sunday...

Truth be said, this Downtown Master Plan is simply a disguise for the interests of select commercial property owners, lobbying for a change in the building codes to permit taller bldgs....and to possibly (re) develop the existing downtown core.

The proposed plan, despite the words of this mailer , is NOT what the citizens want. I have attended every meeting, and the very first meeting, before the consultants were brought on board was the only meeting that collected true candid citizen input. I wonder where all the flip chardt ended up?

However, that input is NOT what we have drafted..

Subsequent meeting repaetedly asked attendees to "vote" on their choices fromn a preselected menu of choices...

Comments on the page 1 Choices

5. Refer back to earlier commnets on 175th st (hanging baskets, etc)

6. So, why would the dinner train choose to stop and disembark passengers in Woodinville, They have been using Columbia Winery for years, as it apparenntly fits their needs. Lets not imply this possibility, unless we have some real evidence of "positive discussions" with the dinner train.And who would pay for this station?

9. Five floor Max means what?

67 feet along Little BearCreek

55 feet downtown

Is this really what the citizens want? Or is this what the commercial developers want?

10 So where do the cars park? What a silly proposal

12. Development over the Pn'R lot is a great idea. One that certainly should be explored and pushed.. It has worked already in other cities

13. Post card street? I don't think so. This is not Leavanworth...

14. Like we need/want more water fowl to clean up after

-----Original Message-----

From: Becky Perkins <BeckyP@ci.woodinville.wa.us>

To: Council <council@ci.woodinville.wa.us>; Cherry Jarvis (E-mail) <cherryj@vapinc.com>; Daniel Eigenberg (E-mail) <eltek@integrity.com>; Mark Ramquist (E-mail) <mediamark@mac.com>; Philip Relnick (E-mail) <prelnick@attbi.com>; Rohn Amegatcher (E-mail) <ramegatcher@msn.com>; Terry DePolo (E-mail) <depolot@GTE.net>; Bob Vogt (E-mail) <bogt@attbi.com>; Bob Vogt 2 (E-mail) <BobV@fire-chief.com>; Kari Powers (E-mail) <karipowers@attbi.com>; Larry Chime (E-mail) <Chimefive@aol.com>; Linda Sarpy (E-mail) <sarpyl@wsdot.wa.gov>; Liz Aspen (E-mail) <Lizaspen@aol.com>; Malka Fricks (E-mail) <malkaf@mindspring.com>; Tiffany Bond (E-mail) <854bond@attbi.com>

Cc: Pete Rose <PRose@ci.woodinville.wa.us>; Ray Sturtz <RayS@ci.woodinville.wa.us>; Lane Youngblood <LaneY@ci.woodinville.wa.us>; Carl Smith <CarlS@ci.woodinville.wa.us>; Bob Wuotila <BobW@ci.woodinville.wa.us>

Date: Monday, August 19, 2002 5:20 PM

Subject: Community Information Session Schedule Update

Hi all,

I will need to finalize the Community Information Session schedule by Thursday (8/22) of this week. As it looks now, there will only be 4 sessions, 9/3, 9/4, 9/7, and 9/12. Please let me know by end of they day on Wednesday, 8/21, if you would like to sign up. The schedule is open for 9/5, 9/10, and 9/11. Please note that the 9/11 (shown as 9/10 on the schedule) has been changed to 11 to 2 at the request of Starbucks.

Thank you,

Becky

Rebecca Perkins

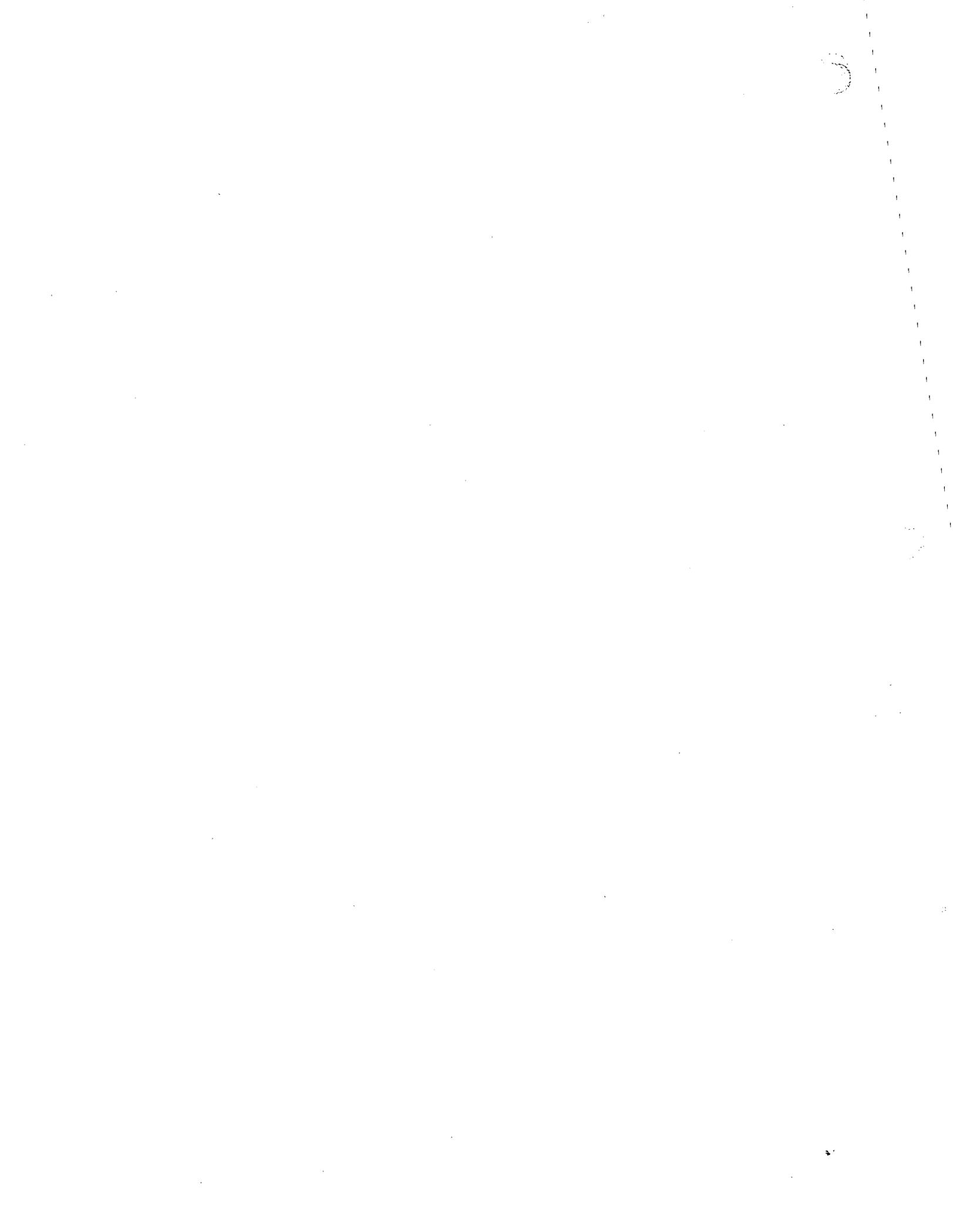
Senior Planner

(425) 489-2757 ext. 2283

17301-133rd Ave. NE

Woodinville, WA 98072

FAX (425) 489-2756



To: Editor; Woodinville Weekly

From: Pete Rose; City Manager

Get involved with the Downtown and Little Bear Creek Master Plan

Several letters to the editor have been published in the past few weeks identifying concerns about the City of Woodinville's current efforts in the Downtown and Little Bear Creek Corridor Master Plans. The City is in the process of preparing a master plan for these areas. This integrated plan will have a big influence on the future of how these areas look, feel and work for many years to come. That's why it's important for Woodinville residents, businesses and property owners to be informed and be involved as the plan goes forward through the public review and decision making process. The City Council recognizes that Woodinville is your City. The City Council recognizes there are potential features of a revitalized downtown that will spark debate. We encourage this debate in order to help shape a vital and inviting community. As a draft plan is developed, you are invited to plug into the process and to stay involved until it is adopted. We encourage you to read on and find out how.

This planning process has its origin in the Comprehensive Plan (Comp Plan) vision for a "...compact inviting downtown that is attractive and functional." In order to implement this vision, the Comp Plan states that the City should conduct a master plan "to encourage and attract the type of development the comprehensive plan envisions." This is a broad and somewhat vague statement that is worthy of a Comp Plan, but lacks sufficient detail to provide adequate direction. This is why the master plan is being developed. The goal of the plan is to identify ways in which the downtown vision can be implemented. Whether or not the implementation measures are realistic or require potential tradeoffs is a question that will be answered as part of the master plan review and approval process following the workshop series. For example, the Comp Plan contains a goal to "encourage and achieve multi-story mixed-uses in the downtown mixed-use area". However, since this goal was first adopted in the 1996 Comp Plan, not a single such mixed-use project has been developed in downtown. "Why?" is a fair question and accordingly, the master plan process can help the community focus on this as well as other issues such as traffic circulation and pedestrian amenities.

It is important to understand that it is still early in the process and nothing has been decided. From the beginning, the City has sought to involve as much of the community as possible to ensure the planning concepts brought forward were reflective of community input. Therefore, the initial approach taken was a community-based planning process using public workshops to openly discuss and rate ideas put forward by the community, City staff and a consultant team. This process has worked with over 200 people attending the five public workshops since January of this year, including 129 different individuals with 75% representing Woodinville residents, businesses or property owners. This will result in a draft plan prepared by the staff and consultants. If the draft is done correctly, it will raise issues that stretch interests and possibly sensibilities. If it doesn't spark public debate, then the necessary exchange of ideas is not taking place. It is this public discussion that can help take Woodinville from what it

is to what it can be. After the community talks about what Woodinville can be, then the City Council can adjust and adopt a plan to guide future development in downtown Woodinville.

Authors of the previous letters have correctly identified some of the issues as building height, additional traffic and the cost of public improvements. To that, I freely add the issues of downtown population density, the potential role of transit-oriented development, balancing environmental and development interests along the two creeks, and a massive re-zone in the Little Bear Creek area. Indeed, the community has a lot to talk about. That is why I prefer not to spend ink disagreeing with some of the questionable facts and interpretations of the previous authors about building permits, road projects and flawed process. I would rather agree with what I believe is their basic premise – get involved. The capstone of this year's State of the City address was a re-write of the old Timothy Leary mantra – "Turn on, tune in and get involved." There are no fewer than seven master planning processes at work in the City this year, and none is more important to the future of Woodinville than this one. See below for ways you can plug into the process, or simply watch in your mailbox.

When I say it is still early in the process, it should be understood that this is a "sub-area plan", in planner's lingo. A sub-area plan details out issues of land use in a specific area. This is not the kind of plan that will breeze through the City Council on an up or down vote. This will require a detailed review and recommendation by the Planning Commission. The members are energized and excited about the prospect of doing this. Several items will also require a detailed review of relevant aspects by the Parks & Recreation Commission. Then, it will get a detailed review by an open-minded City Council that is committed to taking all of the time necessary to make sure Woodinville gets an outstanding final product. Why? The improvements that come out of this plan will affect the community for at least a couple of generations. We simply have to get it right.

The process is continuing with a series of outreach opportunities to be held at local businesses with staff and commissioners on hand to talk about the master plan. Another upcoming effort is a mailing to be sent to every postal address in Woodinville. The mailer will contain a graphic and explanation of features of the draft plan and a postage paid return postcard for people to send their comments on the plan back to the City. We encourage you to read and respond to the mailer and to be open and honest about what you see and what you feel is missing. While this outreach goes on, the process is entering the new phase described above of more formal review by the City's Commissions and City Council.

There will be a number of regular and some special meetings at which the public can comment (see below). So stay tuned, watch for the mailer and get involved!

Upcoming public involvement opportunities on the Downtown and Little Bear Creek Master Plan

September 10 Planning Commission Outreach; Top Foods 11 am – 1 pm

September 12	Planning Commission Outreach; Barnes & Noble 5 pm – 7 pm
September 16	Mailer and response card to every Woodinville address
October 2	Planning Commission work session 7:00 pm
October 3	Parks and Recreation Commission work session 7:00 pm
October 16	Planning Commission open house 5:00-7:00 pm Joint meeting of Planning Commission and Parks and Recreation Commission 7:00 pm
November 6	Planning Commission public hearing 7:30 pm
Nov – Dec	City Council review and decision time frame

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Marie Stake

From: Marie Stake
nt: Thursday, July 25, 2002 9:34 AM
Subject: 'Steve & Judy Korac'
RE: Proposed Downtown Master Plan

Dear Ms. Korac,

This is to acknowledge your email in which you express concerns about the public-decision making process of the Downtown Master Plan. The draft Plan that has been developed to-date is in direct response to citizen input. The proposed Plan emphasizes development in the downtown area that is more pedestrian-oriented, eases traffic pressures, balances economic development, promotes higher density, and improves parks and open spaces.

If you haven't been involved in the workshops to date, we encourage you to participate in the upcoming (September - November) public meetings with the Planning Commission, Parks & Recreation Commission and City Council. City Council and Planning Commission preliminary agendas are published in the Woodinville Weekly newspaper and posted at the Woodinville Library and Woodinville Post Office. In addition, a citizen feedback mailer will be distributed to businesses and homes within City limits in late August. The mailer will include a comment card that can be mailed back to the City.

Your request (No. 20023095) has been forwarded to the Community Development Department for a response. Carl Smith, City Planner, is the primary contact for the Downtown Master Plan. Mr. Smith can be reached at 425-489-2757, ext. 2282.

