

TOWN OF WOODWAY



COMPREHENSIVE PLAN

2015 Update

Adopted June 2015

Town of Woodway Comprehensive Plan 2015 Update

Adopted June 2015

Factual representation of the Town of Woodway through December 31, 2014.
Events after this date are not included.

Mayor

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Town of Woodway Comprehensive Plan 2015 Update

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WOODWAY PLANNING COMMISSION

RESOLUTION NO. 2015-01

A RESOLUTION OF THE WOODWAY PLANNING COMMISSION RECOMMENDING TO THE TOWN COUNCIL APPROVAL OF THE *WOODWAY COMPREHENSIVE PLAN UPDATE 2015* AND AMENDMENTS TO THE TOWN'S ZONING ORDINANCE AND SUBDIVISION ORDINANCE

WHEREAS, The Town of Woodway adopted its first comprehensive plan in 1994 and updated the plan in April 2004 pursuant to the legislative enactments to the Washington State Growth Management Act (GMA) that were required at such time; and

WHEREAS, The GMA provides for the periodic update of local comprehensive plans to reflect changes in local conditions and revisions to state law pursuant to RCW 36.70A.130; and

WHEREAS, the Town of Woodway is located within the Central Puget Sound Region and pursuant to said law is required to review and if necessary, update its comprehensive plan and development regulation by June 30, 2015; and

WHEREAS, the Woodway 2004 Comprehensive Plan, amended in 2008 and 2012, should be reviewed to determine if additional revisions are necessary to reflect recent legislative changes in state law and other revisions to be consistent with countywide planning policies; and

WHEREAS, the Town of Woodway received a grant from the Washington State Department of Commerce to update its comprehensive plan and development regulations to reflect recent changes in state laws; and

WHEREAS, Town of Woodway Planning Commission adopted a planning process to guide the Commission through the various steps of updating required and optional elements of the comprehensive plan; and

WHEREAS, the Planning Commission conducted numerous work sessions between November 2013 and November 2014 to review the plan goals, vision statement, policies, data, and development regulations to implement any necessary policy revisions; and

WHEREAS, the Planning Commission authorized the updated plan and development regulations to be prepared for a public hearing to be conducted on January 14, 2015; and

WHEREAS, a 60 day notice of pending adoption of comprehensive plan and development regulations was sent to the Washington State Department of Commerce on December 8, 2014; and

WHEREAS, the Town's SEPA Official issued a Declaration of Non-Significance and forwarded the declaration to the Department of Ecology and agencies with jurisdiction on December 9, 2014; and

WHEREAS, a notice of public hearing was published in the Everett Herald on January 3, 2015 and posted in public places in the Town on December 31, 2014; and

WHEREAS, the proposed amendments to the Woodway Comprehensive Plan, referred to as the *Town of Woodway Comprehensive Plan Update -2015*, is consistent with the applicable provisions of the Washington State Growth Management Act, the Puget Sound Regional Growth Strategy- Vision 2040 and the Snohomish Countywide Planning Policies; and

WHEREAS, the proposed amendments to the Town's Municipal Code to implement the comprehensive plan policies are consistent with Washington State laws and administrative codes relating to the preparation and adoption of development regulation amendments; and

WHEREAS, the proposed revisions to the comprehensive plan and development regulations are in the public interest and provide for the development and servicing of land consistent with the vision and goals set forth in the plan.

NOW THEREFORE BE IT RESOLVED BY THE WOODWAY PLANNING COMMISSION

Section 1. The Planning Commission adopts the staff report attached hereto as Exhibit A.

Section 2. The Planning Commission recommends to the Woodway Town Council the adoption of the *Town of Woodway Comprehensive Plan Update -2015* and attendant development regulations.


Passed by a vote of 7 in favor and 0 opposed this 14th day of January 2015.



Robert Allen, Chairman

Jan 14 2015

Date



Heidi Napolitano, Secretary

14 January 2015

Date

**TOWN OF WOODWAY
ORDINANCE 15-564**

**AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF WOODWAY,
WASHINGTON, APPROVING THE ADOPTION OF THE *WOODWAY
COMPREHENSIVE PLAN UPDATE 2015* AND AMENDMENTS TO CHAPTERS
13 (SUBDIVISION REGULATIONS) AND 14 (ZONING REGULATIONS) AND
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the Town Council of the Town of Woodway adopted its first comprehensive plan in 1994 and adopted its required update to the plan in April 2004 pursuant to the required time lines set forth in the Washington State Growth Management Act (GMA); and

WHEREAS, the Town of Woodway is located within the Central Puget Sound Region and pursuant to RCW 36.70A.130 is required to review and, if necessary, update its comprehensive plan and development regulation by June 30, 2015; and

WHEREAS, the Woodway 2004 Comprehensive Plan, amended in 2008 and 2012, should be reviewed to determine if additional revisions are necessary to reflect recent legislative changes in state law and other revisions to be consistent with countywide planning policies; and

WHEREAS, the Town of Woodway received a grant from the Washington State Department of Commerce to update its comprehensive plan and development regulations to reflect recent changes in state laws; and

WHEREAS, Town of Woodway Planning Commission adopted a planning process to guide the Commission through the various steps of updating required and optional elements of the comprehensive plan; and

WHEREAS, the Planning Commission conducted numerous work sessions between November 2013 and November 2014 to review the plan goals, vision statement, policies, data, and development regulations to determine if any revisions to policy or development regulations were necessary; and

WHEREAS, the Planning Commission authorized the updated plan and development regulations to be prepared for a public hearing to be conducted on January 14, 2015; and

WHEREAS, a 60 day notice of pending adoption of comprehensive plan and development regulations was sent to the Washington State Department of Commerce on December 8, 2014; and

WHEREAS, the Town's SEPA Official issued a Declaration of Non-Significance and forwarded the declaration to the Department of Ecology and agencies with jurisdiction on December 9, 2014; and

WHEREAS, the Planning Commission conducted a duly advertised public hearing on January 14, 2015 and unanimously approved Planning Commission Resolution 2015-01 recommending adoption of the plan and development regulation amendments to the Town Council; and

WHEREAS, the Town Council received the Planning Commission Resolution and conducted two work sessions on May 5th and 18th to review, discuss, and consider the Planning Commission's recommendations and decided to conduct an additional public hearing on the amendments to the comprehensive plan and development regulations; and

WHEREAS, a duly advertised public hearing was conducted on June 1, 2015 by the Town Council; and

WHEREAS, the proposed amendments to the Woodway Comprehensive Plan, referred to as the *Town of Woodway Comprehensive Plan Update -2015*, are consistent with the applicable provisions of the Washington State Growth Management Act, the Puget Sound Regional Growth Strategy- Vision 2040 and the Snohomish Countywide Planning Policies; and

WHEREAS, the proposed amendments to the Town's Municipal Code to implement the comprehensive plan policies are consistent with Washington State laws and administrative codes relating to the preparation and adoption of development regulation amendments; and

WHEREAS, the proposed revisions to the comprehensive plan and development regulations are in the public interest and provide for the development and servicing of land consistent with the vision and goals set forth in the plan.

NOW THEREFORE BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF WOODWAY

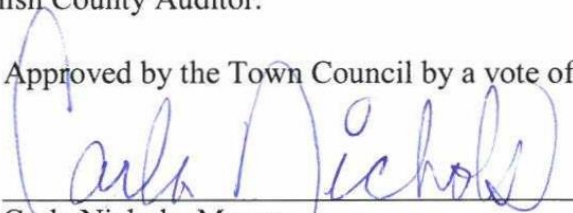
Section 1. The Town Council adopts the *Town of Woodway Comprehensive Plan Update- 2015* and amendments to Chapters 13 (Subdivision Regulations) and 14 (Zoning Regulations) of the Municipal Code as set forth in Exhibit A-Staff Report.

Section 2. Invalidity. If any section, subsection, clause, phrase or sentence of this ordinance, is for any reason held to be invalid or unconstitutional, such invalidity or unconstitutionality of the remaining portions of this ordinance, as it is being hereby expressly declared that this ordinance and each section, subsections, clause, phrase, or sentence, hereof would have been prepared, proposed, adopted, and approved and ratified irrespective of the fact that any one or more section, subsection, clause, phase, or sentence, be declared invalid or unconstitutional.

Section 3. Effective Date. This Ordinance shall be in full force and effect five (5) days from and after passage, and publication as provided by law.

Section 4. Recordation. The Town Clerk is directed to record this ordinance with the office of the Snohomish County Auditor.

Approved by the Town Council by a vote of five for and zero against this first day of June 2015.


Carla Nichols, Mayor

June 1, 2015
Date


Attest: Joyce Bielefeld, Clerk Treasurer

June 1, 2015
Date

Attachments: Exhibit A-Staff Report
Exhibit A-Attachment 1- *Town of Woodway Comprehensive Plan - 2015*
Exhibit A-Attachment 2- Development Regulation Amendments



Chapter 1: Introduction

The Woodway Comprehensive Plan is the official document of the community to be used by both the public and private sectors when formulating decisions about the future use and servicing of land and facilities. The Comprehensive Plan and corresponding elements are required by the 1990 Washington State Growth Management Act (GMA). The statewide intent of GMA is to channel future urban growth into urban areas where a full range of urban services can be provided while conserving critical environmental areas and preserving valuable resources.

The Comprehensive Plan is composed of a set of goals that express the values of the community, and a series of policies that represent specific courses of action to follow in order to attain the various goals. In addition, the plan includes a set of maps that geographically depict the array of land uses, the transportation network, and the capital facilities and utilities planned for the future. The goals, policies, and associated maps are contained within six elements, or chapters, that include Land Use, Conservation, Transportation, Housing, Capital Facilities/Utilities, and Parks, Recreation, and Open Space.

The Growth Management Act

The Growth Management Act (GMA) was adopted by the Washington State Legislature in 1990, and amended thereafter, to manage future urban development and preserve the state's valuable economic and natural resources. The primary component of the Act is the requirement that local jurisdictions develop and implement comprehensive plans to carry out the goals set forth in the legislation.

The Town of Woodway's Comprehensive Plan is consistent with the following statewide goals set out in the GMA.

1. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans.
6. Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and agricultural lands, and discourage incompatible uses.
9. Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

10. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. Historic preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Countywide Planning Policies

The Growth Management Act provides that local comprehensive plans be consistent with and based upon the policies adopted for the county in which the local jurisdictions are located. Snohomish County prepared Countywide Planning Policies in 1994 that have been amended numerous times to be consistent with revisions in the GMA and other growth related considerations. The most recent amendments were adopted in June 2011 following review and comments by members of the Snohomish County Tomorrow Steering Committee including Woodway.

The Woodway Comprehensive Plan has been prepared to be consistent with the relevant Countywide Planning Policies. The following summarizes the consistency of the Woodway Comprehensive Plan to the countywide policies considered most relevant to Woodway.

Urban Growth

The Countywide Planning Policies include a map of the Southwest Urban Growth Area wherein Point Wells and the upper bluff have been designated as Woodway's Municipal Urban Growth Area (MUGA). Woodway adopted the Woodway Municipal Urban Growth Area Subarea Plan and attendant development regulations for the MUGA in August 2013. The 2035 population allocation for the existing Town limits and its MUGA can be accommodated within the Town's planned distribution of land uses.

Contiguous and Orderly Development and Provision of Urban Services

The Woodway Comprehensive Plan for the Town limits and the MUGA subarea allow for infill development at urban level densities with the provision of urban services.

Joint Planning

Snohomish County and Woodway have participated in planning for Point Wells for many years. Following a developer initiated proposal for a mixed used project in 2011, Snohomish County, the City of Shoreline, the Richmond Beach neighborhood, and Woodway have all participated in defining their respective interests for Point Wells. Those collective efforts have culminated in each jurisdiction preparing land use plans that would be applicable either upon development in the County or after annexation to a particular jurisdiction.

Housing

The Woodway Housing Element recognizes the importance of maintaining existing residential neighborhood character. The Town's development regulations allow for urban level densities and streamlined permit processing to support affordable housing goals.

Capital Facility Siting

The Capital Facilities Element includes policy statements that the Town will implement the final adopted version of the County's essential facility siting process.

Transportation

The Woodway transportation element recognizes the existing and planned low population levels for the Town and provides for facilities that support the population and residential character. The planned transportation facilities include only local access streets with bicycle and pedestrian facilities.

Planning and Woodway's History

Woodway was established in 1912 when David Whitcomb, Sr. purchased the original 320-acre site and platted the land for two-acre residential lots for people who desired "country living". When nearby development in the 1950's threatened the annexation of Woodway into other cities, residents of the Town incorporated as a city in 1958, which provided development protection and independence as a community. These historical beginnings continue to guide present day policies.

Woodway's first community plan was adopted in 1963 and described a vision based on respect for nature and a belief in a quiet existence in a densely wooded environment. The Town was designed as a retreat from common urban life that was associated with air and noise pollution, traffic congestion, obtrusive land uses, and commercial development. Although the population of Woodway has increased since the first plan was adopted, the residents of the Town are desirous of maintaining the character that was envisioned in the original plan. This desire to maintain Woodway as was originally envisioned by David Whitcomb, Sr. is reflected in its municipal brand as being "The Quiet Place."

Comprehensive Plan Updates: 1994, 2000, 2004, 2012, and 2015

The initial 1963 community plan was revised in 1994 and then amended in 2000 to be compliant with several provisions of GMA. The state legislature adopted amendments to the Act in 2001 that required all counties and cities planning under the act to prepare and complete updates of their original plans by 2005 in order to plan for growth for the ensuing 20-year planning period to 2025. Consistent with the state legislation, the Town's comprehensive plan was updated in 2004. The next update is to be complete by June 2015.

To address the current plan update, the Woodway Planning Commission embarked on a process in 2013 to review and update the existing Comprehensive Plan. This current Comprehensive Plan update reflects their work and has been prepared to comply with the requirements for comprehensive plans set forth in the Growth Management Act.

Relationship of the Comprehensive Plan to Development Regulations and the Shoreline Master Program

The goals and policies contained in this Plan's elements are implemented through the application of development regulations. Development regulations include the zoning and subdivision ordinance, environmentally critical areas ordinance, engineering standards, and other regulatory provisions set out in the Town's municipal code. For example, where a policy in the Plan's land use element states that a residential density is established in a certain portion of the Town, the zoning ordinance and map designate the specific location for that residential density. Further, if vacant land is proposed for development, the critical areas ordinance defines sensitive land areas that may present constraints to development; the subdivision ordinance and engineering standards are used to create buildable parcels that respect environmental constraints.