*Sincerely,
Marie Stake, Communications Coordinator
City of Woodinville
425-877-2267*

-----Original Message-----

*From: Steve & Judy Korac [mailto:itsperfect@msn.com]
Sent: Tuesday, July 23, 2002 7:55 PM
To: comments@ci.woodinville.wa.us
Subject: Proposed Downtown Master Plan*

I would like to very strenuously voice my opposition to the proposed changes to allow height limits of 55 feet to be allowed on downtown Woodinville buildings. That is not the only thing I am opposed to. I left Seattle, &

*en Kirkland to avoid what Woodinville is now attempting to do -
iforniaize the area. The character, ambience & charm of Wodinville
(which
attracted us all to the area) is being sold. What makes our community so*

special to us all is being compromised. I was opposed to the development of the area that now includes Target, Top Foods & the theaters. No one addressed the traffic issue. The City of Woodinville sold our quality of

life away for the almighty tax dollar. Why wasn't the traffic issue addressed with the developer of that project before it was begun? I do believe the City looked the other way, greedily eyeing all that tax revenue.

Why rock the boat? The taxpayers will pay & pay & pay...It is now easier for

me to go to Kirkland than to downtown Woodinville. What is the thought process that we are not going to first fix the mess we've already made?

And

I don't mean a quick "slap some lipstick on this pig & make it look good"

fix - I mean a quality fix that addresses the issues & done the right way.

Now, I'm really confused about one other thing. We want the tourist dollars

& market Woodinville at the "Napa of the North", which is all well & good -

use your assets wisely - Napa, St. Helena & Sonoma have done this very well.

We should do it better because we can learn from what they deem as their

mistakes or shortcomings. This current idea isn't it. It falls far short

from looking at the big picture. It is not in keeping with the character or

quality of life that we deserve. I'm sure those that settled Woodinville are

looking at us in disgust, wondering how we could have screwed up something

so good. We have a choice to stop that right now. Sometimes, what appears to

be progress, isn't.

*Judith Korac
Woodinville, WA*

*MSN Photos is the easiest way to share and print your photos:
<http://photos.msn.com/support/worldwide.aspx>*

Carl Smith

From: Paige Norris Goganian [pgoganian@ca-city.com]
Sent: Tuesday, July 16, 2002 9:17 AM
To: Carl Smith
Subject: Re: WV Downtown & LBBC plans

Carl,

Thank you for the list. We are going to sit down and review this shortly, and should be calling you sometime this morning.

Paige

----- Original Message -----

From: Carl Smith
To: Paige Norris Goganian (E-mail)
Cc: Becky Perkins ; Lane Youngblood
Sent: Monday, July 15, 2002 2:39 PM
Subject: WV Downtown & LBBC plans

Paige:

The following are things to go over with Don and George by phone in the near future. After you've had a chance to review this list, lets arrange a time to have a conference call. Thanks, Carl

1. Under the 55' alternative for the CBD, the housing assumption was 2,800 units. This will scare people so I think we should express it as either larger unit size (what was your unit size assumption?) or as square feet of floor area with a range of possible housing numbers.
2. Regarding the "core area" for 55', how about expanding it to the whole CDB or at least the northern portion of 175th St.? The support seemed to be there at the workshop. It may be O.K. and even wise to roll out a recommendation for the Serkin property and maybe the park 'n ride. I feel that presenting this plan will be our best "bite at the apple" for awhile so it may be best to do so now.
3. We're to the point were we need a good written description of the public projects, including things like street type, character, length and a numbered location key, estimated cost and phasing. We need this to explain it to other key people at city hall (PublicWorks Director, Finance Director and CIP Facilitator). This will be also be necessary for the implementation description and scheduling plan. This kind of description should be done for each of the public improvements suggested by the plan.
4. What can the economic consultant gives us in the way of numeric findings of their work? Data on the market demand and economics of the kind of redevelopment we are proposing and the cost of redevelopment that helps justify the height increases, etc?.
5. What can the traffic consultant give us in the way of answering how the plan will affect traffic, both in a narrative sense and numeric. We have modeled our 20-year list of TIP projects which shows sigificant improvement over today, but this doesn't address the plan grid system we are proposing. We need this piece for the plan report.
6. We feel it's time to begin putting together a draft plan document to present to the commissions and public. Both Becky and myself will be on vacation during parts of September so we need to put this together over the next six weeks. My basic idea is a very lean document that has a summary of the process and results of the workshops and then gets right to the recommended plan graphic, graphic details and implementation and

7/16/2002

phasing plan of projects. All the other background info could be put in an appendix. I want to start putting this together and want to get your ideas.

7. As you know, we have wanted to do a mailer with response card. We also need a final plan graphic after adoption of the final plan later this fall. Here's the numbers I have to work with. I have \$10,000 for professional services and about \$5,000 (maybe somewhat less) for printing. Based on budget numbers you have previously provided, it doesn't seem to be enough to do both. If we don't do the mailer, we still need a draft plan graphic to illustrate and explain the plan. Let's discuss.

8. Format for the Chamber of Commerce presentation on July 25th. What do you envision?

→ 9. After July 25th, what do you envision for our process? You have our suggested process timeline including a joint meeting of the Planning Commission and Parks Commission on October 2 to present and discuss the draft plan. We would like at least George to be there to present it. Let's update each other on roles and expectations as we put our plan together now that the workshops are coming to an end.

10. final plan graphic - how different from draft?
11. Jeans - street row - can't make 11/25
12. set of Table Handouts
13. SEPA process

JOHN P. COGAN
11855 - 172nd Ave. N.E.
Redmond, Wash. 98052
(425) 885-8652
July 5, 2002

RECEIVED

City of Woodinville

Carl F. Smith, A.I.C.P.
City Planner, City of Woodinville
17301 - 133rd Ave. N.E.
Woodinville, WA. 98072

Dear Mr. Smith,

This letter is written to advise the City of Woodinville of opposition to a public trail access off of 132nd Ave. N.E., Woodinville. This narrow dead end street, one block long, is not suitable for such a purpose because:

- a) it will be a major obstruction to existing private business;
- b) it is utterly inadequate to serve the public;
- c) a far superior access is available at the end of 134th Ave. N.E.

a) It will be a major obstruction to existing private business. The abutting properties to this one block street are Little Bear Creek Industrial Park to the west and Anchor Fence to the east. Both depend upon the street for access for trucks and customers. Frequently 40 foot trucks serve these businesses. As the street is short, narrow, and a dead end, entering and leaving is very difficult. Cars often have to be moved. The businesses have minimal parking and have to rely on street parking for customers. When one enters the street there is no way of knowing if parking is available - and there is no place to turn around. There are gates, overhead doors, and store front doors that must not be blocked by trail users.

b) It is utterly inadequate to serve the public.

The only benefit to the public are a few parking spots, nothing else. An adequate trail access point has ample parking in a good sized lot. Cars with bicycles, children, dogs, need room - not a small parking stall. And groups of people need lots of parking. A trail access needs restrooms, water fountain, bike racks, garbage cans. Many adequate facilities can be seen along the Burke-Gilman Trail or the Snohomish to Machias trail. There is no trail facility as inadequate as 131st Ave. N.E. would be.

c) A far superior access is available at the end of 134th Ave. N.E.

Carl F. Smith, A.I.C.P.
City Planner, City of Woodinville
July 5, 2002
Page Two

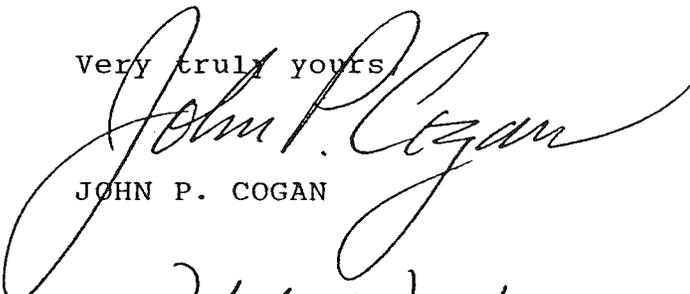
A short distance to the east is 134th Ave. N.E. which is a wide street, with no abutting business buildings. It crosses Little Bear Creek at stream level and goes right into the City's park. There is plenty of room for a large and elegant trail access area. It will obstruct no private business and will serve the public in excellent fashion. A visitor could safely plan to go there every day of the year and enjoy the trail - not true at 131st Ave. N.E. And the site offers unlimited opportunity for expansion and improvement.

Myself (the owner of Little Bear Creek Business Park) and John Kalabach, the owner of the Anchor Fence property, have no objection to a traffic light at 131st Ave. N.E. and a railroad crossing to the south.

The culvert at the end of 131st Ave. N.E. is an issue between myself, Mr. Kalabach and the City of Woodinville. On August 29, 2001, I gave an easement to the City of Woodinville for the express purpose of removing the culvert at the end of 131st Ave. N.E. and doing stream-bank enhancement all for the benefit of fish and the stream. That culvert comes out! Or that easement - which is very specific - is void. And if the culvert is not out by the end of next summer (2003) I will ask for the return of the easement. In view of the trail access surprise Mr. Kalabach is not interested in giving the city a stream easement.

Upon review of the matter I am sure the City will reconsider and decide that trail access off 131st Ave. N.E. is not in the best interest of the private parties involved, the City, or the public.

Very truly yours,


JOHN P. COGAN

c.c.

Mick Monken Public Works
Lane Youngblood Parks

for California Supreme Court in *Ehrlich v. City of Culver City*, 12 Cal.4th 854, 911 P.2d 429, 50 Cal. Rptr. 242 (1996).

In *Ehrlich*, the city exacted a \$280,000 recreational fee as a condition of developing a downtown property. The California Court of Appeals initially held the exaction constitutional, but the decision was handed down before *Dolan*. The United States Supreme Court accepted certiorari and vacated the decision with directions to reconsider in light of *Dolan*. *Ehrlich v. City of Culver City*, 512 U.S. 1231, 114 S. Ct. 2731, 129 L. Ed. 2d 854 (1994). On remand, the California State Supreme Court applied a *Nollan/Dolan* analysis, and the United States Supreme Court denied certiorari.

The *Ehrlich* court explained:

The essential nexus test is, in short, a "means-ends" equation, intended to limit the government's bargaining mobility in imposing permit conditions on individual property owners—whether they consist of possessory dedications or the exaction of cash payments—that, because they appear to lack any evident connection to the public impact of the proposed land use, may conceal an illegitimate demand—may, in other words, amount to "out-and-out . . . extortion." (*Nollan*, [483 U.S. at 837]).

Under this view of the constitutional role of the consolidated "essential nexus" and "rough proportionality" tests, it matters little whether the local land use permit authority demands the actual conveyance of property or the payment of a monetary exaction.

Ehrlich, 911 P.2d at 444.

[6] Following the reasoning of *Ehrlich*, we hold that *Nollan* and *Dolan* apply here where the City requires the developer as a condition of approval to incur substantial costs improving an adjoining street.

Finally, the City argues that its decision as to the impact of the development on North Parkway was supported by substantial evidence—the City's traffic study—and the trial court erred by substituting its opinion as to the weight and

value of the evidence. The City points to its expert's conclusion that 80 percent of the estimated 534 vehicle trips per day generated by the development will use North Parkway. But this additional use is projected for that part of North Parkway running *south* of Onsdorf Street. And the half-street improvements required are for that part of North Parkway lying *north* of Onsdorf Street. The City concedes that the number of trips generated by the development on that part of North Parkway "may be relatively small." Nevertheless, the City contends that it is sufficient to show that a substantial amount of traffic will use "some part of that access street [North Parkway]." We disagree.

The City's argument fails the "essential nexus" test. *Nollan* and *Dolan* require that government's condition or proposed solution tend to alleviate the public problem. *Burton*, 91 Wn. App. at 522. Here the solution does not. If the development will cause additional traffic with its attendant problems on North Parkway south of Onsdorf, then the solution must address those problems. The planning commission had no evidence that improving North Parkway on the north side of Onsdorf would alleviate traffic problems on North Parkway south of Onsdorf. We conclude that the court did not err in finding that the City failed to establish an "essential nexus."

ATTORNEY'S FEES

Benchmark claims attorney's fees under three statutes, RCW 64.40.020(2), 42 U.S.C. § 1988 (1976) (for the 1983 claim), and RCW 4.84.370.

[7] RCW 64.40.020 states, in pertinent part:

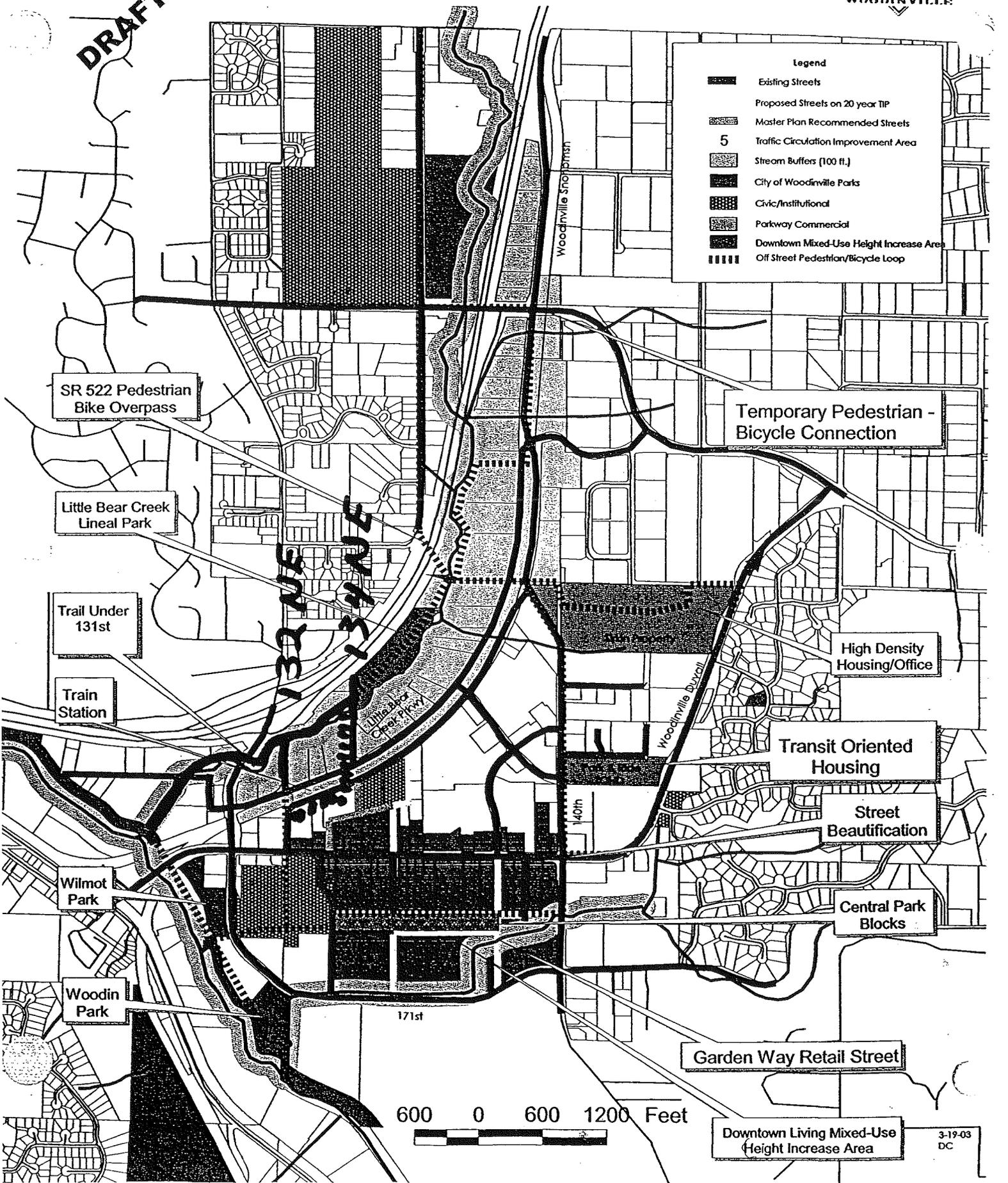
(1) Owners of a property interest who have filed an application for a permit have an action for damages to obtain relief from acts of an agency which are arbitrary, capricious, unlawful, or exceed lawful authority, or relief from a failure to act within time limits established by law: PROVIDED, That the action is unlawful or in excess of lawful authority only if the final decision of the agency was made with knowledge of its unlawful-

City of Woodinville Downtown - Little Bear Creek Corridor Master Plan



DRAFT

Legend	
	Existing Streets
	Proposed Streets on 20 year TIP
	Master Plan Recommended Streets
	Traffic Circulation Improvement Area
	Stream Buffers (100 ft.)
	City of Woodinville Parks
	Civic/Institutional
	Parkway Commercial
	Downtown Mixed-Use Height Increase Area
	Off Street Pedestrian/Bicycle Loop



Downtown Living Mixed-Use Height Increase Area
3-19-03 DC

RECEIVED

JUL - 3 2002

City of Woodinville

July 2, 2002

902 Waterfront Place
1011 Western Avenue
Seattle, WA 98104-1097
206-382-9540
206-626-0675 Fax
www.buckgordon.com

Mr. Scott Hageman
Mayor
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

Mr. Terry DePolo
Vice Chair, Planning Commission
City of Woodinville
17301 133rd Avenue NE
Woodinville, WA 98072

Re: Proposed Downtown Master Plan

Dear Mayor Hageman and Commissioner DePolo:

I read the recent June 21-27 *Puget Sound Business Journal* article regarding development in the downtown Woodville area. On behalf of our client Data & Staff Service Company, I thought I would forward you the enclosed materials as they are directly related to the issue of increasing heights within the downtown area. If you have any questions regarding the information in the enclosed letter or our client's property, please contact me at (206) 382-9540.

I hope that we have the opportunity during the downtown master planning process to meet and discuss how development of my client's property will be an asset for the downtown area.

Very truly yours,

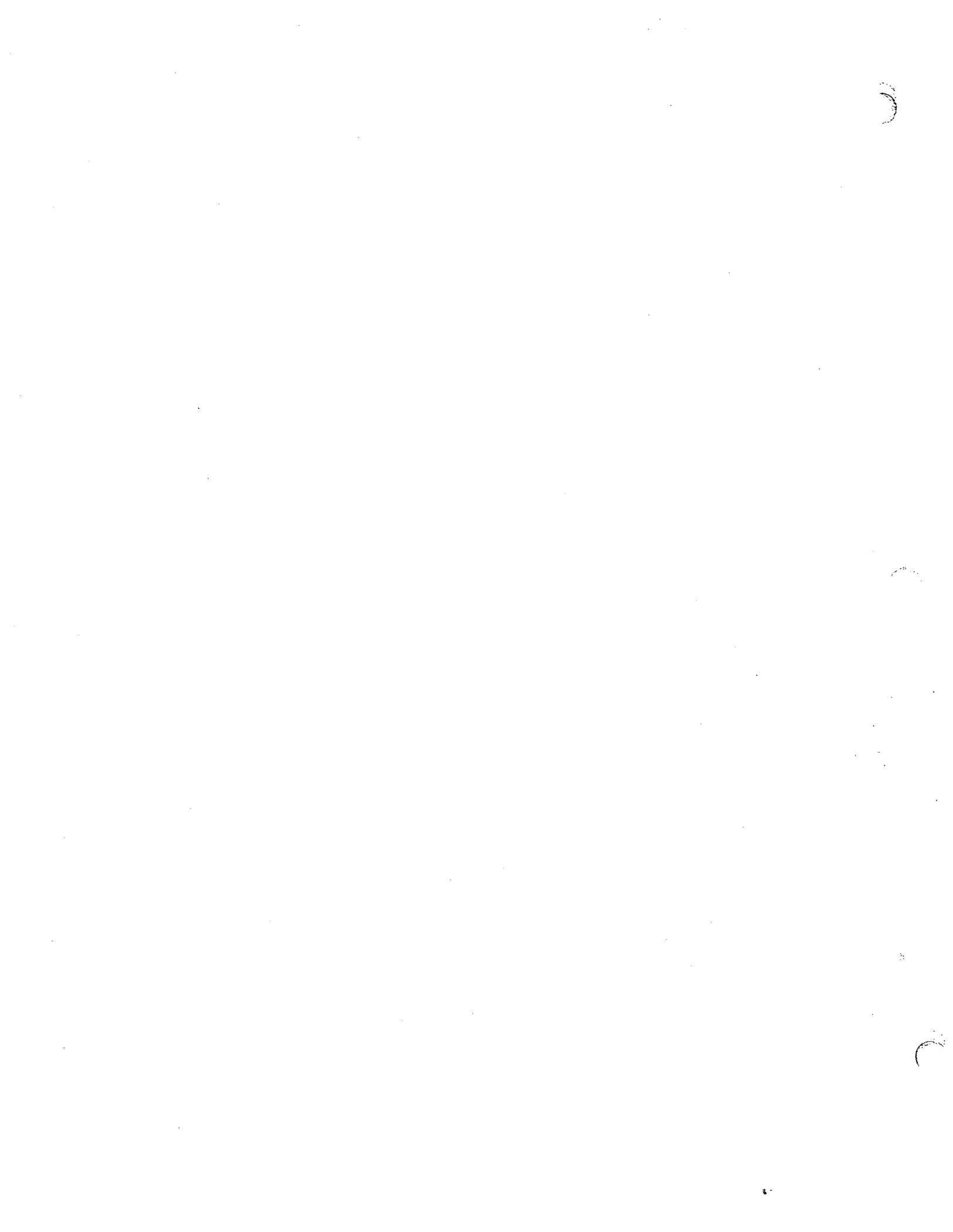


Anna M. Nelson, AICP
Land Use Planner

AMN:LKB

Enclosures

CC: Mr. Don Sirkin (w/o encl.)
 Mr. Steve Gaines (w/o encl.)
 Mr. Carl Smith (w/o encl.)



Becky Perkins

From: Sandra Parker
Sent: Thursday, June 27, 2002 4:51 PM
To: Becky Perkins; Carl Smith; Pete Rose
Cc: Linda Fava; Ray Sturtz
Subject: FW: Land use along Little Bear Creek
Importance: High

This e-mail was sent to Mayor Hageman this afternoon. S.

Sandra Parker
City Clerk/CMC
Woodinville City Hall

-----Original Message-----

From: Scott Hageman
Sent: Thursday, June 27, 2002 1:32 PM
To: Sandra Steffler
Subject: FW: Land use along Little Bear Creek

From: Jeff Smith[SMTP:JEFFSMITH@CHECK-RIDE.COM]
Sent: Thursday, June 27, 2002 1:31:43 PM
To: shageman@ci.woodinville.wa.us
Subject: Land use along Little Bear Creek
Auto forwarded by a Rule

Dear Mayor Hageman,
My name is Jeff Smith, and I am part owner of the Check Ride property on NE 177th PL.
I recently met with Becky Perkins, Carl Smith, and the Crandall Arambula staff, regarding the land use issues on my property. I strongly believe that the best property use is high density office use. We all know that the ESA issues have increased the buffer zones (with no compensation to the owners) and made the property very expensive to redevelop. This could be possibly offset by proper rezoning and flexible mitigation costs.

If everything goes according to plan, property owners will get full value from their land, developers and builders will want to redevelop the land, the city will get a better tax base, and the public will acquire the buffer zone for a park. This will also help the salmon, and be a positive step towards their recovery.

If you have any questions, please feel free to contact me.
Sincerely,
Jeff Smith

06/27/2002



RECEIVED
JUN 25 2002
City of Woodinville

902 Waterfront Place
1011 Western Avenue
Seattle, WA 98104-1097
206-382-9540
206-626-0675 Fax
www.buckgordon.com

June 21, 2002

Mr. Carl Smith
City of Woodinville
Planning Department
17301 133rd Avenue N.E.
Woodinville, WA 98072

RECEIVED
JUN 25 2002
CITY OF WOODINVILLE
PLANNING DEPARTMENT

**Re: Proposed Woodinville Downtown Master Plan
North End District**

Dear Mr. Smith:

Thank you for taking the time to talk with me earlier this week regarding the topics to be discussed at the City's upcoming Downtown Master Plan work session. As you know, I have been attending the City's work sessions for the proposed Downtown Master Plan on behalf of our client, Data & Staff Service Company. Our client is the owner of an approximate 24-acre vacant parcel located in the northeastern area of the downtown. The site is zoned R48/0 and is commonly know as the Sirkin property.

It is our understanding that methods for implementation of the proposed Downtown Master Plan will be discussed at the next work session. We are supportive of an increase in building height for the downtown area, and are writing to provide information specific to a building height increase for the Sirkin site. We strongly believe that this increase in height is necessary to facilitate development of the Sirkin property. We understand that the City is generally supportive of an increase in height for this property and would request that the work session documents reflect this support.

We also have some concerns regarding the information contained in the "North End District" potential future development graphic that was presented at the May 23rd work session. While we understand that these work session materials are illustrative at this time, they may later be incorporated into an adopted physical Downtown Master Plan, and we believe such graphics should accurately reflect the true development potential of this area. In this regard, we have coordinated with Cam-West, the developer of a portion of the residential property to the north, to ensure that the revisions we have proposed are consistent with the development approvals that have been granted for that site.

On behalf of Data & Staff Service Company, we are providing this information in advance of the upcoming July 11th work session. Enclosed is a revised graphic for the North End District, which we ask the City to incorporate the revisions that are appropriate for the next work session, and that you continue to work with us as the Downtown Master Plan evolves. More detailed information concerning our comments and requests for revisions is provided below.

A. HISTORY OF THE SIRKIN PROPERTY.

The Sirkin property is located in the northeastern area of the downtown and has been owned by Data & Staff Service Company since 1968 (*see enclosed letter dated June 21, 2002 from Don Sirkin*). This 24-acre parcel is one of the only remaining vacant parcels in the downtown area. The site is wooded and contains sloped areas, several wetlands, and a stream. These sensitive area features and their buffers encumber approximately 70% of the site, severely restricting the development area of the site. The development area is clustered toward the north and central area of the site.

The development area on the Sirkin site is effectively hidden from the surrounding properties. Existing light industrial uses are located north of the Sirkin site. Due to the area topography, these industrial uses are located at an elevation well above the development area of the Sirkin site and, as a result, are separated from future development to the south. Also north of the site is a planned residential development that is under construction. As a result of the change of elevation, this neighborhood is also separated from any development on the Sirkin site. This neighborhood is further buffered due to the extensive sensitive area buffers that are located on the northeastern portion of the Sirkin site. Existing multi-family residential uses are located to the south of the site. Sensitive areas and their required buffers separate this existing neighborhood from the development areas on the Sirkin site.

In 1997, the City designated this site for High-Density Residential/Office uses in its Comprehensive Plan. This designation allows for a mix of residential and office uses with up to 48 dwelling units per acre; however, it should be noted that in accordance with WMC 21.12.080, many areas of the site must be excluded from the site for purposes of density calculation (roads, stormwater facilities, recreation areas, streams, wetlands). As these areas cover a significant portion of the site, the Comprehensive Plan residential density designation of 48 dwelling units per acre, which results in 1,152 dwelling units, will never be realized. Instead it is expected that the maximum residential development is more likely to be approximately 600 dwelling units.