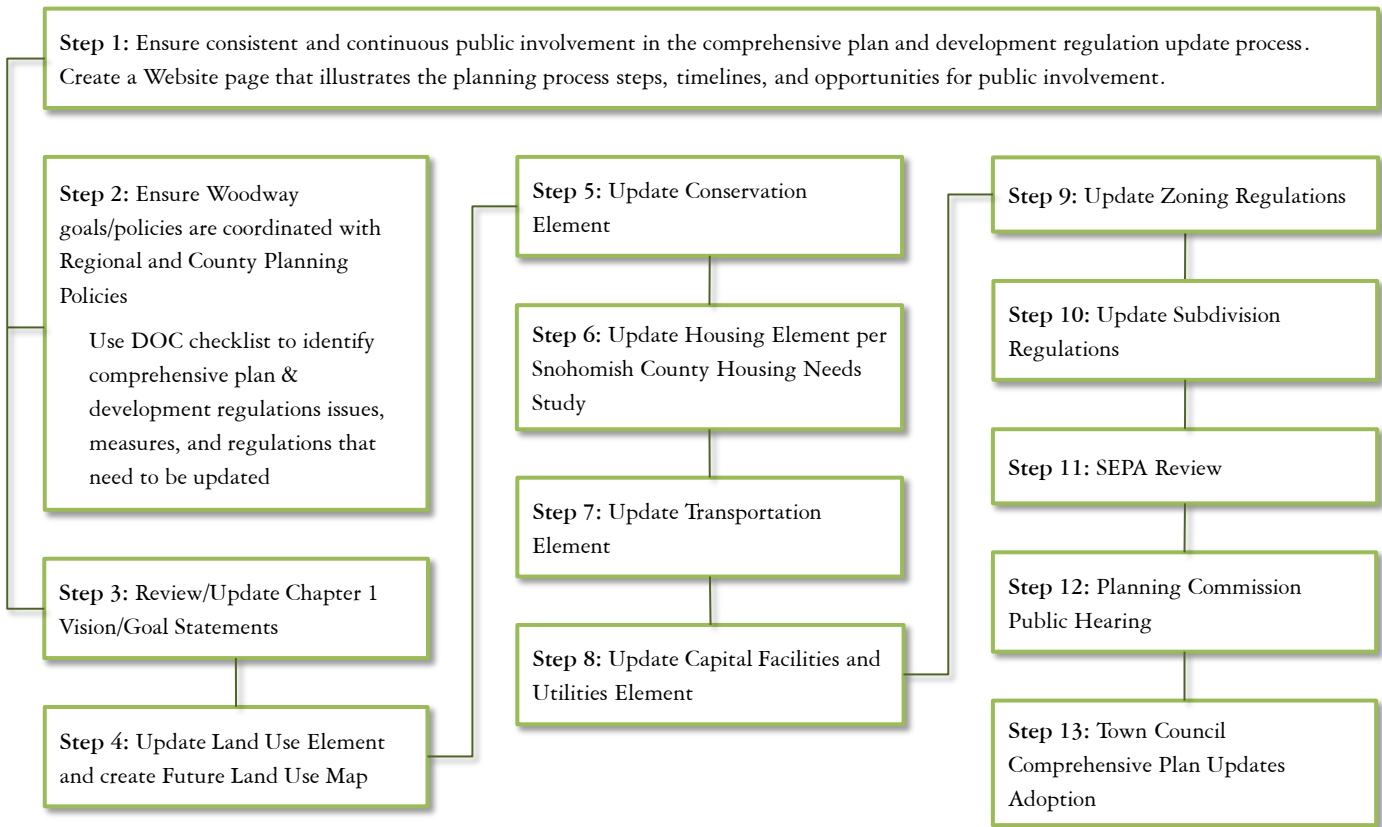
The Town and Department of Ecology adopted the Town's updated Shoreline Master Program in April 2013. The Shoreline Master Program provides goals, policies, and regulations for property located within 200' upland of the mean ordinary high water mark of Puget Sound. The Master Program is considered an element of the Town's Comprehensive Plan and is consulted and administered for proposed land uses within the 200' shoreline jurisdictional area.

2015 Planning Processes

The 2015 Woodway Comprehensive Plan update has been prepared with the assistance of a grant from the State Department of Commerce-Growth Management Division (DOC). The Planning Commission has utilized a planning process, based in part, on the department’s Periodic Update Checklist for Cities. The checklist was helpful in identifying key components of the Town comprehensive plan and development regulations that needed to be updated to comply with changes in the GMA since the 2005 update. Figure 1-2 illustrates the sequential steps of the planning process.

Figure 1-2

2015 COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS UPDATE PLANNING PROCESS



Comprehensive Plan Format

The Comprehensive Plan is organized into six primary elements or chapters:

- Land Use
- Conservation
- Transportation
- Housing
- Capital Facilities/Utilities
- Parks, Recreation, and Open Space

Each element has been prepared pursuant to the GMA requirements and includes the following common format:

An introduction that describes the purpose or intent of the element; an inventory and analysis of the existing conditions of the built or natural environment; a set of goals that define the expectations of the Town relative to the element's purpose, and a set of policies that are specific courses of action to follow to move toward attaining the goals.

The plan also includes a series of maps that designate future land use, the planned transportation network, general critical areas, and an implementing zoning map.

Overarching Community Values, Goals, and Vision Statements

The purpose of the Town's vision statement is to define the desired future of the community that should be in the forefront of major public and private decision-making. The vision for Woodway is based on a set of community values that residents have identified as vitally important to decision-making throughout the planning period.

Community Values

Woodway historically has been a community characterized by low density residential neighborhoods situated in a forested environment adjacent to Puget Sound. The Town's logo includes the slogan "The Quiet Place", which accurately describes the sensory mood of the community when compared to more urban environs that surround the Town. Community values and community qualities listed by the Planning Commission include the following:

- Quiet residential neighborhoods situated among a physical setting of natural landscapes characterized by a Northwest forested environment exemplified by mature vegetation, abundance of wildlife, expanses of tall trees, and open space;
- An appreciation of, and the impetus to, preserve the Town's unique physical setting and low density residential neighborhoods while being surrounded by jurisdictions with more intense urban development;
- A strong "sense of community" and active volunteerism;
- A well-recognized pedestrian environment distinguished by its expansive walking paths and bikeways;
- Local residential streets with low traffic volumes devoid of congestion; and
- A legacy of independent local government with active participation in regional issues.

Community Goals

The above values/qualities have been a solid foundation of the community for decades and have served as a touchstone for planning goals in the Town's previous comprehensive plans. Community values and qualities still embrace a contained community, large expanses of wooded open space, and quiet residential neighborhoods, but acknowledge that Woodway is not immune to urban issues. The Planning Commission has defined the following goals that contribute to the Town's vision:

Character

Preserve Woodway's unparalleled physical setting and its low density single-family neighborhoods. Respect the character of existing homes, neighborhoods, and land uses when considering new development within the Town and its designated municipal urban growth area.

Guidance

Use the Comprehensive Plan, Shoreline Master Program, and development regulations as a guide for coordinating and regulating development activity.

Land Use

Continue the historic land use patterns of low-density single-family residential neighborhoods consistent with state goals and regional and countywide planning policies. Accommodate development that is in the best interest of the Town and that will adequately meet the Town's adopted population and employment targets.

Environment

Preserve the Town's unique natural setting and advance the enactment and administration of policies and regulations that promote conservation of natural resources, environmental stewardship, and sustainable development patterns and infrastructure.

Transportation

Maintain a safe and convenient circulation system for the movement of people, goods, and services through Town while minimizing detrimental impacts generated by internal and external development activities.

Community Facilities/Utilities

Provide the necessary public facilities to meet current and future needs.

Governance

Continue to promote and administer Town policies that maintain Woodway's small-town character, independence, and sense of community that has been a hallmark of the community since incorporation.

Vision Statement

As stated above, the purpose of the vision statement is to serve as the basis for making public and private decisions about land use, services, environmental protection, and the quality of life of Woodway residents. Because of its broad application for overall community-wide decision making, the vision statement is incorporated into the Town's comprehensive plan and represents the overarching basis for the goals and policies set forth in each of the plan's elements.

- Woodway is a regional ecological resource that also is home to a stable, sustainable residential community. The Town includes significant native forests, wetlands, marine bluffs, wildlife corridors, and environmentally restored shorelines. These features, as well as a commitment to environmental stewardship, define the Town's identity.
- Woodway's natural resources are accessible to community residents and visitors from throughout the region. Environmental awareness and stewardship are important aspects of public land protection and restoration. Town actions, volunteer work, and individual residential activities all serve to reduce human impacts to the ecology. New development and infrastructure adheres to low-impact development practices.
- While the Town's governmental activities are restricted to those actions necessary to protect the general health, safety, and public welfare of the community's interests and maintain public services, volunteer efforts are an important source of civic energy and provide much of the community's cohesion and collective identity. Woodway's mission is to provide efficient and accessible municipal services and responsible stewardship of land and resources.

- Any new residential development of the upper bluff within the Town's MUGA should benefit the Town financially, add to the Town's identity, and should be planned and designed to complement the Town's existing character and development patterns.
- Point Wells is redeveloped for a combination of desired mixed land uses on the waterfront, a restored shoreline ecology, substantial public access, and recreational opportunities consistent with the *Woodway Municipal Urban Growth Area Subarea Plan*.

Chapter 2: Land Use Element

Introduction

The Land Use Element provides for the general distribution and location of existing and future land uses. It describes development trends and the general character of the Town of Woodway. It also includes population densities, building intensities, estimates of future population growth, and policies that provide for the future use, distribution, and servicing of land including approaches that promote physical activity. The underlying purpose of the Land Use Element is to ensure that an adequate amount and distribution of urban land uses are available to accommodate the projected 20-year population and employment projections of the Town.

General Setting of Woodway

Existing Community

The Town consists of 811 acres, including tidelands. A system of public streets connects Woodway to the City of Edmonds in Snohomish County and the City of Shoreline in King County. Residential uses range from multi-acre residential tracts situated within preserved urban forests to low-density subdivisions. An array of public open space exists throughout the Town, including the 13-acre Woodway Reserve located along the Town's southern main roadway.

Woodway's land use distribution is predominantly single family residential. The Town's zoning districts allow for single-family development on one-quarter acre, one-third acre, one acre, and two acre lots. Residential uses cover approximately 90% of the Town's total land area while the only non-residential uses within the Town's boundaries are public uses that include Town Hall and several open space parcels.

Residents of the Town and those of surrounding jurisdictions use the Town's walkways and streets for active recreational activities, including jogging, running, and bicycling. Surrounding School District facilities, community centers, and local, county, and state parks provide additional active and passive recreational opportunities.

The tidelands and associated shoreline are governed by the 2013 Woodway Shoreline Master Program. The Shoreline Master Program provides goals, policies, and development regulations for the land area within 200 feet of the ordinary high water mark of Puget Sound and limits development activity to three environmental designations: aquatic, urban conservancy, and Point Wells Urban. The policies and regulations associated with the Point Wells Urban designation would be applicable upon annexation.

Point Wells

Located adjacent to and nearly surrounded by the southwest portion the Town is a 97-acre remnant of unincorporated Snohomish County. The acreage includes a 62-acre waterfront area, commonly referred to as Point Wells. The majority of this area includes property currently used as a distribution center for asphalt materials. The area also includes railroad right of way owned by BNSF and the outfall portal for King County's Brightwater sewer treatment system. Primary access to Point Wells is via Richmond Beach Drive Northwest through the Town and the City of Shoreline.

Point Wells, other than the outfall portal, is planned and zoned for a future mixed-use urban village. The outfall portal remains zoned industrial. Both the County and Woodway have participated with the property owners and surrounding neighborhoods in planning for the new urban village because the area is located within the Snohomish County Southwest Urban Growth Area, and more specifically within Woodway's designated Municipal Urban Growth Area. The Town adopted the Woodway Municipal Urban Growth Area Subarea Plan-2013 to provide guidance for the development upon annexation to Woodway. An application for development of the urban village has been submitted to Snohomish County.

The remaining 35 acres of the site, known as the Upper Bluff, includes an environmentally sensitive steep-sloped mid-bluff, and a relatively flat upland area. This area is zoned for single-family residential development. The primary access to the Upper Bluff is from 238th Street Southwest in Woodway.

Land Use Services

Woodway provides municipal services both directly by Town employees and through contracts. The Capital Facilities element details provision of both contracted and direct municipal services.

Domestic water and sanitary sewer services are provided to Woodway through agreements between the Town and Olympic View Water and Sewer District. Several homes within the Town are provided sewer service by agreement with Ronald Wastewater Utility District. Olympic View’s water source includes a series of wells, one of which is situated in the 22-acre Deer Creek watershed located within the boundaries of Woodway. This area is protected by a Conservation zone designation. In December 2013, the Town provided 10-years notice to Olympic View of the Town’s intent to resume sewer operations and assume Olympic View’s water and sewer services within the Town. Pursuant to an agreement between the Town and Olympic View, Olympic View must transfer its water and sewer assets to the Town upon the conclusion of the 10-year period.

The Town owns several open space parcels, including the 22.7-acre Woodway Reserve, a portion of which is designated as Native Growth/Public Open Space within the Woodway Highlands. The Town also owns Olympic Park, which is presently a 5.05-acre undeveloped parcel of overlooking Puget Sound, and Deer Creek Park, a 4.38-acre undeveloped parcel adjacent to the southern edge of the Deer Creek Watershed. The Town is planning to install limited passive recreation facilities at Deer Creek Park.

Existing Conditions

The land use patterns in Woodway are very similar to those existing at the time of incorporation in 1958. Land use is dominated by single-family residential neighborhoods situated within mature urban forests, as well as several more recent developments. The residential development pattern has resulted in the retention of significant areas of native vegetation in their natural state. More intensive urban development surrounds Woodway with commercial establishments, schools, and other services nearby and within walking distance.

Land use designations of the Comprehensive Plan are appropriately implemented with complementary zoning districts. The Town Hall and public open spaces, considered institutional uses, are allowable in residential zoning districts. The following table illustrates the amount of land area allocated to the existing zone districts within the town limits.

**Table 2-1
Land Use Categories and Zoning Districts**

Category	Acres (includes tidelands) *	% of Total
Single-Family Residential:		
Forest Residential Park (R-87 & R-43)	512.4	63.1
Suburban Residential (R-14.5)	100.3	12.4
Urban Restricted (UR)	32.9	4.1
Conservation (C):	49.0	6.0
Public & BNSF Rights-of-Way:	116.7	14.4
Totals:	811.3	100

Source: Snohomish County Assessor

*Approximate acreage

Land Use Character and Planned Residential Densities

The Growth Management Act requires communities to plan for their respective share of the anticipated growth provided by the state and county population allocation. Woodway has participated in the process with other Snohomish County jurisdictions by allocating population growth to the planning year of 2035. Based on the availability of vacant developable land within the current Town limits, Woodway can adequately accommodate its anticipated 2035 population of 1,389 as documented in Tables 2-2 and 2-3.