This property has been considered for development at various times over the years. Most recently, an application for multi-family residential development was filed with the City in November, 2000. This application proposed development of 444 multi-family units. The density was limited by the site constraints and the building height limitation of 45 feet. The developer for this project has since determined that the density of the development was not sufficient enough to offset the numerous development costs. We believe it is the significant development costs and the inability to achieve the allowed density, not land cost, that are responsible for this project not proceeding. We are hopeful that development on this site will proceed and, as such, we are continuing to process the development application with the City while we continue to market the property.

B. INCREASE BUILDING HEIGHT FOR THE SIRKIN PROPERTY — HEIGHT CHANGE BENEFITS CITY AND OWNER, AND WILL NOT NEGATIVELY IMPACT ADJACENT PROPERTY OWNERS.

We are supportive of the direction the City and community are taking for the future of the downtown. We are also pleased to note that the Land Use Concept graphic from the May 23rd work session indicates the City's intent to maintain the R48/O land use designation for the Sirkin site. This zoning was specifically created for this property during the City's

Comprehensive Plan process, and it is appropriate to maintain this designation to provide for mixed denser residential and office uses in the downtown area.

While the site is appropriately zoned for these denser land uses, the site remains vacant. One of the key factors responsible for lack of development is the overly restrictive building height limitation. The zoning code currently limits building height to a maximum of 45 feet (essentially 4 stories). The site is physically burdened with wetlands, streams, and sloping topography (*see enclosed site plan with critical areas highlighted in green*). These physical features, when combined with the height restriction and development costs, create a disincentive to the type of development contemplated by the Comprehensive Plan and allowed zoning. As a result, it is highly unlikely that this site will be developed under the current regulations. A change in the City's regulations to allow an increase in building height is reasonable, will encourage development, and will not impact adjacent property owners (*see enclosed letter dated June 21, 2002 from Don Sirkin*). In support of an increase in height, we note the following:

- The increase in building height will allow a future developer to realize the density that is currently allowed, but which is constrained by the site topography, sensitive areas, and height restrictions.
- The ability to realize this allowed density will create sufficient resources to offset the development costs, thereby increasing the likelihood for development of this site.
- Development of the site will increase the residential population of the downtown area, thereby increasing the vibrancy of the downtown as many of these residents will be within walking distance to shop and recreate in the downtown.
- Development of this multi-family designated property will further the City's Comprehensive Plan multi-family housing goals which were developed to comply with the Growth Management Act.
- Development of the site will benefit the City through increased property tax revenue.
- The additional residential population will benefit the City tax base, as these new residents will purchase goods and services at downtown businesses.
- The additional residential dwelling units will benefit the City through corresponding increases in development impact fees.
- Taller buildings will be separated from adjacent properties, due to the limited development area, site topography, and required protection of sensitive areas.
- The ability to achieve the allowed density through a height increase will allow for greater development flexibility and the potential for a better designed development.

C. CITY POTENTIAL ROAD AND TRAIL CONNECTIONS NEGATIVELY IMPACT CRITICAL AREAS AND DO NOT BENEFIT ADJACENT PROPERTIES.

We are supportive of the City's desire to provide for better connections between the various properties in the downtown area. We understand that the location and type of connections (road, pedestrian, bicycle) are still under consideration and request that the City consider the following information in planning for these connections.

a. Trail Connections.

We have proposed relocation of several of the trails. The City graphic indicates a trail that follows the east and west side of the Sirkin property, with a trail that bisects the Sirkin site and connects to the trails on each side of the property. It appears that this graphic was developed without the benefit of understanding the sensitive areas located on the site. As proposed, the trails will impact numerous wetland areas. We have revised the graphic to locate the trails so that they are more protective of the sensitive areas, while maintaining the goal of providing a looped trail corridor through the downtown.

In addition, due to the topography and sensitive areas, it may not be practical or advisable to have the trail that crosses the site be built to standards for bicycle access. Similarly, off-street bicycle or off-street pedestrian walkways may not be appropriate in some locations. As the City develops more detailed trail plans for these various corridors, we suggest that the City encourage narrow, soft-surface trails that are more protective of the site conditions and allow some segments of the "trail" to be linked to street sidewalks or on-street bicycle paths.

b. Road Connections.

Our proposal suggests deletion of the potential north and south road connections. Instead, we have proposed that these neighborhood connections be accomplished through the provision of trails. It appears that this graphic was also developed without the benefit of understanding the topography and sensitive areas located on the site. In particular, the proposed north connection is infeasible due to the site topography. The cut and fill necessary to accomplish such a connection, assuming it could be accomplished, would be very environmentally disruptive and would severely impact the little development area that does exist on the site.

Our proposal to replace this road connection with a trail connection is preferable. We are informed by Cam-West, one of the developers of the planned residential development to the north, that the City has required dedication of a trail system in that development. We believe a trail that connects to that dedicated trail system would be more beneficial to that neighborhood, would be more protective of the environment, and would retain the little development area that does exist on the Sirkin site. We have also suggested that the potential road connection to 181st Place be replaced with a trail connection for similar reasons.

D. NEED FOR FLEXIBILITY AND INCENTIVES TO ENABLE DEVELOPMENT OF SIRKIN SITE AND PROMOTE DOWNTOWN REDEVELOPMENT

In closing, to promote redevelopment and implement the proposed Downtown Master Plan, the City will need to provide more "carrots" than "sticks" to the development community. Increases in building height and reasonable development requirements will

further the City's ability to achieve the City's Comprehensive Plan vision for a "compact, inviting downtown that is attractive and functional."

The Sirkin site is well suited to an increase in building height. The unique site conditions, the benefits to the City from a height increase, and the lack of negative impact from an increase in height on surrounding properties make this site an obvious choice for an area of downtown where increased building height should be encouraged. By providing for additional height, the City is more likely to realize the land use and density stated in its adopted Comprehensive Plan.

Thank you for the opportunity to provide these comments. We appreciate your consideration and support for development of this site. We look forward to continuing to work with you, the City staff, and the community to develop revisions to the proposed Downtown Master Plan that will enable development of this site. I will give you a call next week to see if you have any questions regarding this information. If you have any questions in the interim, please do not hesitate to call me at (206) 382-9540.

Very truly yours,

Buck & Gordon LLP



Anna Marie Nelson, AICP
Land Use Planner

- Attachments
1. Don Sirkin letter dated June 21, 2002
 2. "Pedestrian Railroad Crossing at 140th" graphic
 3. Site plan with critical areas highlighted in green
 4. Wetland Delineation Map

cc: Don Sirkin
Data & Staff Service Company

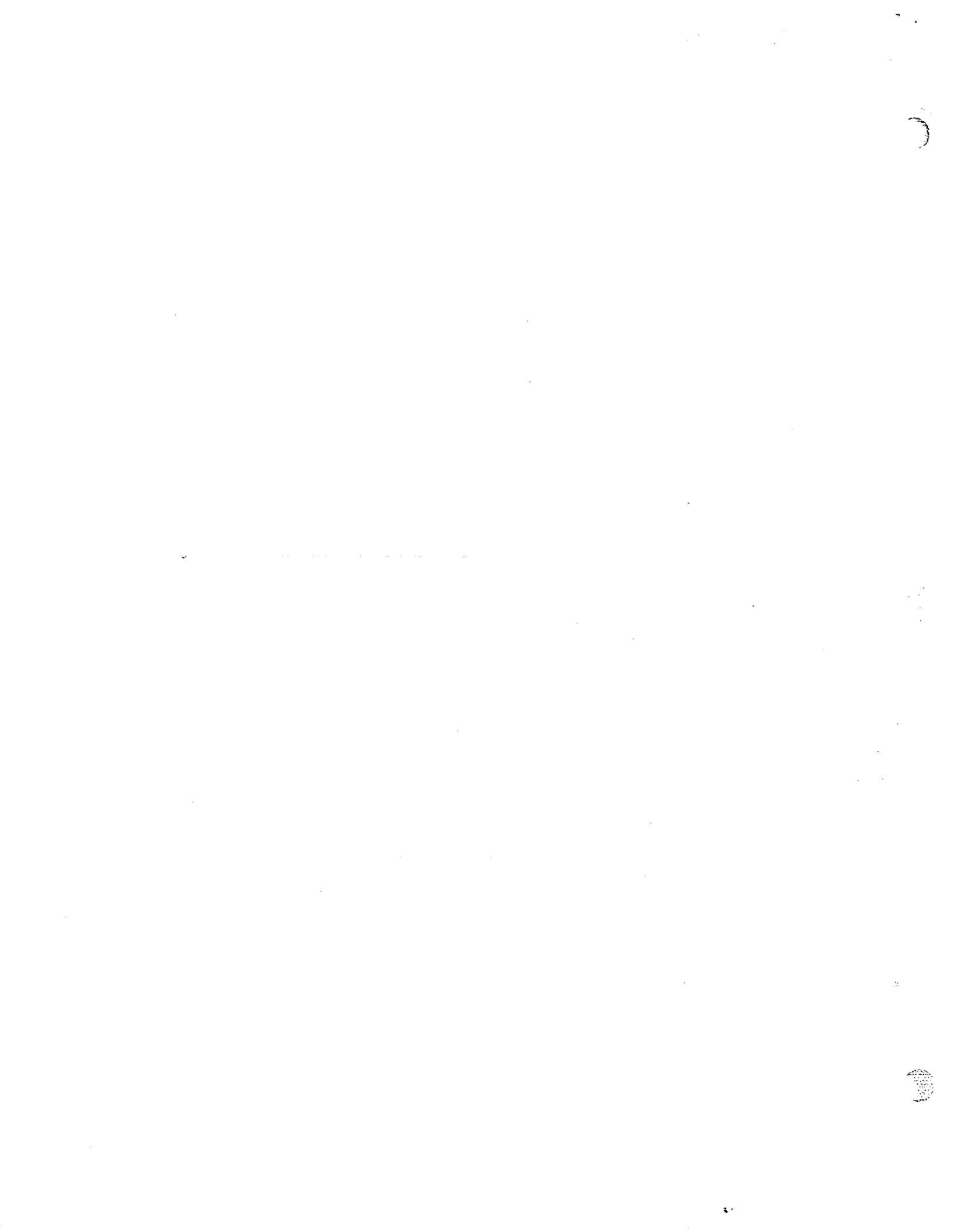
Steve Gaines
President, CBIC

Ray Sturtz
Planning Director, City of Woodinville

Nathan Pate
Senior Planner, Community Development, City of Woodinville

Don Arambula, ASLA
Crandall Arambula

John Harkness
Land Acquisition, CAM-WEST



June 21, 2002

Mr. Carl Smith
City of Woodinville
Planning Department
17301 133rd Avenue NE
Woodinville, WA 98072



Re: City of Woodinville Proposed Downtown Plan

Dear Mr. Smith:

I am writing in regard to my property (the Sirkin site) that is located in Woodinville's downtown area. I bought this property through my company, Data and Staff Service Co. in 1968, and lived there for a number of years. I used to walk to downtown Woodinville from my home and barn. I attended Woodinville City Council meetings in the late 90's, and served on several Citizens Advisory Economic Development Committees.

During the time the Comprehensive Plan for Woodinville was being developed, I was interested and active. The City Council proposed use of my property to meet its multi-family requirements for the Comprehensive Plan. I supported the City Council's proposed use of my property for multi-family use and now my property is zoned Residential 48 /Office (R48/O). This zoning was only applied to my property and any developer of the property will be required to build at least 300 multifamily housing units.

Over the years a number of developers have contacted me about buying the property, but they have walked away for one or more of a variety of reasons. Some of the major reasons have been:

- Use constraints because about 70% of the property is covered with wetland and wetland buffers (*see attached site plan*);
- High development costs associated with wetlands, a sloped site, infrastructure improvements, and payment of impact fees; and
- Height limitations which dramatically reduce the ability of a developer to put enough housing units on the property to fulfill the City's multi-family housing density requirements and off-set the high development costs.

A few years ago I presented a plan to increase height limits on the property because it was the only way to get close to the high density multiple zoning. The height increase I presented then is

Letter to Carl Smith
Page 2
June 21, 2002

even more persuasive today. The City is considering changing height requirements in the downtown as part of its Downtown Plan and development of my property will result in additional people living and purchasing goods and services in the downtown. I request that the City reconsider increasing height limits for my property as part of the Downtown Plan effort.

As I have pointed out before, whether or not height limits are raised at any other place in the downtown, it makes sense to raise the height limits on my property because of the topography. The property slopes down dramatically from both the North and the East and is heavily wooded with trees that will remain because of the wetlands. On the West and South, the property is also heavily wooded with trees that will remain because of the wetland. With the topography and heavily wooded areas, people won't even notice the extra height. I don't know of any other property in downtown area with this type of view protective topography.

I encourage you to recommend increasing the height for my property as part of the Downtown Plan. Increasing the height limit on the property is a "no-harm, no-foul" situation. It benefits the City because the City will be able to meet its Comprehensive Plan objectives, and, at the same time, materially increase its tax revenues. It benefits me because developers will be more interested in a property where they can get a reasonable return on their investment.

Thank you for your consideration and good luck with your new Downtown Plan.

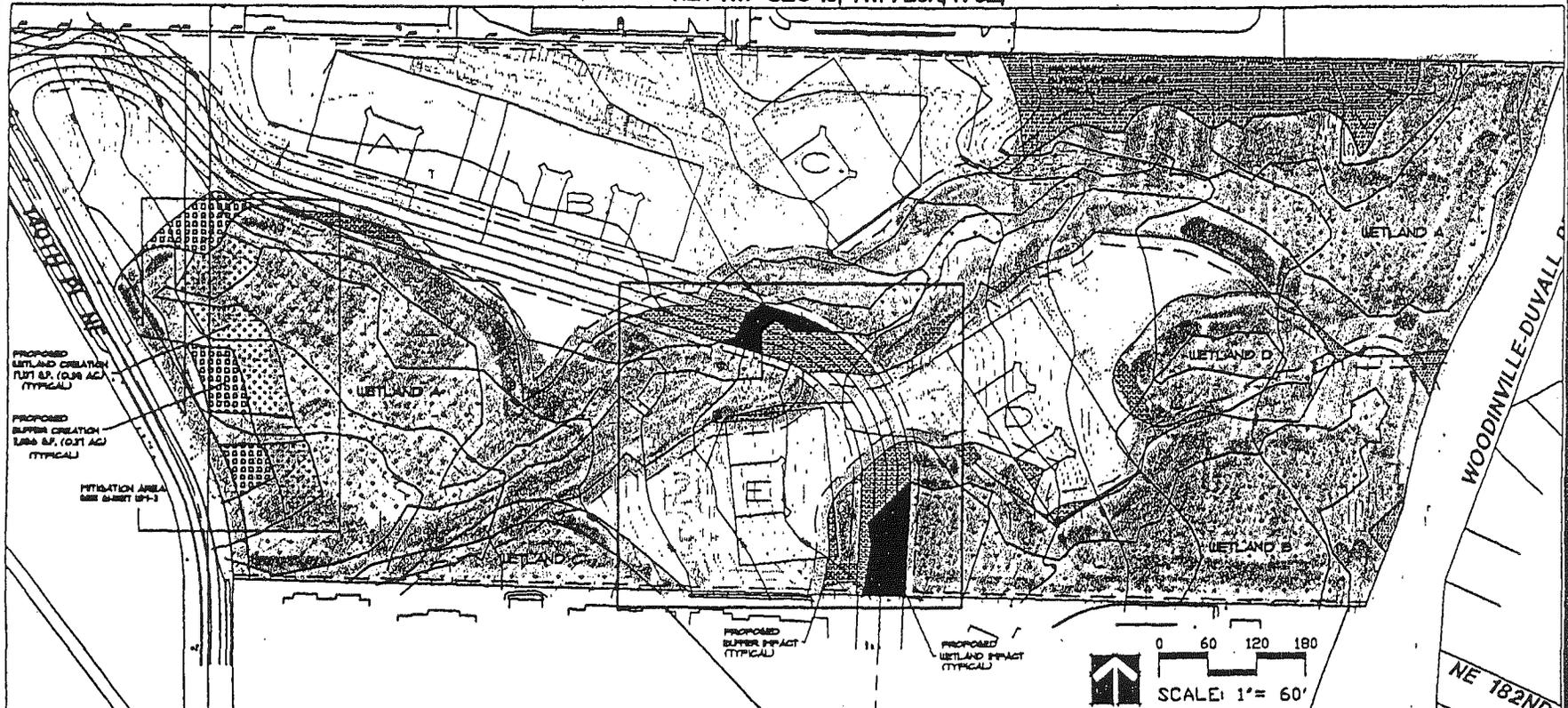
Respectfully submitted,
Data and Staff Service Co.



Don Sirkin
Chairman and CEO

DATA AND STAFF SERVICE CO.

NE+ NW SEC 10, TWP. 26N, R 5E,



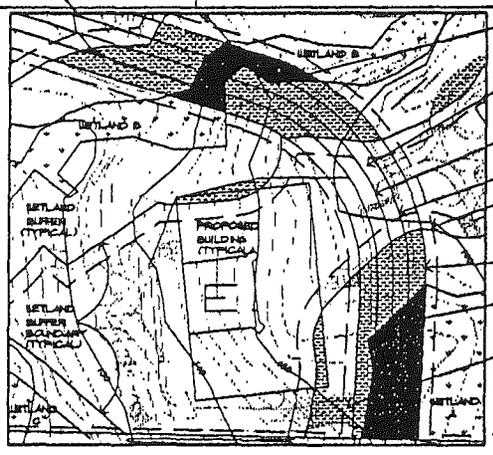
CONCEPTUAL MITIGATION PLAN
 SIRKIN PROPERTY
 WOODVILLE, WASHINGTON

DAVID KYANS
 AND ASSOCIATES
 434 - 345TH AVE. SUITE B-2
 BELLINGHAM, WA 98220-1000

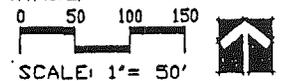
INDEX	SHEET
CONCEPTUAL MITIGATION PLAN SUMMARY	WM-1
CONCEPTUAL MITIGATION PLAN	WM-2
CONCEPTUAL MITIGATION PLANTING PLAN	WM-3

MITIGATION SUMMARY

WETLAND BUFFER		PROPOSED MITIGATION	
PRECONSTRUCTION BUFFER AREA *	33,072 S.F. (7.56 AC)	WETLAND BUFFER	
BUFFER IMPACTS			
WETLAND BUFFER IMPACT (THIS DEVELOPER)	34,874 S.F. (7.96 AC)	REMAINING BUFFER *	26,120 S.F. (6.13 AC)
WETLAND BUFFER TO WETLAND CREATION *	1,121 S.F. (0.26 AC)	BUFFER CREATION *	3,886 S.F. (0.87 AC)
TOTAL BUFFER IMPACT *	4,668 S.F. (1.06 AC)	NEW BUFFER AVERAGE AREA *	4,106 S.F. (0.94 AC)
WETLAND IMPACTS			
IMPACT WETLAND A *	2,870 S.F.	TOTAL NEW BUFFER *	8,991 S.F. (2.03 AC)
IMPACT WETLAND B *	3,886 S.F.	POST CONSTRUCTION BUFFER AREA *	33,072 S.F. (7.56 AC)
TOTAL WETLAND IMPACT *	6,866 S.F. (1.56 AC)	CITY OF WOODVILLE MITIGATION REQUIREMENTS	
		WETLAND CREATION	
		5,840 S.F. (0.133 AC)	
		112 S.F. (0.025 AC)	
		TOTAL REQUIRED WETLAND CREATION AREA *	5,952 S.F. (0.36 AC)

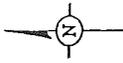


- 3,840 S.F. (0.074 AC) FORESTED/ SCRUB-SHRUB WETLAND IMPACT
- FILL MATERIAL FOR NEW ROAD IN WETLAND A AND B IS GRAVEL BASE
- CENTERLINE OF ROAD
- EDGE OF PAVEMENT
- SETBACK LINE
- VERTICAL DATUM = NAVD 83
- RIGHT OF WAY BOUNDARY
- 3,556 S.F. (0.13 AC) FORESTED/ SCRUB-SHRUB WETLAND IMPACT
- WETLAND BUFFER IMPACT AREA (TYPICAL)

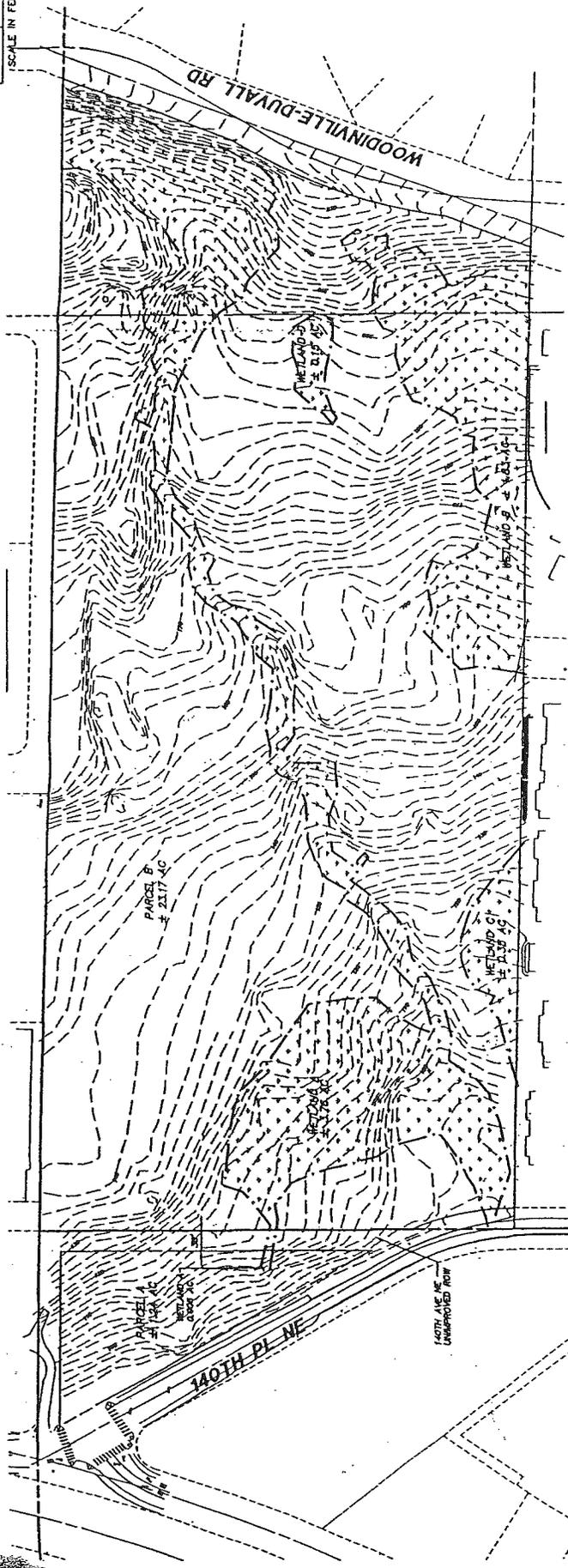


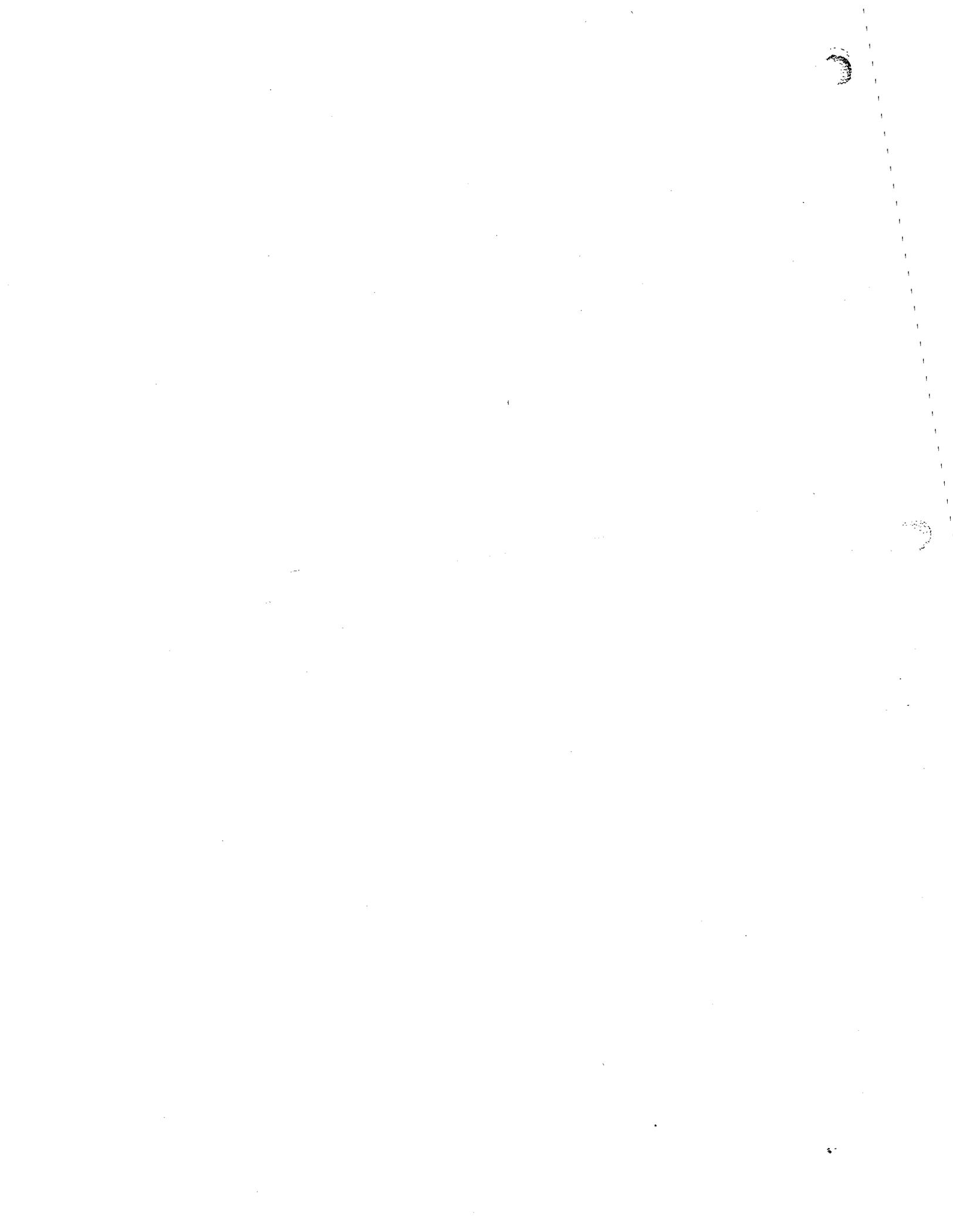
WM-1 of 3
 DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: 11/11/11