Woodway has a historical pattern of low density residential neighborhoods with zoned lot sizes ranging from 8,400 square feet up to two acres in size. It is important to point out that the GMA does not require that these historical land use patterns be redeveloped to higher densities. However, the GMA does require that the Town meet its 20-year population forecasts with a range of densities set out in the Land Use Element. Based on the distribution of developed and undeveloped land in the Town's zoning districts, Woodway can meet its 2035 population target of 1,389. This population target was adopted by the Snohomish County Council as an element of the Snohomish Countywide Planning Policies in June 2013.

Future Population and Employment Projections

Population projections for the next 20 years are based on Washington State Office of Financial Management (OFM) and Puget Sound Regional Council estimates, employment opportunities, and available land supply. Employment opportunities in the Town of Woodway are limited as there is no commercial or industrial zoned or developed land. Individual residents may operate home-based businesses consistent with the Home Occupation provisions of the Woodway Municipal Code.

Since incorporation in 1958, Woodway's population has increased from 400 to 1,307 as of April 1, 2010. According to the Snohomish County Tomorrow Estimates and Population Targets, Woodway's population is expected to increase to 1,389 by the year 2035 supported by the Town's available land supply.

Table 2-2
Population Increase: 1958 to 2035

Incorporation				Current	Projected
Year	1958	1970	1980	2010	2035
Population	400	879	832	1307	1389

Source: Washington Office of Financial Management, Snohomish County Tomorrow, and Town of Woodway

Table 2-3 illustrates the total number of housing units and commensurate population that could be developed on Woodway's existing inventory of vacant building lots, parcels, and potentially redevelopable parcels based on current zoning. To attain this estimated population target for 2035, an addition of 82 new residents will need to be accommodated within the Town's jurisdiction. Since the amount of vacant land in the existing zone districts can support a total of 101 new residents, the existing zone districts have enough capacity to adequately support the 2035 allocated population.

Table 2-3
Additional Residential Capacity

Zone District	Undeveloped Acres*	Additional Housing Unit Capacity**	Population Estimate 2.90/unit
UR	0	0	0
R-87	32.5	15	43.5
R-43	5.85	5	14.5
R-14.5	15.4	15	44
Total	53.7	35	101.5

¹ Washington State Office of Financial Management

* Includes vacant and potentially redevelopable land consistent with minimum lot area requirements of underlying zone district

** Capacity is based on the total amount of potentially developable acres and does not reflect the individual property owners' desire to retain larger land parcels.

While there are several lots within the Town's boundaries that are larger than the minimum size required by the underlying zoning district, only a few could lend themselves to being subdivided due to the siting of improvements and adjacent critical areas. Numerous lots include the steep bluff overlooking Puget Sound, which is identified as an environmentally critical area due to its slope and/or slide potential. Additionally, wetlands due to underground springs and aquifer recharge areas are also present.

Land Use Goals and Policies

The Town of Woodway's vision statement is aimed at maintaining the stable residential character of existing and new neighborhoods, preserving the Town's notable natural surroundings, fostering a culture of environmental sustainability and active living, and promoting coordination and cooperation with surrounding communities. The goals and policies set out below are specific courses of action to guide both public and private decisions to move toward and attain the Town's stated vision. Goals are identified as LUG (Land Use Goal) and policies are identified as LUP (Land Use Policy).

Town Character and Development Goals

- LUG-1 To preserve the Town of Woodway's natural and scenic character, park-like atmosphere and the privacy of individual residences.
- LUG-2 To preserve and protect the Town of Woodway's historical development patterns a through strict enforcement of the Town's development regulations.
- LUG-3 To provide development regulations that allow for innovation and flexibility in the development of single-family housing while preserving the character, natural environment, and environmentally sensitive areas of the Town.
- LUG-4 To discourage development in areas where there are inadequate public facilities and/or environmentally sensitive areas determined to be potentially hazardous to public safety.
- LUG-5 To preserve and maintain the views of the nighttime skies and the visual character of Woodway by ensuring that nighttime lighting levels are designed to avoid light spillage off-site and upward into the nighttime sky.

Town Character and Development Policies

- LUP-1 To limit development to areas with adequate levels of public utility and facility services.
- LUP-2 To guide and regulate land development by the application of zoning, subdivision standards, and environmental policies that address the cumulative impacts of development on Town resources and consistency with the Growth Management Act.
- LUP-3 To designate residential densities based on the land's natural capacity for development, historical development patterns, the ability to provide required public facilities and services, the protection of environmentally sensitive areas, and compatibility with surrounding land uses.
- LUP-4 To limit redevelopment to higher densities by such factors as compatibility with surrounding residential uses, adequacy of public facilities and services, traffic patterns, Town character, and the project's cumulative impacts on the surrounding natural areas including the urban forests, bluff, tidelands, and stream corridors, and the protection of and minimizing impacts on environmentally sensitive areas.

- LUP-5 To ensure that residential infill development and redevelopment in established residential areas shall be designed to protect and enhance Town character, historical development patterns, and the natural environment.
- LUP-6 To ensure that new residential development and substantial remodels shall address the following minimum improvements in accordance with state and local regulations:
- i. Paved streets and surfaced walkways;
 - ii. Off-street parking;
 - iii. Storm drainage control, including stormwater conveyance and detention facilities;
 - iv. Public water supply;
 - v. Public sanitary sewers;
 - vi. Circulation and traffic patterns for the development;
 - vii. Open space;
 - viii. Environmentally critical areas; and
 - ix. Underground wiring.
- LUP-7 To ensure that new development and redevelopment within the Town shall provide for and/or contribute its proportionate fair share of expenses associated with the provision or maintenance of established urban Levels of Service, in accordance with applicable state statutes and local regulations. Urban Levels of Service include streets, pedestrian circulation systems, emergency services (police and fire protection), schools, stormwater and water quality management, open space, and municipal sewer and water services.
- LUP-8 To ensure that the provision of off-site improvements shall be provided concurrent with the development of the proposed project, in accordance with state and local regulations, if applicable. In the case of an approved phased development, off-site improvements and/or fair share contributions may be provided concurrent with each phase, provided that for each phase adopted levels of service standards are maintained.
- LUP-9 To establish standard methodologies to be used to determine the appropriate fair share contribution to be paid by new development for those off-site improvements that are associated with a proposed project.
- LUP-10 To periodically review all applicable development related sections of the Woodway Municipal Code and amend as necessary to ensure consistency with the adopted Comprehensive Plan.
- LUP-11 To ensure that residential, public, and other uses shall provide outdoor lighting fixtures that shield the light source and do not cast light upward into the nighttime sky.

Open Space Goals

- LUG-6 To encourage the retention and dedication of open space areas for the use and enjoyment by Town and area residents.
- LUG-7 To provide for the preservation of open space through the purchase of land by the Town, and through the fair and reasonable application of development regulations related to private land development activities.
- LUG-8 To the maximum extent possible, retain open space in its natural state to protect the quality and quantity of groundwater used for public water supplies. Where appropriate, re-vegetate previously disturbed areas with indigenous native vegetation to enhance the urban forests and provide wildlife habitat opportunities and areas for the use and enjoyment by Town and area residents.
- LUG-9 To encourage the development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop existing parks where appropriate.

- LUG-10 To encourage the protection of the historic character of the area by striving to retain existing natural areas and open spaces.
- LUG-11 To provide for the protection of habitat areas, open space, and passive recreation through zoning, development guidelines, and other land use regulations.

Open Space Policies

- LUP-12 To ensure that proposed subdivisions provide for open space areas.
- LUP-13 To allow the preservation of open space to be accomplished through the use of conservation easements, buffer areas, landscape setbacks, or other means to protect or enhance the natural environment and environmentally sensitive areas, increase open space, and/or add to the general aesthetics of a land use proposal.
- LUP-14 To promote the retention, conservation, and, where appropriate, the acquisition of open space and environmentally sensitive areas with unique or fragile features to promote education and/or maintain natural resource values.
- LUP-15 To require protection of environmentally critical areas through the designation of open space areas within existing and new developments.
- LUP-16 To encourage the use of excess rights-of-way, road ends, and other infrastructure areas for open space purposes.
- LUP-17 To adopt development regulations that maintain and enhance inter-connected open space areas for use by wildlife to travel between habitat areas and to provide and enhance additional habitat opportunities.
- LUP-18 To promote a diverse approach to funding for the acquisition of open space areas, by using public and private funds through a variety of different funding sources.

Point Wells Policies

Consistent with the planning requirements of the State’s Growth Management Act, the Town has completed a subarea plan for its designated Municipal Urban Growth Area. In August 2013, the Town Council adopted the Woodway Municipal Urban Growth Area Subarea Plan-2013. This subarea plan is located in Appendix A and is hereby incorporated into the Woodway Comprehensive Plan Update -2015.

Shorelines

There is approximately one mile of waterfront area located within the Town’s corporate limits. The shoreline and tidelands are separated from the upland portion of the area by the Burlington Northern Santa Fe Railroad right-of-way. This right-of-way is used daily by freight and passenger trains including Amtrak and Sound Transit’s Sounder commuter rail train.

Olympic Park, located in the northwest corner of the Town, is bisected by the railroad tracks and the western portion of the park is situated within the shoreline jurisdiction. The remainder of the shoreline and adjacent tidelands are in private ownership. There is a history of slope instability and landslides on the bluffs.

The Town adopted its first Shoreline Master Program in 2001. The GMA required update of the Woodway Shoreline Master Program was adopted by the Town Council and Department of Ecology in May 2013.

The Town’s Shoreline Master Program applies to all land areas located within the 200 foot contour of the ordinary high water mark of Puget Sound. The Master Program is also applicable to Point Wells upon annexation by the Town.

Figure 2-1

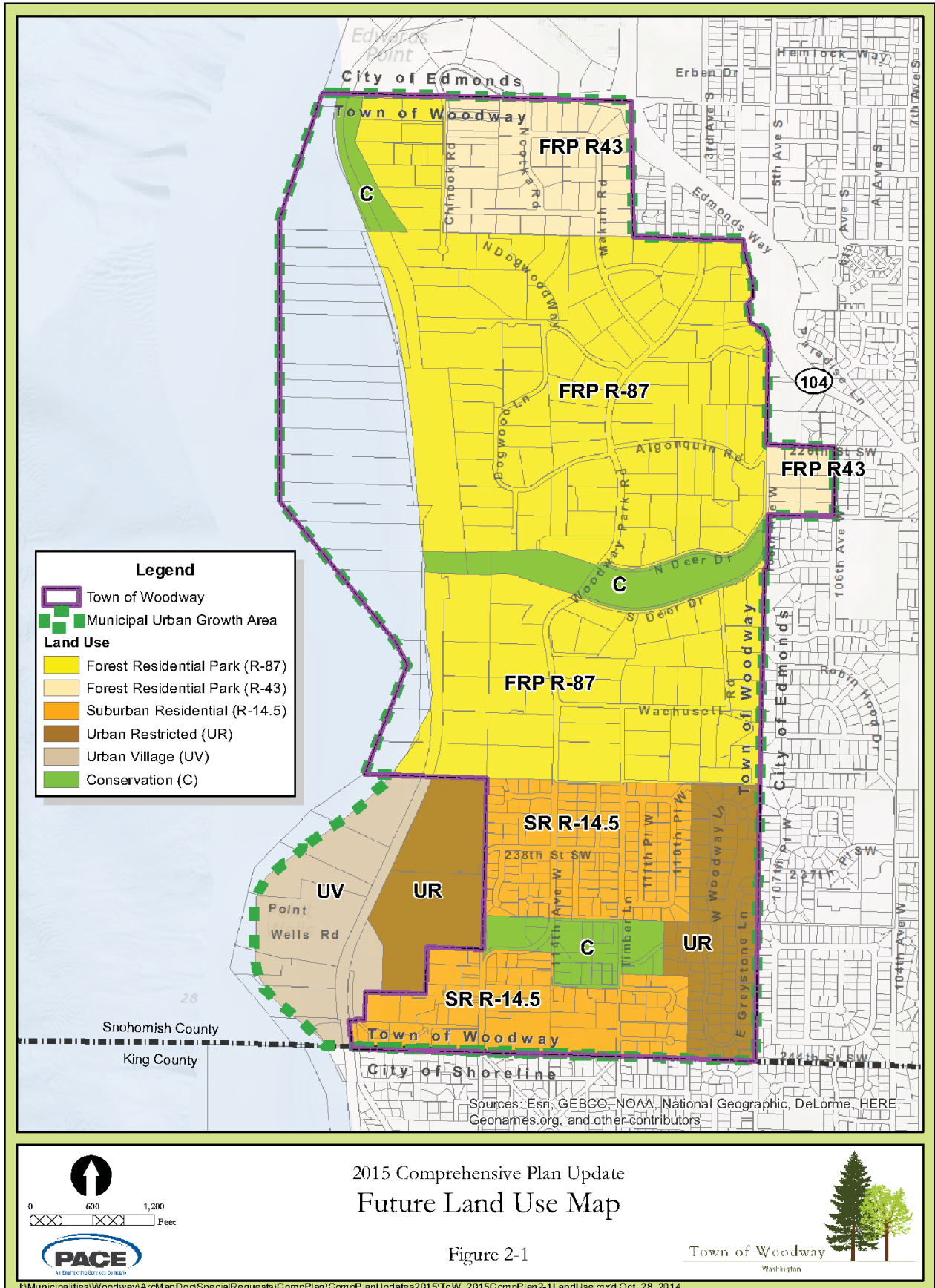
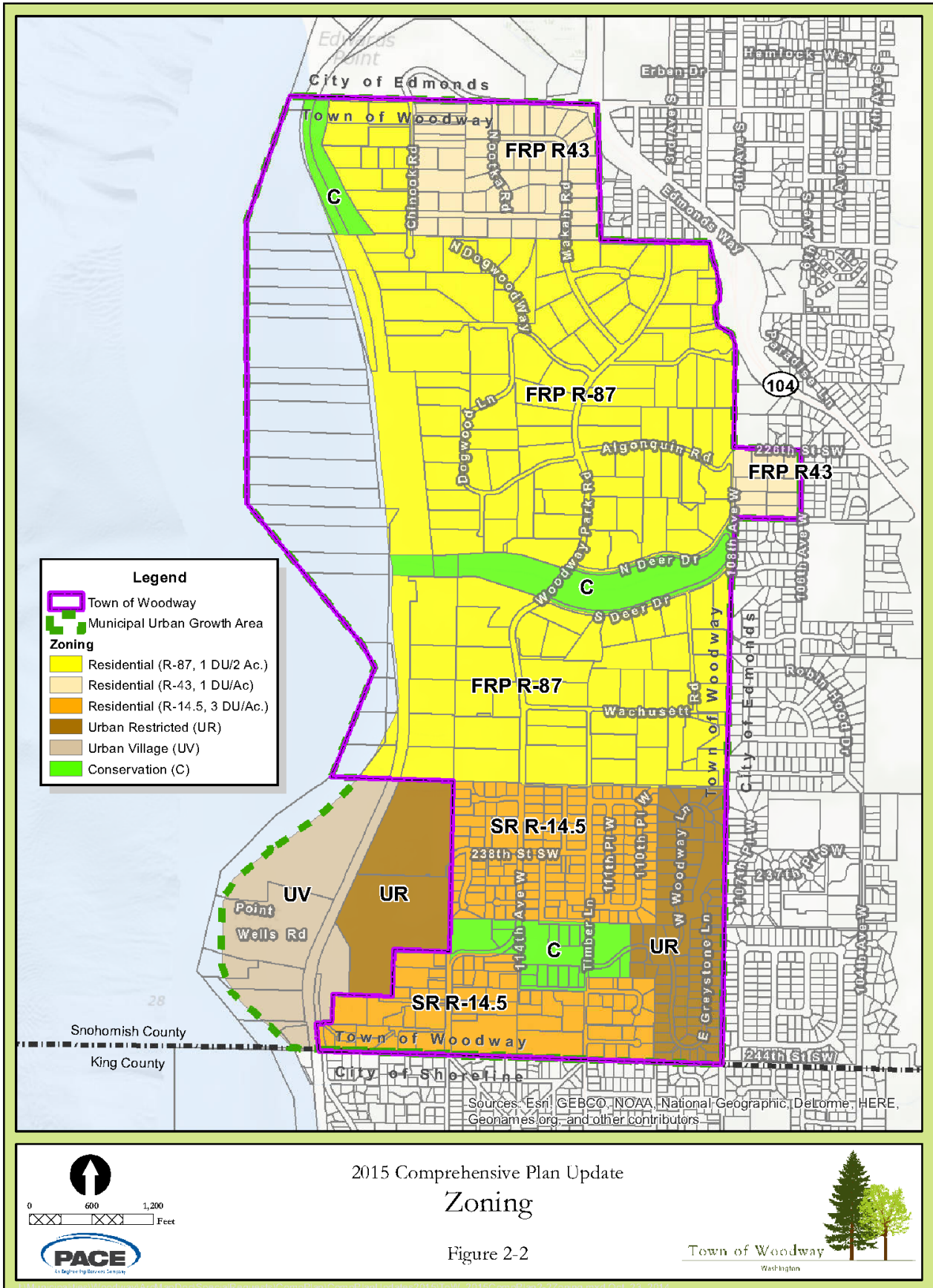


Figure 2-2



Chapter 3: Conservation Element

Introduction

Woodway is characterized by historical development patterns that created expansive land parcels for residential living areas set amongst an environment of mature northwest forest overlooking Puget Sound. Significant watershed, wildlife habitats, and sensitive environmental areas exist throughout the Town.

The Town of Woodway values its quality of life standards, adheres to a strong commitment to conservation of its natural resources and believes that the protection and preservation of those attributes make Woodway “The Quiet Place.” From its inception, Woodway founders, residents, and leaders have stressed the importance of air, land, and water quality.

The purpose of the conservation element is to define those components of the Town’s environment that should be addressed in terms of conservation, preservation, or protection. The format for the element begins with a brief discussion of the various environmental components followed by a list of goals and then policies intended to guide future action.

Environmental Components

Topography and Geology

The Town of Woodway occupies less than two square miles of land, including tidelands, bounded on the north and east by the City of Edmonds, on the South by the City of Shoreline and on the west by Snohomish County and Puget Sound.

The Town is located on a rolling plateau known as the Seattle drift plain, which drops irregularly to Puget Sound in a series of basins formed by small streams that flow through the area. A relatively steep bluff separates the upper portion of the plateau from the Sound. The geology of Woodway is primarily composed of Vashon Till generally situated south of Deer Creek and Advanced Outwash that underlies the till and is exposed on the steep slopes of the Woodway Bluff. The Advanced Outwash also exists north of Deer Creek. These till and outwash were deposits from the receding Vashon Glacier.

Most of the Town lies between 180 and 350 feet above mean sea level. The predominant natural feature of the Town is the Deer Creek drainage, which geographically divides the Town in half. Deer Creek and the associated aquifer begin on the eastern boundary of the Town at approximately 228th Street Southwest and terminate at Puget Sound. The Deer Creek watershed is owned by the Olympic View Water and Sewer District and supplies 40% of the potable water needs for Woodway.

The second major drainage way is Willow Creek, located in the north end of the Town. Willow Creek supplies the water source for the Deer Creek Hatchery, located just north of the Woodway town limits in the City of Edmonds. The Deer Creek Hatchery raises salmon for release into Puget Sound waters.

Soils

Woodway is composed primarily of the Everett and Alderwood series of soils (Soil Survey of Snohomish County Area, Washington (USDA)). Soil type and slope affect the stability of an area. Erosion can be significant and occur rapidly if vegetation, including trees and forest litter, are removed for development.

The geology of the Town is indicative of the glacially created Puget Sound area. Surface deposits vary from clean sand deposits to clay soils. With the exception of a few areas the majority of surface soils are poorly drained, characterized by perched water table conditions during the winter months.

Vegetation and Wildlife

The Town of Woodway is best described as an example of a Puget Sound Lowland Douglas Fir/Salal plant community. A plant community of this type is characterized by the predominance of coniferous trees such as

Western Hemlock (*Tsuga heterophylla*), Western Red Cedar (*Thuja plicata*), Douglas Fir (*Pseudotsuga menziesii*), and Grand Fir (*Abies grandis*).

Environmental factors such as sunshine, soil moisture, and drainage will determine which species will be dominant within each stand. Associated with these common conifers are several species of broad-leaved trees, most frequently Red Alder (*Alnus rubra*) and Bigleaf Maple (*Acer macrophyllum*). The understory typically consists of a range of shrubs, perennials and seasonal wildflowers, which include Salal (*Gaultheria shallon*), Pacific Blackberry (*Rubus vitifolius*), Salmonberry (*Rubus spectabilis*), Rhododendron (*Rhododendron macrophyllum*), Vanilla Leaf (*Achlys triphylla*) and False Solomon's Seal (*Smilicina racemosa*).

Animals inhabiting Woodway are also typical of those found in a Douglas Fir/Salal forest in the urbanized area of Puget Sound. The relatively small size of the individual plan community has limited the number of species as well as the fact that the Town lies adjacent to a densely urbanized area. Within the Town's undisturbed natural areas, particularly the bluff along Puget Sound, one might encounter deer, raccoons, opossum, coyotes, squirrels, mountain beaver, and other assorted small rodents. These areas provide habitat and an irreplaceable natural corridor through which wildlife can pass. The Deer Creek basin also provides an east-west corridor for wildlife to access Puget Sound and connect to the bluff area, which provides additional access to lands north and south.

Given the proximity of the Town to Puget Sound, and the fact that a large portion of the Town remains tree-covered, birds of varying sizes and species are common. Bird species presently include raptors such as the Bald Eagle, Hawks and Owls, Woodpeckers, Jays, Band-Tailed Pigeons, Blue Herons, and Quail. Migratory songbirds and resident waterfowl are present to the extent there is available habitat such as wetland areas with open water. The Puget Sound Audubon Society has recorded 78 bird species present within the Town including Bald Eagles and Pileated Woodpeckers, which are listed on the state and federal endangered/threatened species list.

The drainage basins within the Town may provide habitat for salmonid species (i.e., Trout and Salmon), particularly the creeks in the north end of Town that flow to the Deer Creek Hatchery located in Edmonds, and then out to the Sound. Natural drainage basins within the Town are generally well shaded and surrounded by native vegetation such that if sufficient flows are present and the basin gradient is not too steep, creeks within these basins may support native fish populations. However, a comprehensive survey of each drainage basin has yet to be undertaken. These basins also provide valuable water quality functions such as retaining, slowing, and filtering runoff prior to these flows reaching Puget Sound. Additionally, the public and private tidelands within the Town provide areas of Eelgrass, which supports and provides habitat for both ESA listed and non-listed salmonids.

Fish and wildlife are important historical, cultural, recreational, and economic resources. They also serve as indicators of the condition and health of our physical and natural environment. Because the natural holding capacity of land is a constant, the loss of wildlife is generally proportional to the loss of habitat area. Species continue to be proposed for listing by state and federal agencies as endangered, threatened, sensitive, candidate, or monitored status. To protect important species, environmental elements necessary for survival such as shelter, food sources, access to water, habitat area, migration corridors, and freedom from disturbance during critical life cycle periods must be identified, preserved, and enhanced.

Surface and Groundwater Resources

Woodway has four groundwater drainage basins:

- Willow Creek, which slopes northerly towards the City of Edmonds;
- Deer Creek East Drainage Basin, which slopes easterly;
- Deer Creek West Drainage Basin, which slopes westerly toward Puget Sound; and
- Richmond Beach Drainage Basin, which slopes to the south and west towards Richmond Beach, in the City of Shoreline within King County.

There are three or four other smaller creeks that accumulate groundwater and storm runoff that discharge into Puget Sound. There is an abundance of natural springs and small surface water drainages. Rainwater rapidly percolates through the till soils but moves laterally when in contact with impermeable deposits such as clay.

The Town also owns a 2.4-acre wetland, located in the southwestern portion of the Town, adjacent to 241st Street Southwest. The wetland is classified as a palustrine forested seasonally flooded/saturated wetland, with large snags present. This wetland is identified as priority habitat by the Washington State Department of Fish and Wildlife (WDFW) in the WDFW Priority Habitats and Species Database.

Environmentally Critical Areas

Pursuant to the Growth Management Act, environmentally critical areas include wetlands, aquifer recharge areas, fish and wildlife habitat, frequently flooded areas (including streams), and geologically hazardous areas.

There are several small streams/wetland areas in Woodway that serve as important wildlife resources and corridors. Smaller, site-specific sensitive areas have not yet been mapped since relatively little development has occurred that would trigger the identification of these areas.

Geologically hazardous areas include steep slope hazard, landslide and erosion hazard, and seismic hazard (liquefaction prone) areas. WAC 365-195-200(9) defines geological hazardous areas as “areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to siting of commercial, residential, or industrial development consistent with public health or safety concerns.” In Woodway, geologically hazardous areas are located along the bluff as evidenced by recent landslide activity (1997).

As building and development applications are submitted to the Town, they will be reviewed to determine if the site will be impacted by any critical and/or sensitive areas including wetlands, geological hazard areas, streams, fish and wildlife habitat, and frequently flooded areas and regulated accordingly.

Conservation Goals

- CG-1 To preserve the Town’s natural systems, including landforms, soils, watercourses, and vegetation, in order to protect public health, safety, and welfare, and maintain the integrity of the natural environment and environmentally sensitive areas, clean air and clean water.
- CG-2 To recognize the role that wetlands and other critical and sensitive areas play in our ecosystem by strictly enforcing the Town’s Critical Areas Ordinance.
- CG-3 To preserve and enhance existing natural vegetation and encourage the addition of native drought-tolerant species to developed areas while eliminating invasive plant species. All development activities shall minimize hardscape and encourage landscaping and greenbelts.
- CG-4 To protect the Town’s aquifer recharge areas.
- CG-5 To protect and enhance the Town’s streams and the functions and values of wetlands.
- CG-6 To administer the Town’s adopted development regulations to prevent water quality degradation and fish and wildlife habitat loss and minimize the loss of public and private property in geologically hazardous areas.
- CG-7 To coordinate with Snohomish County and the state to designate and protect critical and sensitive areas within the Town and its Municipal Urban Growth Area that provide fish and wildlife habitat for plants and animals that have been identified by the state as being threatened, endangered, sensitive, or identified by the Town as species of local significance.
- CG-8 To utilize the substantive authority of the State Environmental Policy Act (SEPA) to condition development proposals to identify environmental impacts on the Town’s natural and built resources and require attendant mitigation measures.

Conservation Policies

Land Conservation and the Natural Environment Policies

- LCP-1 To sustain and enhance the existing forested natural setting of the Town and to promote the use of indigenous plants for landscaping improvements as envisioned by its founders and current residents.
- LCP-2 To administer the Town's tree preservation ordinance aimed at preserving and enhancing the Town's natural wooded character and promoting vegetative management practices that will maintain the Town's unique natural setting and open space. New development and re-development proposals shall include efforts to preserve existing trees as part of the site design.
- LCP-3 To identify the general location of the Town's Critical Areas, including fish and wildlife habitat areas, aquifer recharge areas, geologically hazardous areas, wetlands, and streams, on the official critical areas map.
- LCP-4 To protect and restore environmental quality through land use plans, surface water management plans and programs, and development review. Use Best Available Science techniques to ensure the success of protection and restoration efforts, including, but not limited to, low impact development or other strategies approved or endorsed by the state's resource agencies.
- LCP-5 To retain native vegetation and coniferous and deciduous trees in rights-of-way, in setback and buffer areas, in open space areas and, to the extent possible, on the developable areas of individual lots.
- LCP-6 To require new development within the Town of Woodway to protect and preserve identified critical and sensitive areas.
- LCP -7 To promote land use patterns that protect critical and sensitive areas and minimize hazardous conditions to human settlements.
- LCP-8 To promote innovative design and planning that ensures the protection of critical and sensitive areas while allowing for reasonable use and development of property.
- LCP-9 To amend the zoning code and other development regulations as necessary based on the Best Available Science to provide for protection of critical and sensitive areas while allowing for reasonable use and development of property.
- LCP-10 To cooperate with Snohomish County and Olympic View Water and Sewer District to implement specific measures for the protection of water quality in Puget Sound.
- LCP-11 To encourage private donations of land or conservation easements for critical and sensitive areas and their associated buffers and encourage the establishment of open space tracts to protect and preserve natural areas and environmentally sensitive areas within the Town.

Air Quality Policies

- AQP-1 To maintain significant vegetation that will enhance air quality and to minimize the potential of air pollution through the exclusion of industrial, commercial, and those land uses that generate high volumes of vehicular traffic.