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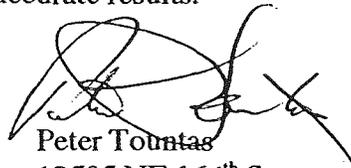
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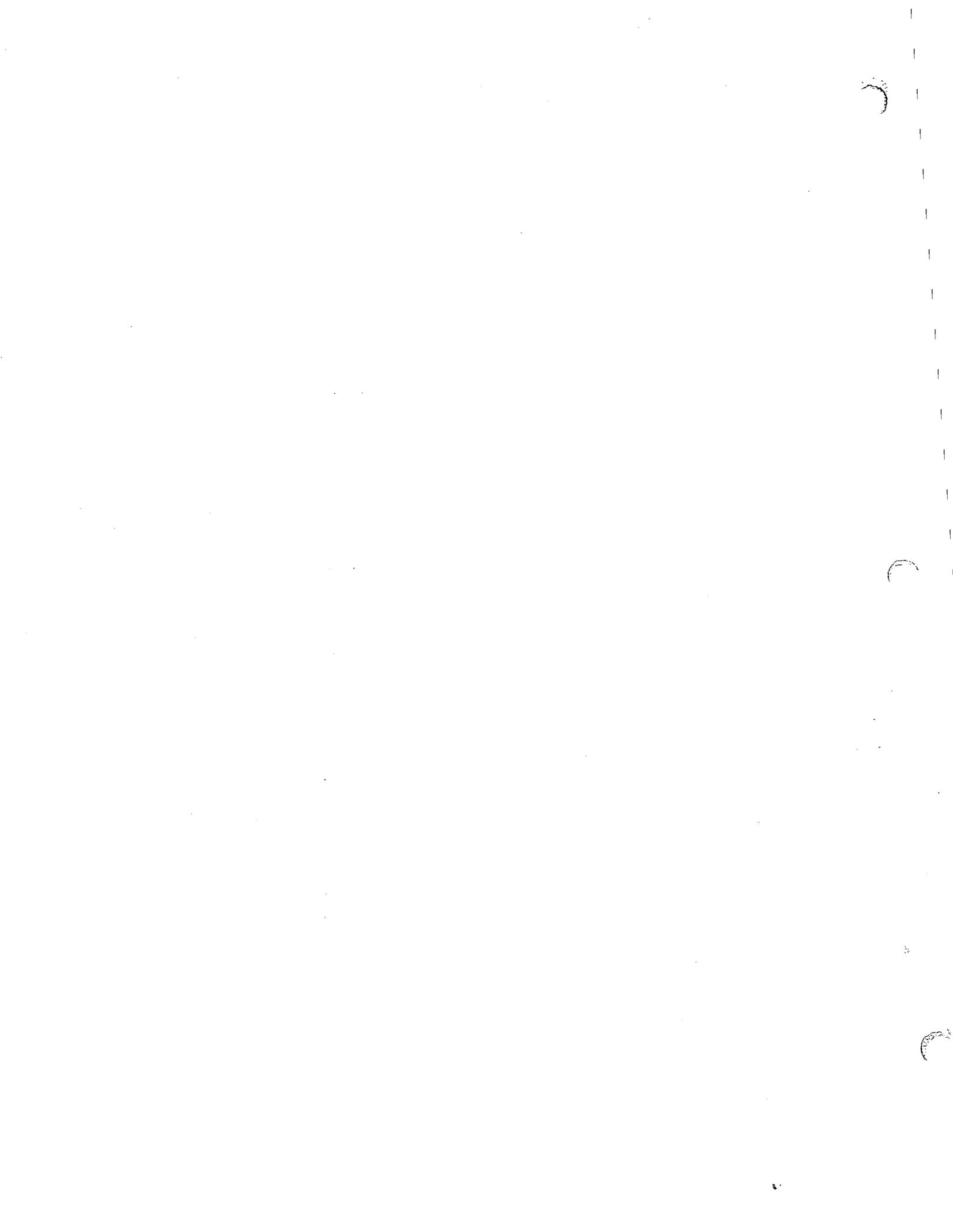
Since I will be traveling on the 17th, I will not be able to attend the next Downtown City of Woodinville Master Plan Study Work Session. However, please make sure that the following is read into the official record:

The most important element in the Plan is the issue about "taller buildings". In my discussions with numerous other citizens of Woodinville it is evident that building height is the single most important issue. The February 29th mailer, had as number seven of the ten improvements list, "Encourage higher densities and taller buildings". What might have come out of one of the study sessions is a very limited profile with questionable accuracy.

Most of the people that I have interviewed did not know that the current allowable building height is 45 feet. This height represents four stories excluding all of the air conditioning and heating mechanicals on top. Without having a standard reference from which everyone can understand at the start of the study sessions, indicates that the results are flawed and have little value. When this issue was brought up at the last session it was stated that the building height limits, current and proposed, would be presented at the final session. However, having a definition at the end of a study is just not acceptable. Therefore, consider this a formal request to have at least that portion of the study repeated, but in a manner commensurate with providing accurate results.



Peter Tountas
12505 NE 164th St.
Woodinville, WA 98072



Becky Perkins

From: McNally, Len [Len.McNally@Honeywell.com]

Sent: Wednesday, May 15, 2002 9:50 AM

*To: 'Becky Perkins'; 'cherryj@vapinc.com'; 'jgmleonard@attbi.com';
McNally, Len; 'depolot@GTE.net'*

Cc: Carl Smith; Charleine Sell; Ray Sturtz; Lane Youngblood

*Subject: RE: Invitation to Downtown Master Plan/Little Bear Creek
Corridor MP Meeting with Consultant*

Hi Becky:

*Unfortunately, I was unable to make this meeting yesterday. Sorry for
notifying you late. I plan to attend the DMP*

*meeting a week from next Thursday, so it will be interesting to view the
consultant concepts. I do have some concerns*

*about the public process used by the consultant for inputs, and I would
be happy to provide comments to the relevant*

person or persons if you could provide direction.

A few comments:

*Of course, I believe it is important to coordinate the master plans in the
context of the vision statement and the*

*comprehensive plan goals and policies. For instance, to the degree we
care to extend the downtown green space perimeter*

*to include LBC areas, do we still have a 'compact, inviting' downtown?
Conceptually it's interesting, but in practical*

*use, will it work? Are our parks offerings in balance and adequate (or
more than adequate) if all LBC parks and*

*downtown parks happen? In this case, it looks like the City would be
telling residents, 'All our parks are in or near*

*downtown, so get in your cars and drive on down (and further clog
downtown streets) if you want to recreate.'*

It's still not clear to me what the plan is for land use in LBC master plan. There have been no requested changes to the comp plan designation for this area (GB) and yet from what I have seen of the master plan (and implications of a \$6+M road going through the area) it seems that GB would not be the recommended go-forward land use plan. It's difficult to comment on coordination if we don't know what there is to coordinate.

Regards,

Len

-----Original Message-----

*From: Becky Perkins [mailto:BeckyP@ci.woodinville.wa.us]
Sent: Wednesday, May 08, 2002 11:31 AM
To: 'cherryj@vapinc.com'; 'jgmleonard@attbi.com';
'len.mcnally@honeywell.com'; 'depolot@GTE.net'
Cc: Carl Smith; Charleine Sell; Ray Sturtz; Lane Youngblood
Subject: Invitation to Downtown Master Plan/Little Bear Creek Corridor
MP Meeting with Consultant*

The Planning and Parks Department invite you meet with staff and Crandall/Arambula, consultants for the Downtown MP, on

Tuesday, May 14th at 2 - 3 pm in the Woodin Room at City Hall.

The purpose of the meeting is to touch base on any concerns or comments you have regarding the Downtown MP including the coordination with the Little Bear Creek Corridor Master Plan. Please let me know if you would like to attend.

Thank you and look forward to seeing you there,

Becky Perkins

From: Leonards [jgmleonard@attbi.com]
Sent: Sunday, May 12, 2002 11:13 AM
To: Becky Perkins
Cc: Terry DePolo; Len McNally; Cherry Jarvis; Ray Sturtz
Subject: RE: Invitation to Downtown Master Plan/Little Bear Creek Corridor MP Meeting with Consultant

Becky,
Hello & Good Morning!
I appreciate the invitation but I will not be able to make the meeting on Tuesday - impossible to get away in the middle of the afternoon for a 1 hour meeting.

It is difficult for me to add to the Downtown Master Plan discussions as all that I have seen are summaries of comments from participants and some conceptual illustrations for showing locations of landscaping, streets, parks, etc...

I do know of 2 concerns that residents that I have spoken to feel quite strongly about and that were also voiced at the 2 meetings that needs to be reflected in the Plan:

- #1 Traffic management & improvement - This issue has been well documented so I won't add to the volumes already stated on this subject

- #2 City Identity - Country Living, City Style is still quite relevant & important to residents. Woodinville needs to remain a predominately suburban residential town. It cannot be all things to all people. The downtown may increase the number of housing units but housing does not have to be developed and over-developed in the form of dense, high rise housing projects as has occurred in Redmond, Kirkland, Overlake and Bothell and should not occur until roads can handle additional traffic and there is need for more housing.

Becky, I have been running my own weekly survey on identifying residents' visions for the city and quality of life issues for a year now and these are 2 of the concerns that I hear constantly & with the most passion. I believe the consultants and staff heard these same preferences from city residents at the 2 meetings.

As we both know, how well the plan will be accepted and embraced will be determined by whether the plan reflects the community goals & preferences, so it is vital that the plan accurately represent those wishes from the beginning. I was told that item # 2 will be addressed at the next meeting so I am looking forward to seeing how the staff and consultants are shaping the plan around these concerns.

Thanks again for the opportunity to comment on the Plan.

Best Regards,
Gina Leonard

-----Original Message-----

From: Becky Perkins [mailto:BeckyP@ci.woodinville.wa.us]
Sent: Wednesday, May 08, 2002 11:31 AM
To: 'cherryj@vapinc.com'; 'jgmleonard@attbi.com'; 'len.mcnally@honeywell.com'; 'depolot@GTE.net'
Cc: Carl Smith; Charleine Sell; Ray Sturtz; Lane Youngblood
Subject: Invitation to Downtown Master Plan/Little Bear Creek Corridor MP Meeting with Consultant

The Planning and Parks Department invite you meet with staff and Crandall/Arambula,

05/14/2002

consultants for the Downtown MP, on Tuesday, May 14th at 2 - 3 pm in the Woodin Room at City Hall.

The purpose of the meeting is to touch base on any concerns or comments you have regarding the Downtown MP including the coordination with the Little Bear Creek Corridor Master Plan. Please let me know if you would like to attend.

Thank you and look forward to seeing you there,

Becky

Carl Smith

From: Sarpy, Linda [SarpyL@WSDOT.WA.GOV]
Sent: Monday, May 06, 2002 11:45 AM
To: 'Lane Youngblood'; Bob Vogt (E-mail); bob vogt (E-mail); Gib. Aspen@experian.com (E-mail); Kari Powers (E-mail); Larry Chime (E-mail); Liz Aspen (E-mail); Malka Fricks (E-mail); Tiffany Bond (E-mail)
Cc: Pete Rose; Carl Smith
Subject: RE: Downtown Plan (long)

Thank you Lane, and you and Carl please have a successful trip (Portland).

Carl and I talked just this morning and all the points you brought up were discussed. And the term "main street" will no longer be applied to Garden Way. Instead words like a pedestrian-friendly corridor or something like that will be used to refer to this area. The connectivity of Little Bear Creek (LBC) to the central business district (CBD) through to Woodin Creek is also to be looked at. Rather than focusing on "just" the CBD area with wide sidewalks and "walkability", I impressed on Carl (and he got it) that simply putting in wide sidewalks along the 140 to LBC corridor (Wood-Snoho Rd) through to the CBD and into the "hotel" area will give people the feeling that they can safely walk the streets without being forced to walk too closely to a storefront (and possibly be snagged inside) or hang on the edge close to the road (and possibly be hit in the head by a passing vehicle's mirror). I included Larry's concern (et al) about "yea, walking around downtown is feasible, but how do you get to it?" I mentioned that the wide sidewalks need to extend up the Wood-Duvall Rd all the way up to the other part of Wood-Duvall Rd more near in the future, rather than later. I forgot to mention the other side. But a wide sidewalk on 124th that comes down from Kingsgate (Woodmoor Elem School) past Arbor Ridge housing development would help invite west Woodinville residents to stroll down to downtown more. Or even just stroll (bicycle) down to the river, Wilmot Gateway and Woodin Creek parks.

I did mention that covered, lighted sidewalks would invite more walkers, cyclists, with the lights helping to extend the hours of activity in the dark winter hours -- but know that there is NO MONEY for this luxury.

I recommended that Carl get out more inside our own city and see some of our features in a better light.

For instance, I schooled him a bit on where the bricks went that used to

line the street opposite Molbak's (where Starbuck's #2 and Jamba Juice are). These bricks can be incorporated into the extended Garden Way and continue our current theme in Woodinville. Also, visit the sidewalk impressions in the Garden Way/Mill Rd area. The leaves can also be incorporated into the extended Garden Way Way and continue our current theme in Woodinville.

For history, I recommended that he visit our "Grumman's Chinese Theater" Hollywood walk of fame, which is located between QFC and Bigfoot Bagels. Here, on the sidewalk are foot and hand prints in cement (like Hollywood). You'll see impressions from the era of fantastic Seahawk football days (early 1980's) when quite a few Seahawks lived in Woodinville (in Laurel Hills). Aside from the Seahawks, and more importantly, he'll see Ray Freeman Jr.'s hand and boot prints. Ray was the original driver of cityhood back in the late 1970's and early 1980's. Ray passed away a few years ago. But the historical prints are still around. I informed Carl that few people know of this area. These went in as part of the Stock Market grocery store development (Woodinville Towne Center). Also, this block used to be the place where the rodeos were held, way back when.

Now Carl is armed with better ammunition to help guide the consultants. I also recommend that Carl get out and tour the city beyond the CBD by going up the Wood-Duvall Road and circle back down by the railroad tracks. Drive the distance of the current roadbed of the Little Bear Creek corridor, down the Woodinville-Snohomish Road to the former community center (annex). Meantime, observing where circulation problems truly are -- people want another railroad crossing over by the post office -- that sort of thing.

And "yes" I let him know that no one was big on parallel parking. Angled is easier and both require backing up in traffic. And to please visit Bothell, who had a parking problem (and at the time had on-street parallel parking on Main St.), but who re-did it and now have angled parking, added some brick features and a gazebo type thing, and this revived the area (an example of a successful venture). Also to visit Redmond, with it's mix used buildings and NO walkers out in front of any of them (an example of a failed venture).

The plan is to back off telling us, the residents of Woodinville, that they, the planners and consultants, will build us a downtown and instead will strive to enhance our current city and provide improvements in undeveloped parts (i.e. extended Garden Way).

MEMORANDUM

To: Carl Smith

From: Becky Perkins

Cc: Lane Youngblood
Ray Sturtz

Date: May 3, 2002

Subject: Downtown Master Plan Comments from Parks and Recreation
Commissioner Linda Sarpy

I spoke with Commissioner Sarpy this morning regarding the Downtown Master Plan and told her I would record her comments and relay them to you. She would like to speak to you on Monday. She can be reached at (206) 368-4493 between 7 am and 3:30 pm.

Here are the main points of her concerns:

The concepts being developed are not what Woodinville wants. People moved here because they like what is here. The Downtown MP should focus on enhancing what we have and not change everything. Examples of other cities shown at the meetings are not in the same context as Woodinville.

The public was given a "pick this one or pick that one" choice on many of the concepts. Therefore if anyone wanted to put forward something different, their voice was not counted in the statistics presented back to the public. It's as if their vote doesn't count.

Although the words "preserving historical significance" are used in the meetings, the concepts being shown do not preserve Woodinville's history but change the character of the downtown significantly.

Main street is NE 175th St. as established. It would be ok to have Garden Way as a major corridor but not as the main street. It is not true that there is nothing on 175th. The historical parade goes down 175th. People in the Woodinville community have been putting forth planning efforts for many years. So the statements and implications that nothing has been done is not true.

Parallel parking is not what Woodinville wants. Parallel parking disrupts traffic circulation rather than helps the traffic problems. This is a contradiction to the goals of the City's vision.

The statements being presented by staff and the consultant indicate that Woodinville needs a "center". Woodinville has a center which is the Civic Center. DeYoung Park also serves as a central gathering area in the summer.

Very little is being mentioned about the streetscape plan adopted by Council.

Redmond's mix use building area does not have large pedestrian activity which was the intent of what was being shown.

If you have any further questions, please let me know.

Becky

Carl Smith

From: Sarpy, Linda [SarpyL@WSDOT.WA.GOV]
Sent: Monday, April 22, 2002 7:31 AM
To: 'Robert Vogt'; Liz Aspen-Home; Tiffany Bond; Malka Fricks; Sarpy, Linda; Larry Chime; Kari Powers; Bob@FCE
Cc: Bob@FCE; Lane Youngblood Woodinville; Woodinville-Carl Smith
Subject: RE: Down Town Master plan comments

Liz,

Bob is right on the money. Glad to see we are all on the same page, and it is Carl Smith and the consultants who are out in the ozone.

Their ridiculous idea of a new "main" street is incredulous and showed that they are not listening to the taxpaying citizens of Woodinville nor reading the results of countless surveys where our citizens stated what they want.

We want Molbak's to stay. We want Firestone and Goodyear to remain. We want our few gas stations and we want to continue to be able to walk, bike and drive down the same 175th (the true "main" street). Also an absurdity spoken from Carl Smith's lips was something about reducing the speed limit on 175th. Look! the speed limit is 25 mph. People want circulation. Lowering the speed limit would cause even worse congestion. 25 mph is the lowest it can go and still have some circulation. Lowering it would only give the traffic police carpal tunnel syndrome from all the speeding tickets they would be writing during the hours that pedestrians and cyclist are not on the road which is after dark hours and early morning hours.

I think Carl Smith needs to quit misdirecting the consultants and pay attention to people who have been around more than a few months. Becky Perkins is right there. She presented the Tree Board's vision of 175th above 140th. The Tree Board did an excellent job (except for meandering the sidewalk closer to the cars).

I'm with Bob's comments and my added one about Carl Smith's "lower the speed limit" which I feel (and know) is ridiculous. Apparently, the last Downtown Master Plan meeting demonstrated that the current consultants and staff leader are the wrong people for the job.

Linda Sarpy
Washington State Department of Transportation
1715 228th St. SE, Suite 106
Bothell, WA 98021-8445
(206) 368-4493



Land Use

Which mixed use development concept do you prefer?

High Density Office Campus

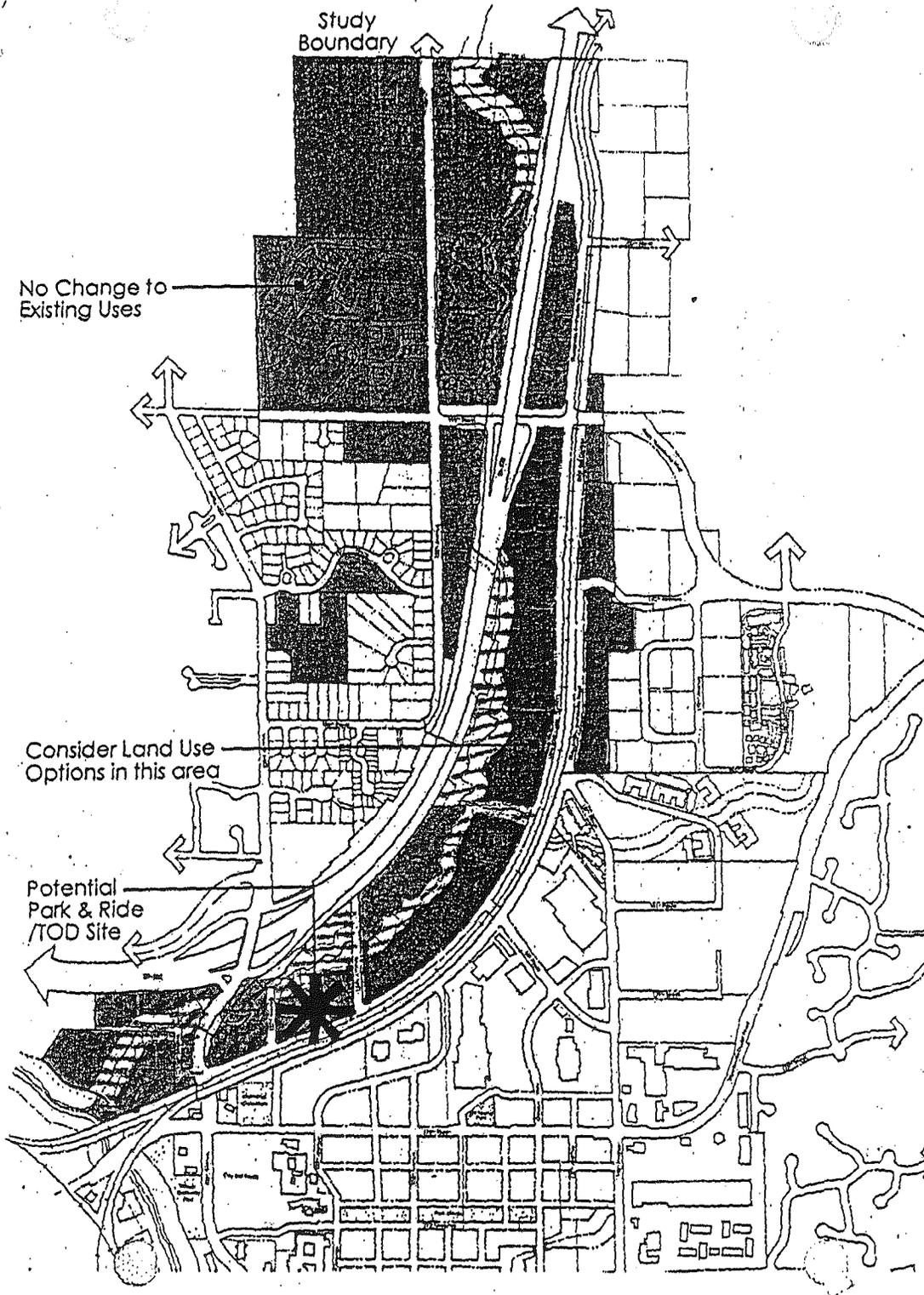
Yes No

Low Density Office & Commercial

Yes No

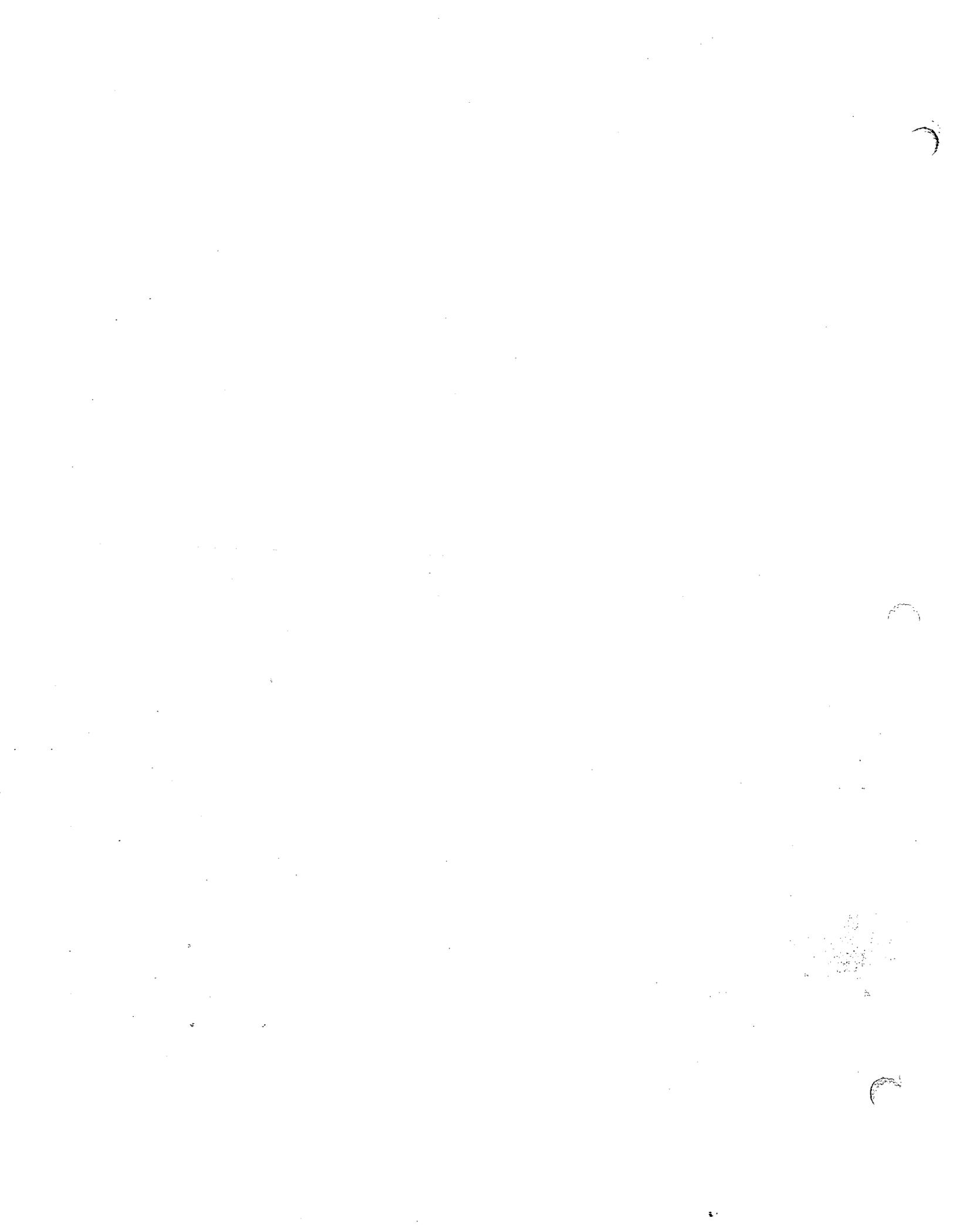
Other

Mike Smith ✓



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Carl Smith

From: Robert Vogt [bogt@attbi.com]
Sent: Sunday, April 21, 2002 10:23 PM
To: Liz Aspen-Home; Tiffany Bond; Malka Fricks; Linda Sarpy; Larry Chime; Kari ' Powers; Bob@FCE
Cc: Bob@FCE; Lane Youngblood Woodinville; Woodinville-Carl Smith
Subject: Fw: Down Town Master plan comments

-----Original Message-----

From: Robert Vogt <bogt@attbi.com>
To: Bob,earthlink <bogt@earthlink.net>
Date: Sunday, April 21, 2002 10:24 PM
Subject: Fw: Down Town Master plan comments

Liz, I was shocked and surprised at what I heard presented to us at the last Down Town planning meeting. It is as if the Consultants are not listening to what we spoke about, or simply running their own agenda...But, what I heard, is NOT what I want to see planned.

Carl, I have copied you because you are the Woodinville staff directing the consultants, and I think that they need new "marching orders."