Water Resource Policies: Streams, Wetlands, and Aquifer Recharge Areas

- WRP-1 To preserve and protect the Olympic View Watershed area of Deer Creek through prohibition of uses and encroachments that may harm the water resources.
- WRP-2 To enact drainage standards intended to protect groundwater and manage surface waters from pollution.
- WRP-3 To promote environmentally sound stormwater management and water resource practices.

- WRP-4 To permit a range of wastewater disposal systems (private on-site septic and public sewer) intended to reduce the flow of effluent to Puget Sound. In the event that on-site systems fail and threaten water quality, facilitate the extension of sewer lines.
- WRP-5 To regulate private development activities to protect water quality and quantity in such a manner as to preserve and enhance fisheries and wildlife habitat.
- WRP-6 To regulate development activities within streams and associated buffer areas to protect and enhance identified functions and values.
- WRP-7 To retain native vegetation within riparian corridors. New planting of vegetation with approval from the Town may be required where such vegetation will protect and enhance the corridor's function and values. The removal of invasive vegetative species will be encouraged.
- WRP-8 To administer the Town's Critical Area Ordinance applicable to wetlands, streams, and aquifer recharge areas for land development activities to ensure the protection of water resources.
- WRP-9 To protect wetlands by maximizing stormwater infiltration opportunities where possible and promoting the conservation of forest cover and native vegetation.
- WRP-10 To coordinate with Snohomish County and Olympic View Water and Sewer District to designate and classify aquifer recharge and wellhead protection areas within the Town.
- WRP-11 To provide for the protection of groundwater resources through stormwater and erosion control measures, water quality education programs, preservation of undeveloped open space and environmentally sensitive areas, and other best management practices that avoid impacts to groundwater.
- WRP-12 To identify and regulate land uses that could have a potential significant adverse impact on groundwater quality and/or quantity.

Geologically Hazardous Area Policies: Landslides and Steep Slopes

- GHAP-1 To coordinate with Snohomish County, Washington State Department of Ecology, State Department of Natural Resources (DNR), and other agencies with specific knowledge, to identify and designate areas of geological hazard and potential risk within the Town, including landslide, erosion, and seismic hazards.
- GHAP-2 To administer the Town's Critical Areas Ordinance for land use proposals located in geological hazardous areas to ensure that site work and structures are properly designed to minimize the risk of property damage, injury to occupants, and environmental degradation.
- GHAP-3 To retain slopes of 40 percent or greater in a natural state, free of structures and other land surface modifications.
- GHAP-4 To require special studies to evaluate seismic risks and to identify appropriate measures to reduce such risks.
- GHAP-5 To require development adjacent to sensitive areas to preserve native vegetation, including unique habitat areas.
- GHAP-6 To apply the Town's critical area regulations to proposed developments adjacent to geological hazardous areas to establish effective buffers to protect the resource and promote public safety.

Fish and Wildlife Habitat Policies

FWHP-1 To designate the following species and habitats of local significance, and consider regulations to protect them.

Species of local significance include the following:

Blacktail Deer	<i>Odocoileus hemionus</i>
Coyote	<i>Canis latrans</i>
Mountain Beaver	<i>Aplodpontia rufa rufa</i>
Big Brown Bat	<i>Eptesicus fucus</i> (WA priority species)
Myotis Bat	<i>Myotis sp.</i> (WA priority species)
Sea Otter	<i>Enhydra lutris</i> (WA priority species)
Bald Eagle	<i>Haliaeetus leucocephalus</i> (WA priority species)
Band-tailed Pigeon	<i>Columba fasciata</i>
Barred Owl	<i>Strix varia</i>
Belted Kingfisher	<i>Ceryle alcyon</i>
Cooper's Hawk	<i>Accipiter cooperii</i>
Great Blue Heron	<i>Ardea herodias</i> (WA priority species)
Great Horned Owl	<i>Bubo virginianus</i>
Long-eared Owl	<i>Asio otus</i>
Merlin	<i>Falco columbarius</i> (WA priority species)
Northern Saw-whet Owl	<i>Aegolius acadicus</i>
Osprey	<i>Pandion haliaetus</i>
Pileated Woodpecker	<i>Dryocopus pileatus</i> (WA priority species)
Sharp-shinned Hawk	<i>Accipiter stratus</i>
Western Screech Owl	<i>Otus kennicotti</i>
Wood Duck	<i>Aix sponsa</i> (WA priority species)
Pacific Herring	<i>Clupea pallasii</i> (WA priority species)
Bull Trout	<i>Salvelinus confluentis</i> (WA priority species)
Dolly Varden	<i>Salvelinus malma</i> (WA priority species)
Chinook Salmon	<i>Oncorhynchus tshawytscha</i> (WA priority species)
Coastal Resident & Searun Cutthroat	<i>Oncorhynchus clarki</i> (WA priority species)
Coho Salmon	<i>Oncorhynchus kisutch</i> (WA priority species)
Rainbow Trout & Steelhead	<i>Oncorhynchus mykiss</i> (WA priority species)

Noise Abatement Policies:

- NAP-1 To enhance and/or maintain natural wooded areas to buffer residential areas from the Town's streets or other obtrusive noise generating sources.
- NAP-2 To maintain the current zoning of the Town's land, which limits uses to residential, governmental services, and resource protection, and regulate land use activities within said zone districts to minimize noise pollution.

Plants and Wildlife Policies:

- PWP-1 To protect natural habitats from destruction or disruption.
- PWP-2 To maintain a plant and wildlife inventory of current flora and fauna habitats and species and to monitor changes as development occurs.
- PWP-3 To develop a noxious weed abatement program applicable to both public and private properties.

Figure 3-1

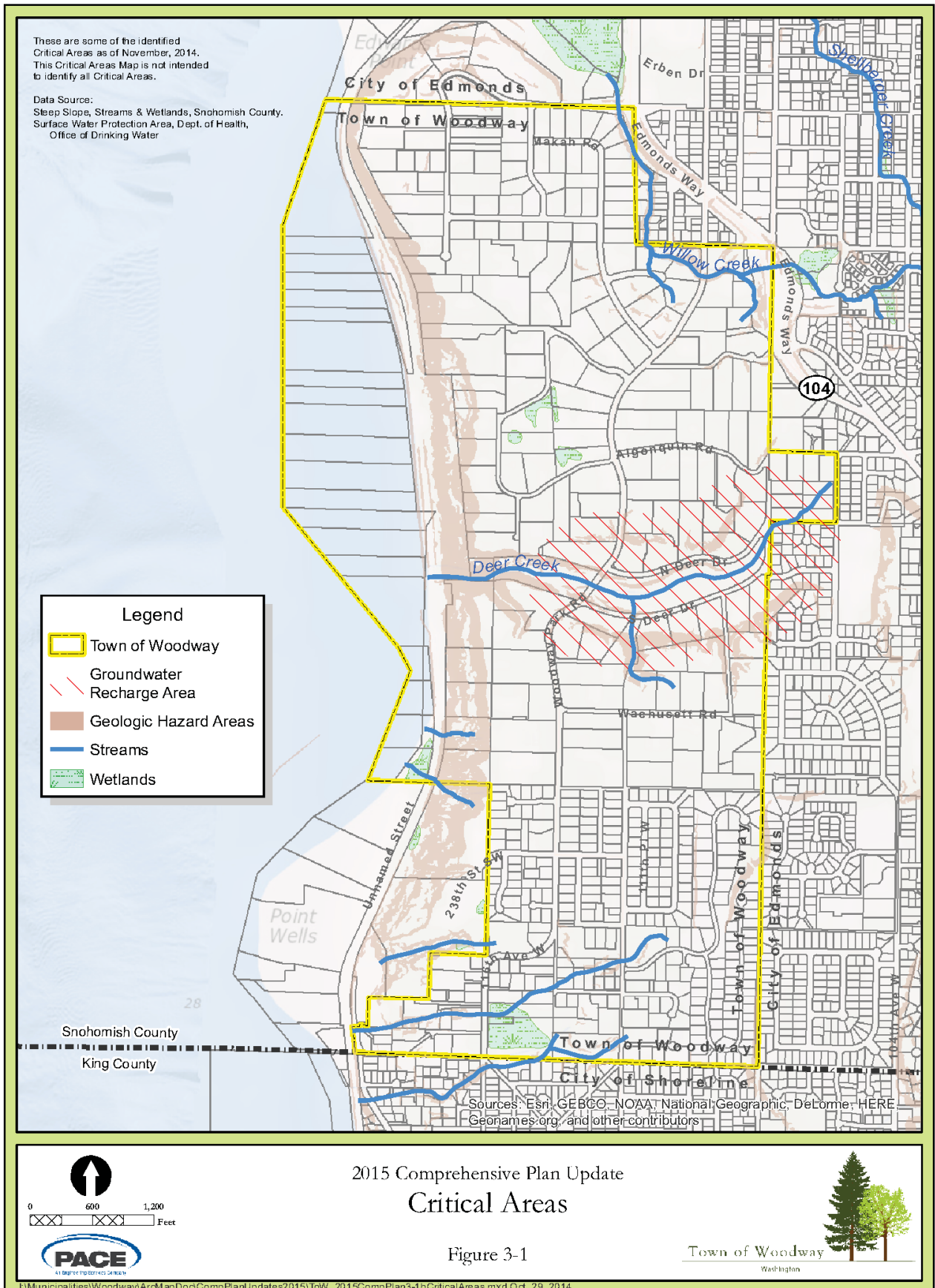


Figure 3-2



Chapter 4: Transportation Element

Introduction

The purpose of the transportation element is to ensure that adequate transportation facilities and services are provided to accommodate the existing and future needs of the Town as projected in the preceding Land Use Element. This element includes an inventory of transportation facilities and needs, the creation of Level of Service standards for the Town's streets, a forecast of future traffic levels based on the Land Use Element, a pedestrian and bicycle component, a financing strategy to adequately fund future transportation needs, and a set of goals and policies to align transportation facilities with adopted level of services.

Woodway's transportation system is limited to streets and pedestrian pathways. The level-of-service standards are set at high levels based on the low density of traffic volumes generated by Woodway-based land uses. Of particular concern, however, is the effect that a major development at Point Wells and associated traffic volumes would have on the Town's transportation system. In addition to the GMA requirements that must be included in transportation elements, this element includes a set of transportation policies intended to maintain the character of the Town's transportation system and mitigate transportation-related impacts resulting from expanded pass-through traffic volumes.

Roadway Classification System

The Functional Roadway Classification System is a process used to classify roads according to the function that they serve. It is primarily used by federal, state, and local governments to assess the extent, conditions, and performance of a transportation system, and is a requirement of state and local governments to receive federal aid for transportation improvement projects. There are three functional highway classifications: arterial, collector, and local streets, which are described below:

- Arterial Streets provide the highest Level of Service at the greatest speeds for the longest uninterrupted distance with some degree of access control.
- Collector Streets distribute traffic from connecting major arterial routes to the Town's streets and expedite traffic to and from other communities and traffic generators. Intersections are allowed at grade with access to abutting properties subject to Town approval.
- Local access roads provide for vehicular traffic to proceed from collector streets to residential properties and, when practical, are designed to prevent or discourage through-traffic.
- Walkways* along the street rights-of-way provide circulation throughout the Town and to neighboring jurisdictions for pedestrians and bicyclists.

*Note: Although not part of the functional classification, this Transportation Element also includes walkways.

Due to the residential nature of the Town, none of the Town roads are classified as arterials (Table 4-1). Timber Lane, 238th Street or Wachusett Road, Woodway Park Road (the main route through Town), and North Deer Drive serve as collector streets that distribute trips from local neighborhoods and provide access to arterials located in the adjacent jurisdictions.

The Town's streets connect to the north to Edmonds Way (State Route 104); to the east to State Route 99 and Interstate 5; and south to Richmond Beach Road, also with connections to State Route 99 and Interstate 5. Town roads are adequately connected to the system of streets throughout the area.

State Route 104 serves as the primary travel route between the Edmonds ferry terminal and State Route 99 and Interstate 5. While the right-of-way of this route encroaches into portions of the northeasterly corner of the Town, access to and road intersections with State Route 104 are located in the City of Edmonds. There are no state-owned transportation facilities located within the Town's jurisdiction. Level of service standards for the adjacent State Route 104 are outside of the Town's jurisdiction. Traffic related impacts to the adjacent state-owned transportation facilities are and will be minimal due to the residential nature of the Town and its relatively

small population. Table 4-1 describes the condition of the Town’s transportation system as determined by the Town’s Public Works director.

Table 4-1

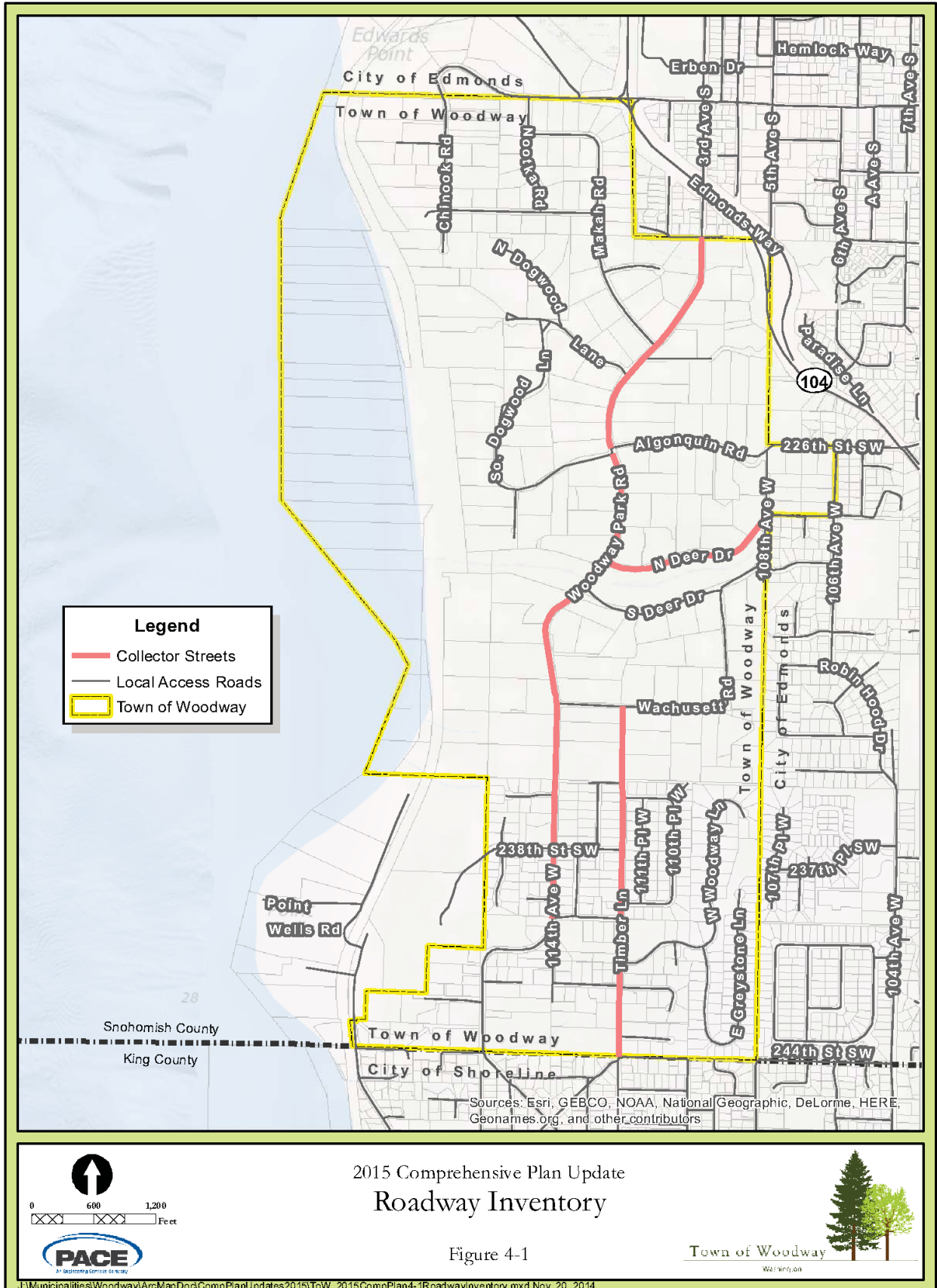
Motorized and Non-Motorized Classification System and Condition