Liz, based upon what we discussed at the first downtown visioning meeting late last year, before the consultants were hired, I recall these as the important points that we discussed and appeared to have consensus on.

1. Recognition that the Central Business District (CBD) must/will naturally expand to the north...towards 177th /"Bear Creek Parkway". Any downtown plan must consider this focus.
2. That we want to see planning for connectivity to housing to the North and east. Accommodate the pedestrian needs of these residents. Make it easier to get to CBD on foot or bike.
3. Design for connectivity from CBD to Bear Creek parkway.
4. Recognize the future reality of the Bear Creek parkway, and it linking to the CBD
5. Recognition that Bear Creek lineal park(way) plan incorporates parks and green spaces as key elements of the plan, with connectivity to existing City owned (undeveloped as yet) parcels, designated as parks.
6. Recognition of the (Future) Civic center including as part of its plan, green spaces, and connectivity to sports fields and Wilmot park.
7. Creation of bike paths/walkways to connect residential areas and future ARCH development to Bear Creek Parkway.and CBD
8. Also, suggestions of overpass for linking the Wedge to Bear Creek Parkway.
9. And, lest I forget, solutions to reduce traffic congestion and volumes in the CBD.

4/22/2002

10 Re development of existing business properties along 177th to accommodate new retail and commercial uses, with planned access to bear Creek parkway and greenspaces.

Referring to the Hebert study dated March 2002, please note the following

a. Changes to Increase Downtown Visits *survey results*

1. Reduce Traffic 42.4%
2. Make Downtown area more pedestrian friendly 11.2%
3. Bring in new businesses 11.2%

b. Improvements for City of Woodinville *survey results*

1. Reduce traffic 40.2%
2. Make downtown more pedestrian friendly 6.6%
3. Bring in more retail 3.9%
4. limit growth 3.2%

My observations from the last meeting 2 weeks ago.

1. The Consultants seem to have jumped on "Pedestrian Friendly" as the overall goal of the Master plan, and want to Create a new main street to provide the pedestrians friendly(iness) that we have spoken out for. However, I think the real message that the public spoke in earlier meetings was to make any thing NEW pedestrian friendly, and maybe fix some existing details to be more friendly....BUT, do not Crete a new main street to deliver *pedestrian friendly*.

2. Seems that the consultants are experts at downtown re development...However, do we need to redevelop downtown? I think not. Downtown Woodinville is alive, viable, and due to the TRF development, main street is fronted with *new*, apparently successful businesses..

3. I support the idea of punching though Garden Way to relieve traffic issues, by creating a second North to South connection. Much needed. But, at what expense?

a. Make this a main street, with new retail lining the street and providing *on street parking* (as a "necessary element of a successful main street") seems to just aggravate the existing parking issues...

b. More retail in the CBD, especially attached to 175th St just increases the traffic volume for the CBD, doesn't it?

c. Is displacement of existing businesses...i.e. Goodyear, another auto repair shop, and a portion of Molbaks parking, even feasible? Who/would bare this cost?

d. Creating a lineal park from Garden parkway to the west to join the Community center seems a good idea, but again, how realistic is this in terms of purchase of (very expensive) retail properties?

4. The proposal ideas discussed at the meeting make no mention of extension of CBD to Bear Creek Parkway. This planning is essential to future /long-term success of any downtown master plan.. Bear Creek parkway/177th St seems to realistically be the logical location for future mixed use//retail/commercial/multi family bldg. .

also, this area, bordering 177th would more likely fit the definition of re development...i.e. Change the use of existing properties and real estate

5. There was no presentation of ideas for connectivity to 177th St/Wood-Sno Rd/Bear Creek parkway. This is an assumed component of both the Little Bear Creek master plan and must be included in any proposed downtown master plan.

6. The suggested removal of existing "Commercial services " from 175th St ..i.e. gas stations and I assume Goodyear and Fire Stone, seems a little **NIMBY ish**. Where would these services be relocated to ? *Bothell*? These commercial services, although not the most attractive structures, are none the less essential services for the citizens of Woodinville.

7. I question the necessity to cease more retail..."specialty Shops, and similar stores" Downtown is where we the residents shop. Creating a "Gilman Village" could be located some where other than the CBD, perhaps to the Bear Creek corridor..Not as a replacement for existing CBD retail or commercial services.

8. Perhaps the Shucks Bldg. could be purchased, and the De Young park expanded to more useful to the CBD? This idea was not offered.

9. The Consultants should read the Tree Board's plans for 175th St Tree scaping and the re work of 140th St street scaping

10. We should invite the students from UW urban planning class to re present their plan that they presented to the Parks And rec./Planning commission..It was full of creativity, and did not create a new main street s the focal point of their plan.

In conclusion, I think the Consultants have not been given all the information, are not recipient of all the information already gathered. It is apparent to me that they want to Re design Downtown...because they are expert at redevelopment. Is this really what we need/want?

NO, we need cognitive and creative planning, that considers:

- a. how viable the existing CBD is.
- b. how the existing retail and services serve the residents now,
- c. how to integrate the CBD with Little Bear Creek and
- d. How to link CBD to future Civic Center.
- e. How to link CBD with future commercial and multi-family developments to the north.
- f. And remember, the CBD is not to serve tourism purposes, but to first serve the needs of the citizens/residents.

I do not want a new main street.

Robert Vogt
bogt@attbi.com
Home Ph.425-481-4492
Cell 206-930-5003

Subj: downtown
Date: 4/21/2002 12:44:52 PM Pacific Standard Time
From: karipowers@attbi.com (Kari Powers)
To: lizaspen@aol.com (liz aspen)

Hi liz. Thanks!
Important things to me:

Tie Bear Creek corridor to downtown (example would have been if all TRF buildings had been built at street front like they were on 195th. Those look nice. Then that road would have directly connected downtown to Bear Creek.)

Have new development be required to have buildings at street front. No more giant parking lots!!!! (put parking lots in the back). Just think how different TRF would have looked with the same stores in different locations! (Is there ANY way to fix it now?????)

Boulevard.

Matching lights, benches, flower pots or boxes, tree grates, art,, stuff with character

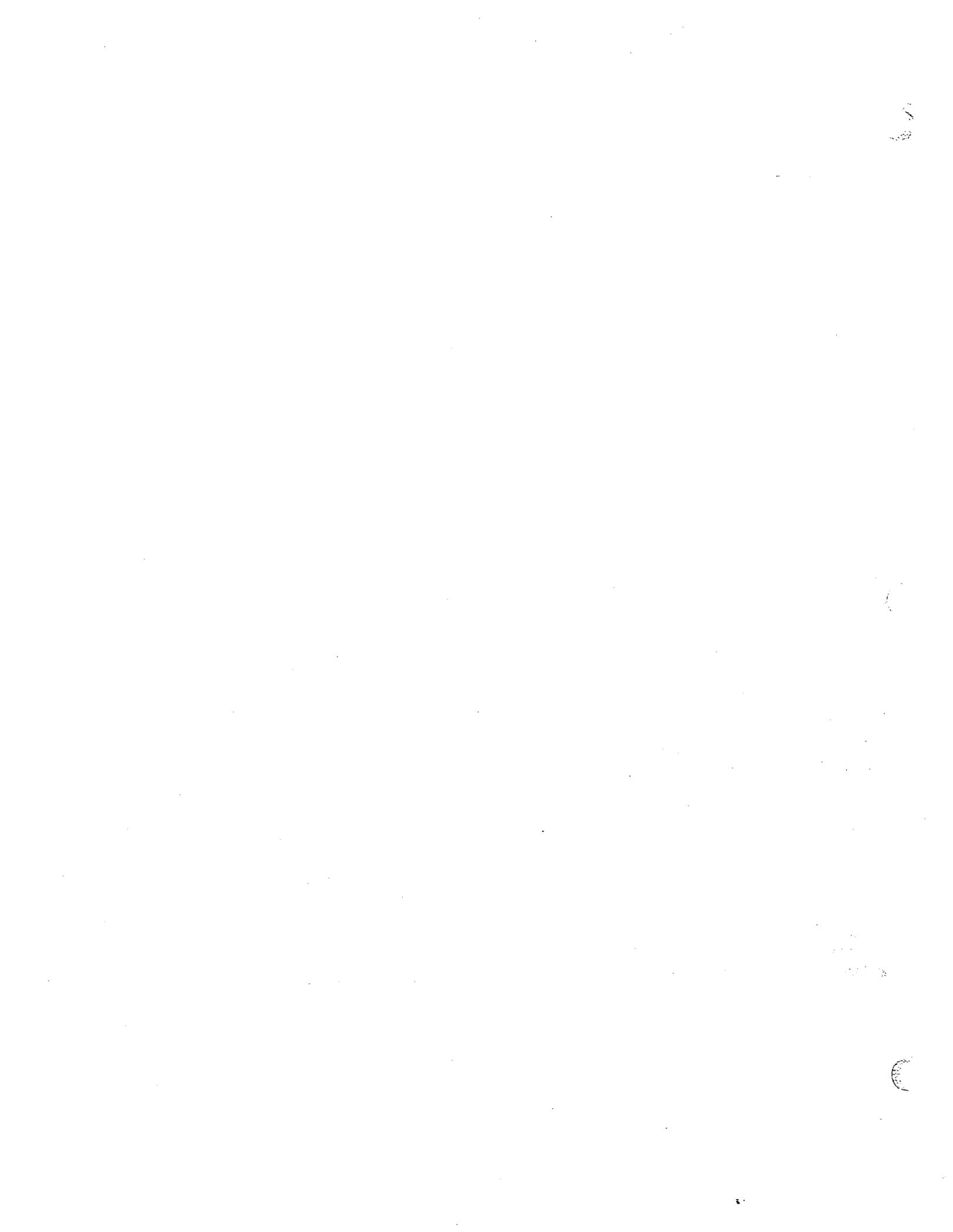
Why not 2 story stores like old fashioned down towns. And attract both bigger retail stores (Bon, Penneys?) like the new Redmond town center, as well as some unique artsy stuff like Kirkland

Take care,
Kari

----- Headers -----

Return-Path: <karipowers@attbi.com>
Received: from rly-xj02.mx.aol.com (rly-xj02.mail.aol.com [172.20.116.39]) by air-xj04.mail.aol.com (v84.14) with ESMTP id MAILINXJ41-0421154452; Sun, 21 Apr 2002 15:44:52 -0400
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Message-ID: <013101c1e96c\$17757d00\$44c8e40c@spiel.org>
From: "Kari Powers" <karipowers@attbi.com>
To: "liz aspen" <lizaspen@aol.com>
Subject: downtown
Date: Sun, 21 Apr 2002 12:38:19 -0700
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Sunday, April 21, 2002 America Online: Lizaspen



Subj: RE: Down Town Master plan comments
Date: 4/21/2002 11:43:47 PM Pacific Standard Time
From: BOND@emeraldcdg.com (Tiffany Bond)
Reply-to: 854bond@attbi.com
To: bogt@attbi.com (Robert Vogt), lizaspen@aol.com (Liz Aspen-Home), MALKA@iopener.net (Malka Fricks), sarpyl@wsdot.wa.gov (Linda Sarpy), Chimefive@aol.com (Larry Chime), karipowers@attbi.com (Kari ` Powers), bobv@fire-chief.com (Bob@FCE)

As is often the case, Bob has stated my beliefs far more eloquently than I could have.

Although I often mention "sinking" the TRF parking lot into underground parking with a lovely park on top (which would be just stunning!) - I realize that this is just not feasible in today's economy...perhaps in 10 years. I have not personally met with the consultant(s), but have attended a meeting or two to discuss these plans. I am sure the consultants have a bit of experience or they would not maintain a steady paycheck, but Woodinville is a quite unique entity. We are not something out of Mayberry or even Redmond. We have managed to achieve a bond (no pun intended) with our neighbors without needing to create a new "main street". We have a comfortable downtown with a lot of privacy for most residents. As a citizen I like our little town very close to how it is - just with more "connections". I find 175th very inviting & often walk through town to the grocery store or theater. I would hate to see our sidewalks cluttered with tables from cafes (as if we don't already have enough restaurants!) or impossible parallel parking since we certainly haven't the room for angled parking on a main drag. Has anyone ever tried to park in Redmond or Kirkland? Ewh! And even though I don't want more gas stations - don't take any away. The idea of east siders giving up their cars since they can live & work in the same place may be charming, but it is closer to insane. Do they realize we are working with a city that is less than 6 square miles & has a very rural service area? The only people I know in this state who haven't got a car or access to one either live in the heart of Seattle or certainly couldn't afford to live in Woodinville. But then again, by the time the consultants are done with us, we may not be able to afford it here either!

I love having a tourist district & the idea of more linkages to that district & our parks, but PLEASE don't make us a tourist town! We are "Country Living, City Style". We are not "City Living, Kinda like Redmond Style"

We are in need of:

- Traffic congestion relief (more housing in the middle of downtown will only bring additional cars for tenants & their guests)
- Maintaining or improving our pedestrian friendly city, but not by plowing through existing businesses & potentially homes
- Improving visual & multi-modal linkages between CBD/LBC & surrounding areas.

My 2 cents.

Tiffany

-----Original Message-----

From: Robert Vogt [mailto:bogt@attbi.com]

Sent: Sunday, April 21, 2002 10:27 PM

To: Liz Aspen-Home; Tiffany Bond; Malka Fricks; Linda Sarpy; Larry Chime; Kari ` Powers; Bob@FCE

Subject: Fw: Down Town Master plan comments

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Carl, I have copied you because you are the Woodinville staff directing the consultants, and I think that they need new "marching orders."

Monday, April 22, 2002 America Online: Lizaspen