Classification	Street	Condition
Collector Street	Timber Lane, 238 th Street Southwest or Wachusett Road, Woodway Park Road, and North Deer Drive	Good
Local Access Road	All other public roads	Good
Walkway	See Figure 4-2, Walkway and Bicycle Connections	Good

Inventory and Analysis

All streets in the Town of Woodway are the responsibility of the Town with the exception of privately owned access roads. Vehicular trips are primarily generated from residential neighborhoods to and from services and employment in surrounding jurisdictions plus pass through traffic traveling between neighboring jurisdictions (see Figure 4-1). Other than the Town Hall and properties owned and managed by the Olympic View Water & Sewer District, there are no employment destinations within the Town. There are no commercial or industrial uses, or other significant traffic generators within the Town.

Figure 4-1



Non-Motorized Transportation

Non-motorized transportation facilities include walkways and bicycles routes. In recent years the Town has installed a walkway system along the streets (Figure 4-2, Walkway and Bicycle Connections). This walkway system is used by Town residents and residents of neighboring jurisdictions for recreational activities including walking, jogging, and bicycling. Future development will be required to continue this pattern and provide connections to the walkway system.

Bicycles are a major component of the non-motorized traffic on Town roads. Woodway's streets provide a link from the City of Shoreline/King County bicycle system to the City of Edmonds and Snohomish County system. From Shoreline, the principal route follows 20th Avenue Northwest to Timber Lane, 238th Street Southwest and north on Woodway Park Road to 3rd Avenue South in Edmonds. This route receives significant amounts of bicycle traffic as 20th Avenue Northwest is identified in the King County Bicycling Guide map and 3rd Avenue is a connector to the surrounding Edmonds and Snohomish County bicycle route system as identified in the City of Edmonds 2000 Bikeway Comprehensive Plan, which was adopted by the Town in 2001.

Figure 4-2 illustrates the walkway system through the Town. This walkway system consists of a 6- to 8-foot-wide asphalt path paralleling the roadway alignment. Due to the increasing volume of bicycles using this established route through town, pedestrians and bicyclists sharing this path has become a concern. The Town has explored alternatives to separate the pedestrian traffic and bicyclists along these accepted routes. Providing dedicated bike lanes was not feasible due to limited right-of-way, topographic constraints, impacts to landmark trees, and cost. The preferred alternative was to combine the bicyclists with vehicle traffic using the nationally accepted Shared Lane alternative. Shared lanes has become the nationally accepted method to improve bicycle mobility through urbanized areas. Implementing this alternative is inexpensive and includes pavement markings and signage to notify drivers to expect bicyclist in the travelled lanes, while at the same time educating the bicyclists about where to ride within the travelled lane. Shared lanes are commonly used throughout the Puget Sound in many neighboring jurisdictions. Figure 4-3 illustrates implementation of Shared Lane pavement markings and signage along Woodway Park Road bicycle routes through the Town.

Figure 4-2

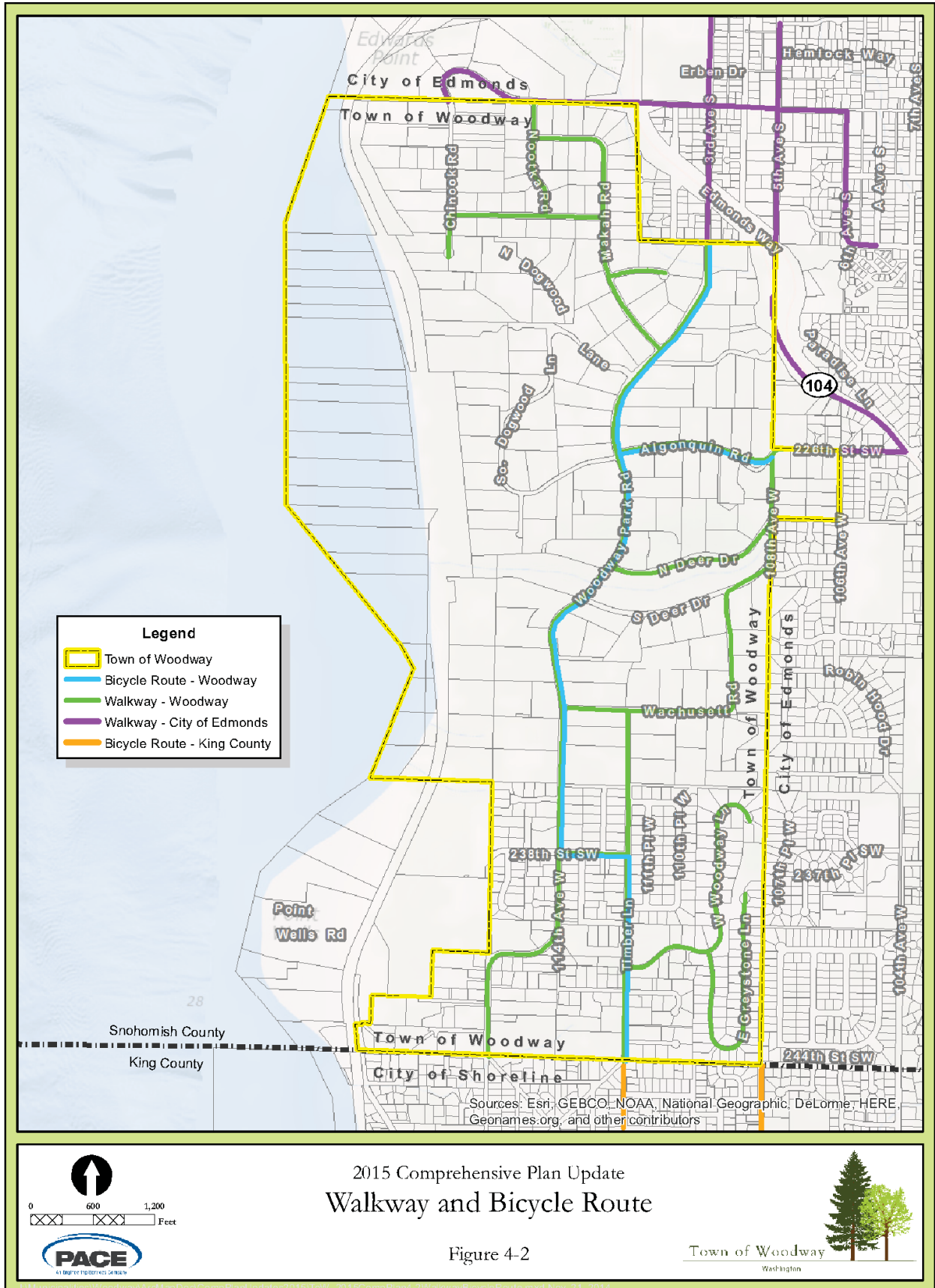
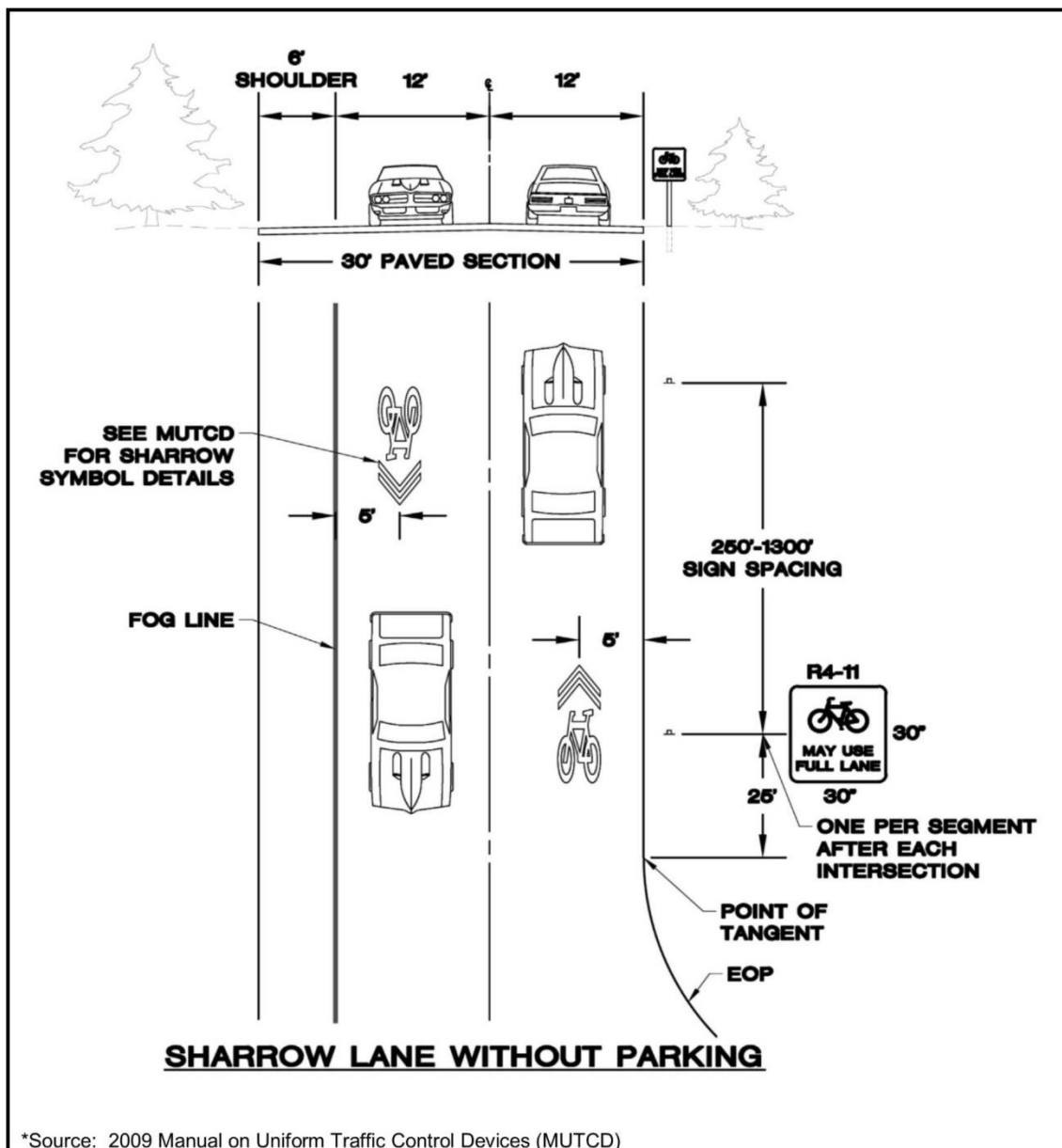


Figure 4-3



WOODWAY PARK ROAD WITH SHARROW LANE



Mass Transit

Fixed-route transit service (bus) is provided by Snohomish County Community Transit along Edmonds Way (State Route 104) and King County Metro Transit along Richmond Beach Road (See Table 4-2). At this time, Community Transit does not service Woodway proper; however, regional and inter-community connectivity is provided along multiple bus zones located along Edmonds Way (State Route 104).

Sound Transit operates a commuter rail station located in Edmonds as part of the Everett-Seattle commuter rail line, which provides commuter rail service between Everett, Seattle, and Tacoma. Sound Transit commuter rail expansion plans between Everett and Seattle include a potential multi-modal station at Edmonds and in conjunction with the Washington State Ferry System and improvements to the Mukilteo station. No other stops or stations are planned on the Everett-Seattle line.

Service for senior and/or disabled commuters is provided by Snohomish County Community Transit Dial-A-Ride Transit (D.A.R.T.) although this service is limited to a ¾-mile distance from fixed routes. Therefore, DART service is limited to those areas within the ¾ mile from Edmonds Way (Community Transit’s fixed route) and ¾ mile from Northwest 201st Street in the area of Timber Lane (King County METRO’s fixed route). While limited, these routes do serve the easterly and northerly portions of the Town.

The overall transit service needs of Woodway residents are for commuter service to and from places of employment; transportation for people who don’t drive, such as students; and accessibility for occasional or special needs service.

Table 4-2
Fixed Route Service*

All Routes are ADA accessible and have bicycle carrying capacity

Route No.	Service	Availability*			Provider
		Weekday		Weekend	
		AM Out/In bound	PM Out/In bound	Out/Inbound	
130	Inter-community	11/9	13/15	15/15 (Sat. only)	Snohomish County Community Transit
304	Commuter	4/-	-/5	n/a	King County Metro Transit
348	Inter-community	13/11	18/20	28/28 (Sat.) 18/18 (Sun.)	King County Metro Transit
416	Commuter	5/-	-/5	n/a	Snohomish County Community Transit

* Subject to change due to budget constraints.

Level of Service

The Town employs Level-of-Service (LOS) standards and methodologies described in the Transportation Research Board Special Report 209, Highway Capacity Manual for motorized and non-motorized transportation. Level-of-service is a qualitative stratification of a performance measure that represents the quality of service experienced by the user. The Highway Capacity Manual defines six levels of service with LOS A the best and LOS F representing failure of the system

Qualitative level-of-service represents the calculated delay vehicles experience when using the network. Table 4-3 represents the qualitative level of service associated with the delay experienced by the system user at stop-controlled intersections. The delay is the average time each vehicle must wait to pass through the intersection.

**Table 4-3
Intersection Delay Time**

Level of Service	Delay
A	<= 10 seconds
B	>10 and <= 15 seconds
C	>15 and <= 25 seconds
D	>25 and <= 35 seconds
E	>35 and <=50 seconds
F	>50 seconds

The Town’s goal is to maintain the adopted Level of Service at Town intersections. (Table 4-4). Given the Town’s projected population growth within its current boundaries, it is not anticipated that the identified levels of service of the Town’s intersections will be adversely impacted. Future development will be reviewed to ensure that the adopted levels of service on Town roads are not adversely impacted. Adopted levels of service will be reassessed in conjunction with population growth and future development within the Town and its MUGA.

Streets are the minimum width and are designed to discourage high speed traffic and to reduce maintenance needs. Intersections within the Town are either uncontrolled or stop-sign controlled; there are no signalized intersections within the Town.

Table 4-4 presents the current level of service standard for Town intersections and a comparison of the 2000 AM and PM peak hour level of service against the forecasted 2035 level-of-service based on peak hour traffic projections determined from estimated growth in Town population.

**Table 4-4
Level of Service Assessment/Standard for Town Intersections***

Intersection	Control	2000		2035	
		AM	PM	AM	PM
Timber Lane at 238 th Street Southwest	All-Way Stop Control	A	A	A	A
Woodway Park Road at 238 th Street Southwest	All-Way Stop Control	A	A	A	A
Woodway Park Road at Algonquin Road	Stop Control	A	A	A	A

* Source: 2000 Comprehensive Plan

To assure that all users of Town streets experience the same LOS, the Town's LOS standard can be applied to all intersections and driveways. By using Highway Capacity Manual procedures, it is determined that one vehicle turning onto a street from a side street or driveway would experience a LOS less than A if the two-way major street volume exceeds 273 vehicles per hour. Thus, an equivalent corridor LOS can be maintained as long as volumes do not exceed 273 vehicles per hour.

Future Growth

Since incorporation in 1958, Woodway’s population has increased from 400 to 1307 as of April 1, 2010. The Town’s 2035 adopted population target is 1389 – a growth of 82 persons during the 22-year period. This results in a growth rate of approximately 3.73 persons per year or 0.29 percent per year. This annual growth rate was applied to existing AM and PM peak hour traffic volumes to estimate 2035 peak hour volumes.

The 2010 census reported 1,307 people, 448 households, and 373 families residing in the city. The average household size was 2.90 and the average family size was 3.18. The 2000 census indicated there were 936 people, 336 households, and 280 families residing in the Town.

² Washington State Office of Financial Management

Growth will be limited to residential development since there is no commercial zoning within the Town limits. The traffic volumes resulting from the development of new housing opportunities within the Town has the potential to impact motorized and non-motorized transportation, pedestrian and vehicular safety, and air quality. The proposed level of development activity through 2035 within the current Town limits is not expected to generate a significant volume of additional traffic creating a significant adverse impact on vehicular Level of Service at Town intersections.

Although additional residential development within the Town limits will not adversely impact the identified Levels of Service at Town intersections, development within the Town's MUGA at Point Wells could have significant impacts on Town street segments and intersections. New developments proposed within the Town and its MUGA will be evaluated to assess additional population growth and related impacts to the Town's transportation network.

Transportation goals and policies related to non-motorized and motorized transportation and traffic calming will guide future development. Environmental preservation and development related goals and policies contained within the Land Use Element of this Comprehensive Plan will also guide future development.

Future Needs and Alternatives

There is currently no traffic congestion at Town roadway intersections. However, as new development occurs within the Town's MUGA, traffic will increase. As new development is proposed, it will be important to review traffic impacts generated by new development and mitigate such impacts on the Town's street network to maintain the planned levels of service.

Since the Town of Woodway provides a link from the City of Shoreline/King County bicycle system to the City of Edmonds/Snohomish County system, Town roads are used for bicycling. The Town is considering the addition of appropriate signage and lane markings to identify the primary bicycle route through Town as part of the Town's Six-Year Street Plan.

Transportation Improvements - Financing Strategy

The Town reviews its six-year street plan annually to evaluate the identified projects, priorities, and funding sources. Emergency road repairs are made on an as-needed basis. The street plan, funded out of the Town's Capital Reserve Fund, identifies improvements to Town roads and walkways.

The Town of Woodway has dedicated its real estate excise tax (REET) revenue to the Capital Reserve Fund for the purpose of funding public works projects allowable under state law, such as the repair, replacement, or improvement of the Town's roads and walkways.

The Town anticipates seeking grant money available from State and Federal sources, including the Transportation Improvement Board (TIB), the Washington State Department of Transportation (WSDOT), and the Federal Highway Administration (FHWA).

The Transportation Improvement Board offers funding for Small Cities as follows:

- Small City Pavement Preservation Program (SCPPP) for pavement maintenance.

Washington State Department of Transportation offers funding for Small Cities as follows:

- Pedestrian and Bicycle Program to improve pedestrian and bicycle safety and mobility;
- Safe Routes to Schools Program to increase the number of children walking and biking to school safely.

Another method to fund transportation improvements for cities and counties is through a Transportation Benefit District. Transportation Benefit Districts (TBDs) are quasi-municipal corporations with independent taxing authority, including the authority to impose property taxes and impact fees for transportation purposes. RCW

36.73.020 governs formation by counties, and RCW 35.21.225 governs formation by cities. TBDs have several revenue options subject to voter approval:

- Property taxes – a one-year excess levy or an excess levy for capital purposes;
- Up to 0.2% sales and use tax;
- Up to \$100 annual vehicle fee per vehicle registered in the district; and
- Vehicle tolls.

TBDs have two revenue options that do not require voter approval, but are subject to additional conditions. To impose either fee, the TBD's boundaries must be countywide or citywide, or if applicable, in the unincorporated county. Foregoing a vote is an option. A county or city still has the option of placing either fee to the vote of the people as an advisory vote or an actual requirement of imposition. The two options are:

1. Annual vehicle fee up to \$20. This fee is collected at the time of vehicle renewal and cannot be used to fund passenger-only ferry service improvements.
2. Transportation impact fees on commercial and industrial buildings. Residential buildings are excluded. In addition, a county or city must provide a credit for a commercial or industrial transportation impact if the respective county or city has already imposed a transportation impact fee.

The Town currently does not anticipate a shortfall in funding transportation projects. Shortfalls in funding will be addressed as they occur.

Transportation Goals & Policies

The following goals and policies outline the Town's desire to preserve the character, natural environment, and environmentally sensitive areas of the Town while providing opportunities for present and future residents consistent with the requirements of state law. Goals are identified as TG (Transportation Goal) and policies are identified as TP (Transportation Policy):

Transportation Goals

- TG-1 To provide adequate streets and circulation for traveling to and from neighborhoods and maintain the adopted Level of Service standards for the Town's transportation facilities.
- TG-2 To enhance community livability and transportation by providing a connected system of pedestrian and bicycle ways that is also integrated into a coordinated regional network.
- TG-3 To create desirable and safe streetscapes that are conducive to walking and bicycling.

Transportation Policies

- TP-1 To meet federal and state air quality requirements and work with state, regional, and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.
- TP-2 To design and maintain Town streets and walkways according to the Town's motorized and non-motorized classification system.
- TP-3 To lessen traffic congestion and accidents with appropriate controls including but not limited to:
 - Maintenance of existing streets;
 - Timely mapping of proposed future streets;
 - Proper regulation of streets in new developments;
 - Construction, enhancement, and maintenance of walkways and bikeways;
 - Proper setback and other land use regulations affecting streets;
 - Reasonable requirements for off-street parking for activities which generate traffic; and

- Enforcement of vehicular traffic regulations.
- TP-4 To coordinate the planning of regional transportation facilities with surrounding jurisdictions. Further, the Town shall review development projects within its Municipal Urban Growth Area and strive to mitigate impacts from such projects on Woodway’s transportation network.
- TP-5 To minimize cut-through traffic on residential streets.
- TP-6 To employ traffic calming measures that will enhance the quality of life and transportation safety for residents by:
- Reducing collision frequency and severity;
 - Maintaining the posted speed limits and slowing speeding vehicles;
 - Increasing the safety and the perception of safety for non-motorized users of the street(s);
 - Reducing the need for police enforcement; and
 - Enhancing the street environment (e.g., streetscape).
- TP-7 To work with other agencies to pursue funding for pedestrian and bicycle amenities.
- TP-8 To recognize the importance of walking in the Town and the contribution walking makes to personal health, mobility, and environmental objectives. Enhance the pedestrian environment throughout the Town for use by the Town’s and neighboring jurisdictions’ residents.
- TP-9 To establish design guidelines for streets and walkways in Woodway to ensure they are consistent with the Town character.
- TP-10 To maintain a bikeway and pedestrian plan in coordination with the King County Bicycling Guide map and the City of Edmonds Bikeway Comprehensive Plan.
- TP-11 To maintain the Town's adopted Level of Service standard A, as described in the Highway Capacity Manual. This applies to all movements at all intersections and driveways onto Town streets.
- TP-12 To enact street standards that maintain the existing street width to enhance pedestrian safety and discouraging high speeds and pass through traffic.

Chapter 5: Housing Element

Introduction

The purpose of the Housing Element is to ensure the vitality and character of established residential neighborhoods and ensure that adequate land is available to support the demand for new housing units throughout the planning period (2035). The Housing Element is a requirement of the Growth Management Act and, at a minimum, must include:

- An inventory and analysis of existing and projected housing needs commensurate with the population projection;
- A statement of goals, policies, and provisions for the preservation, improvement, and development of housing, including single-family residences; and
- The identification of sufficient land for projected housing needs.

Inventory and Analysis

The Woodway housing stock is dominated by single-family detached units. Current average household size is 2.90, which is slightly higher than the countywide total of 2.62 people per unit. Fourteen percent of Woodway’s housing stock was built prior to 1950. The following table illustrates the population and housing characteristics from 2000 to 2010.

**Table 5-1
Woodway Housing Stock, Population, and Median Family Income 2000-2010**

	2000	2010	% Change
Population	936	1307	39.6
Housing Units	343	466	35.9
% Owned/Rented	96.4 / 3.6	96/4	0.4/11.1
Average Household Size	2.76	2.90	5.1
Median Family Income	\$101,633	\$140,000	37.8

Source: Housing Characteristics and Needs in Snohomish County Housing – November 2013

As presented in the above table, between 2000 and 2010, the addition of new housing units in Woodway increased at a rate slightly less than the increase in population. The median family income increased by over 37% to \$140,000 in 2010, which is about double the countywide median of approximately \$68,000. These figures serve to characterize the Woodway housing composition as stable residential dominated by owner occupied single-family detached units. Furthermore, as expressed in Table 5-2 below, the condition of all housing in Woodway is rated as good to excellent. Homeowners take pride in their property and routinely maintain housing structures, which contributes to ensuring the vitality and character of the residential neighborhoods.

**Table 5-2
Woodway Housing Conditions 2004**

Area	Year Platted	Housing Condition
Plat of Woodway Park	1912	Good/Excellent
Twin Maples/Olympic Park	1960	Good/Excellent
Woodway Park Estates	1980	Good/Excellent
Woodway Highlands	2001	Good/Excellent

Source: Town of Woodway

Housing Affordability

The term “affordable housing” is applied to a broad range of housing with a diversity of costs that are intended to meet the needs of the community. The generally accepted definition for affordability is a household that pays no more than 30% of its annual income on housing costs. However, nationally, an estimated 12 million renters and homeowners now pay over 50% of their annual incomes for housing. In order to meet the demand for affordable housing throughout Snohomish County, jurisdictions must be flexible in their regulations to allow for a range of affordable housing choices.

According to the Housing Characteristics and Needs in Snohomish County-November 2013, Woodway does not have any housing units available to low- or moderate-income families. Based on home sales since 1995, no homes have been affordable to low- and moderate-income households; i.e., households whose median family income is 95% or less of the area median income and who spend 30% or more of their gross monthly income on rent/mortgage payments. (The annual average median income in Snohomish County in 2011 was \$67,777). Although Woodway had a total of 19 rental units in 2011, only 3 units were available to families spending between 51% and 80% of the average median income on housing, while no units were available to families spending less than 50% of the average median income on housing.

Woodway has joined with twelve other jurisdictions through the countywide planning organization, Snohomish County Tomorrow (SCT), to form the Alliance for Housing Affordability. The Alliance began in 2009 when the SCT Steering Committee approved “a feasibility study for inter-jurisdictional housing programs”. The study concluded that a jurisdictional approach was needed to address affordable housing needs throughout the County. In 2010, the Steering Committee created the “Inter-jurisdictional Housing Committee” that included 13 jurisdictions and the Snohomish County Housing Authority. In 2012, the Committee secured a \$50,000 grant from the Gates Foundation and in 2013/14 renamed itself the Alliance for Housing Affordability. The Alliance began pooling funds from member jurisdictions to fund a housing specialist that works with the Housing Authority to assist families with affordable housing needs throughout Snohomish County.

Future Housing Needs

The Snohomish Countywide Planning Policies at Housing Policy HO-5c requires jurisdictions to identify the number of housing units that will be necessary to meet the anticipated population target for 2035. Countywide, a total of 97,128 new housing units will be needed between now and 2035 to accommodate the forecasted population of 955,280. For Woodway, the population target of 1,389 people will require the Town to accommodate a total of six new residential units by 2035 within its current 2014 town limits. Based on the Town’s current zoning pattern, the six new units will be single family detached units. Within Woodway’s Municipal Urban Growth Area, a total of 1,331 units are anticipated to be needed. These units are divided between 11 targeted for the upper bluff and 1,320 planned for the urban village at Point Wells.

The Town’s future anticipated housing needs are illustrated in Table 5-3 below. The future housing needs are determined by dividing the Town’s estimated 2035 population projection by the estimated household size.

**Table 5-3
2035 Projected Housing Needs**

	1990	2000	2010	2035
Population	914	936	1307	1389
# of Units*	321	336	448	472
Average Household Size	2.92	2.76	2.90	2.90 (est)
2035 Required Housing Units**				472

* Estimated units for 2035 based on 2.90 household size

**Based on 100% occupancy

Source: Housing Characteristics and Needs in Snohomish County-November 2013

As addressed in the Land Use Element, Woodway has the existing land capacity to accommodate sufficient new residential units based on current platted lots. In addition, the available land and zoning designation within the Town's Municipal Urban Growth Area can accommodate the anticipated housing needs for the Town's future growth/annexation area. Thus, based on the forecasted population and commensurate housing demand, the Town can meet its expected housing needs throughout the planning period.

Strategies to Expand the Range of Housing Options

The majority of available strategies to increase housing options typically involve actions associated with medium to high density zoning and site development and design standards that serve to create compact neighborhoods with mixed uses, a diversity of housing types, pedestrian amenities, and flexible urban infrastructure features. These may include upzoning, stacked housing, small units, no maximum densities, cottage housing, reduced street widths, and reduced yard setbacks.

Residential neighborhoods in Woodway have historically been and continue to be planned with the environmental ethic of siting residential housing within large expanses of open space and preserved native forest. Thus, although housing options are limited to low density single family units, the town has developed housing policies that promote the overall GMA goal of ensuring the vitality and character of residential neighborhoods while supporting countywide housing options through its membership in the Housing Alliance of Snohomish County.

Housing Goals

- HG-1 To promote the vitality and character of residential neighborhoods through ensuring the preservation, improvement, and development of housing, including single-family residences.

Housing Policies

- HP-1 To require that new residential developments provide housing choices that complement the character of existing neighborhoods.
- HP-2 To conserve existing housing stock through public infrastructure investments such as street maintenance, storm drainage, and walkway system improvements.
- HP-3 To accommodate housing needs as they arise with sensitivity to historic character, residential density, and changes in the demographic composition.
- HP-4 To consider innovative regulatory tools and strategies to increase housing choices.
- HP-5 To continue to participate in the countywide effort to create affordable housing through financial support of the Alliance for Housing Affordability

Chapter 6: Capital Facilities/Utilities Element

Definition

This Capital Facilities Element is intended to serve as an assessment of the practicality of achieving the policies and actions of other elements of the plan. This element covers improvements that are of relatively large scale, are generally non-recurring, and may require multi-year funding. For the purposes of this plan, a capital item or project is defined as one requiring an expenditure greater than \$10,000 with a life span of at least ten years. As a general definition, capital facilities are structures, improvements, equipment, or other major assets. “Major” is a relative term. Major improvements for the Town of Woodway, such as a two-inch street overlay, creates a capital facility in the Town, but would be considered maintenance for a larger city.

Background

The Growth Management Act requires each comprehensive plan to include a Capital Facilities and Utilities Element. The Capital Facilities Element must consist of:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities; and
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.

A Utilities Element is also a mandatory element of comprehensive plans and must describe the location and capacity of all existing and proposed utilities that supply service to the land uses and densities planned for the Town’s Municipal Urban Growth Area.

This Plan has combined these two mandatory elements into one chapter or element because of the limited Town ownership of capital facilities and utilities.

The value of this element is in the knowledge that the capital facility and utility needs for the next 20 years have been addressed. A companion document, the annual Capital Improvements Plan, will rely on the information contained in this element and will guide annual capital budget expenditures.

Capital Facilities/Utilities

The Town owns and operates capital facilities that include a street network, Town Hall, and Public Works and Police facilities and equipment. The Town also operates a stormwater utility. The Town is served directly or by contracts with public, quasi-public and private suppliers for some services.

The Town currently has a state-approved Parks and Recreation Plan. A complete inventory of public parks is located in the Parks and Recreation Element. The Town acquired two lots in center of Town in January 2014 that will add an additional 4.38 acres to the inventory and will be planned as passive open space.

Introduction and Overview

Woodway owns and manages a number of capital facilities: roads, storm drainage, open space and parks, and the Town Hall, which houses the offices for Administration, Public Works, and Police.

In addition to the facilities owned and managed by the Town, there are many capital facilities that are owned and operated by other public and private service purveyors. A short description of these facilities follows.

Streets and Walkways

Inventory

The Woodway street/walkway system consists of approximately eight miles of local streets. The Town’s street system classification is presented in the Transportation Element and is limited to minor collectors, local access streets, and walkways. Woodway streets have been constructed consistent with the Town’s adopted street standards with narrow roadway widths and a pedestrian pathway on one side. This policy has served the community goals of discouraging high traffic speeds, allowing pedestrian access, and the municipal desire for minimal maintenance.

All of the streets in the older parts of Town are asphalt and several have contiguous walkways separated from traffic only by a thickened edge or a white painted “fog line.” Most of these streets have been constructed with a rock base and several inches of asphalt. From the days of early development of the Town, curbs and gutters have been considered “too urban” and inconsistent with the forested park-like character of Woodway.

The walkways are used primarily by local area residents for recreation including walking, jogging, and bicycling. They are linked to bicycle lanes in the cities of Shoreline and Edmonds. Woodway’s walkway and bicycle routes are illustrated in Figure 4-2 of the Transportation Element.

The minor collector and local access streets have been inventoried and evaluated for existing structural conditions. Each street has been divided into segments and evaluated by the Town’s Public Works Director based on the amount of alligator cracking, longitudinal cracking, patching, raveling, and transverse cracking. These calculations resulted in a Pavement Condition Rating (PCR) for each street segment. Following is a list of all of the segments of Woodway’s streets, followed by their PCR values:

**Table 6-1
Street Inventory and Condition**

Street Name	From	To	PCR value
106 th Avenue West*	226 th Street Southwest	228 th Street Southwest**	68
108 th Avenue West*	228 th Street Southwest	229 th Place Southwest**	95
110 th Place West	238 th Place Southwest	239 th Place Southwest	90
111 th Place West	238 th Place Southwest	239 th Place Southwest	90
112 th Place West	238 th Street Southwest	Timber Lane	100
113 th Place West	238 th Street Southwest	240 th Street Southwest	100
115 th Place West	114 th Place West	End of cul-de-sac	89
116 th Avenue West	241 st Street Southwest	South town limit	92
226 th Street Southwest*	North Deer Drive	106 th Avenue West	95
238 th Place Southwest	Timber Lane	110 th Place West	100
238 th Street Southwest	Woodway Park Road	Timber Lane	100
239 th Place Southwest	114 th Place West	End of cul-de-sac	100
239 th Place Southwest	Timber Lane	110 th Place West	100
240 th Street Southwest	Timber Lane	113 th Place West	74
241 st Place West	241 st Place West	238 th Place Southwest	100
241 st Street Southwest	114 th Place West	116 th Avenue West	72
Algonquin Road	Woodway Park Road	North Deer Road	90
Bella Coola Road	Makah Road	Chinook Road	80
Berry Lane	Timber Lane	End of cul-de-sac	100
Chinook Road	West Town Limit	End of cul-de-sac	85
Dogwood Lane	North Dogwood Lane	South Dogwood Lane	100
Dogwood Place	Dogwood Lane	End of cul-de-sac	100
Eagle Lane	Timber Lane	114 th Place West	65

Street Name	From	To	PCR value
Elm Street*	End of cul-de-sac	Woodway Park Road	75
East Greystone Lane	West Greystone Lane	End of cul-de-sac	95
Kulshan Road	Woodway Park Road	End of cul-de-sac	60
Makah Road	Nootka Road	Woodway Park Road	95
Nootka Road	Bella Coola Road	North town limit	60
North Deer Drive	Woodway Park Road	Algonquin Road	100
North Dogwood Lane	Dogwood Lane	Woodway Park Road	100
Richmond Beach Drive Northwest	South Town Limits	Point Wells Entrance	95
South Dogwood Lane	Dogwood Lane	Woodway Park Road	100
Timber Lane	Wachusett Road	238 th Street Southwest	100
Timber Lane	238 th Street Southwest	East town limit	100
Totem Pole Lane	Timber Lane	End of cul-de-sac	100
Wachusett Road	Woodway Park Road	North Deer Road	100
West Greystone Lane	East Greystone Lane	West Woodway Lane	95
West Woodway Lane	Willowick Lane	End of cul-de-sac	95
Whitcomb Place	Makah Road	End of cul-de-sac	79
Willowick Lane	Timber Lane	West Greystone Lane	100
Willowick Lane	West Woodway Lane	End of cul-de-sac	95
Woodhaven Place	Woodway Park Road	End of cul-de-sac	100
Woodway Park Road	238 th Street Southwest	Deer Creek Bridge Deck	100
Woodway Park Road	Deer Creek Bridge Deck	North town limit	100

* These streets fall on the border between Edmonds and Woodway. The centerlines of these streets are the common city limit lines of Woodway and Edmonds. Both jurisdictions maintain their side of the streets to the centerline.

The Town's Six-Year Transportation Improvement Plan (see Transportation Element) is based on these Pavement Condition Ratings. In sum, the Capital Facilities Plan is to overlay the lowest rated streets every other year, to crack seal the mid-range streets and to simply provide good maintenance (street sweeping, ditch and culvert cleaning) for the highest rated street segments. In the next ten years, the Town's intent is to finance, maintain, and construct its streets so that all pavement values approach 100.

Financing Plan

The Town has a ten-year financial plan. The Public Works Director has calculated the costs to improve the streets as presented below. While most of the streets throughout Woodway are in very good condition, there are several that will require attention in the early part of the planning period. Three streets have been selected for repair and overlay and have been identified on the Town of Woodway's current Transportation Improvement Plan. These streets are:

1. Nootka Road. Phase 1, work to begin in 2015; (2014 if funds are available). This project consists of repairs to the existing street and a 2-inch asphalt overlay to include the walking path located to the west of Nootka Road. Estimated cost is \$150,000.
2. Kulshan Road. Phase 2, work projected to begin in 2016 if funds are available. This project consists of repairs to the existing asphalt and a 2-inch asphalt overlay of Kulshan Road. Estimated cost is \$100,000.
3. Eagle Lane. Phase 3, work to begin in 2017 if funds are available. This project consists of repairs to the existing asphalt and a 2-inch asphalt overlay of Eagle Lane.

The Town plans to use its Capital Reserve Fund to finance the street improvements; however, transportation grant funding will also be explored.

Town Buildings and Equipment

Inventory and Financing Plan

Town Hall

The Town Hall, located at 23920 113th Place West is a new two-story wood frame building constructed in 2013. It houses the Administration offices, Public Works office, Police Department, and Council Chambers. Total space is approximately 6,400 square feet. The new Town Hall was designed to provide administrative services to the existing population of 1,307 (2010 census) and the forecasted population to 2035.

The new Town Hall occupies the site of the former Town Hall and a portion of 240th Street Southwest. The street was officially vacated in December 2011 to accommodate expansion of the Town Hall and site improvements.

The second floor contains administrative offices, Council Chambers, and support activities while the ground floor contains the Police Department and Public Works Maintenance and Operation Center. The estimated value of the new Town Hall is \$2.3 million and is financed through a combination of cash and municipal bonds. Financing sources also include use of the real estate excise tax and storm water utility, to the extent legally allowable. The new Town Hall officially opened on October 28, 2013.

Public Works Equipment

Public Works Equipment (except as noted, values based on 2014 insurance estimates)

The Town owns the following Public Works equipment (based on 2014 insurance estimates)

- 1995 GMC dump truck (\$5,000)
- 2003 Ford Ranger pick-up truck (\$12,000)
- 2013 Kubota commercial mower (\$27,000)
- 1995 Kubota Tractor (\$16,320)
- 2009 John Deer Gator (\$18,000)

The Town also owns a 1989 Woodchuck Chipper valued at \$5,000. Although it does not currently meet the definition of a capital facility, it is included because a replacement will probably cost more than \$10,000.

The current Public Works equipment is expected to last for the next six years. Over the subsequent fourteen years, equipment will have to be replaced as needed.

Utilities

The remaining portion of this element addresses the various utilities that provide service to Woodway residents. The Town's only owned and operated utility is the Woodway Stormwater Utility. All other utilities are provided through contracts with various service purveyors. The following sections provide basic information on the inventory of the utility systems, general capacities, and planned improvements.

The basic services provided to the Town are illustrated in Table 6-2. As a result of the minimal demand placed on the utility systems by Woodway's projected population, there is adequate capacity in all systems to serve the population and growth projections throughout the planning period to 2035.

**Table 6-2
Utility Service Inventory and Capacities**

Service	Provider	Capacity to 2035
Sewer	Olympic View Water and Sewer District	Adequate
Water	Olympic View Water and Sewer District	Adequate
Stormwater	Town of Woodway	Adequate
Cable	Comcast	Adequate
Energy	Snohomish County PUD #1	Adequate
Natural Gas	Puget Sound Energy	Adequate
Telecommunication	Frontier	Adequate

Stormwater

The Town received a Public Works Trust Fund loan of \$100,000 in 2004 to prepare a stormwater management plan. The Woodway Stormwater Comprehensive Plan was adopted in 2005 and provides information on the Town’s existing drainage system including an inventory and analysis, a capital improvement schedule, and a financial analysis that was used to form the Town’s Stormwater utility.

Inventory

The Town maintains a storm drainage system consisting of pipes, ponds, open ditches, bioswales, and streams, all of which eventually discharge into Puget Sound. The Town has more than 300 catch basins. There are three drainage basins: Shell Creek (north), Deer Creek (center), and Richmond Beach (south).

Much of the existing storm drainage system was installed following the 1980 development of the Woodway Park Estates subdivision. This area and the remainder of north Woodway (approximately from Algonquin Road/South Dogwood Lane) drains to the northeast into Willow Creek. Willow Creek runs generally to the north into the City of Edmonds and ultimately Puget Sound.

The central portion of Woodway from Algonquin Road/South Dogwood Lane on the north to approximately 238th Street Southwest on the south drains into Deer Creek, which eventually flows westerly into Puget Sound.

The southern portion, from 238th Street Southwest drains to the southwest through four small intermittent creeks into the Point Wells/Richmond Beach area and into Puget Sound.

A storm drainage system was installed for the Woodway Highlands subdivision consisting of pipes, bioswales, and a water quality vault. (This vault, valued at \$300,000 when it was built in 2001, covers 9,396 square feet and has the capacity to contain 56,376 cubic feet of stormwater). This system conveys stormwater runoff to the Point Wells/Richmond Beach area and into the storm drainage system that discharges into Puget Sound.

The Town installed a new low impact stormwater facility in the Twin Maples subdivision in 2014-2015. The new system replaces existing piping system and includes rain gardens, infiltration trenches, revamped driveway approaches, concrete inlet drainage structures, and associated new drainage piping.

Financing Plan

The Stormwater Management Plan preparation was financed by a loan from the Public Works Trust Fund that was repaid from capital reserves and supplemented by stormwater utility rates. Improvements to the stormwater management system will continue to be financed principally by local residential ratepayers and the Town.

Wastewater Collection and Treatment

Olympic View Water and Sewer District

The domestic water and wastewater utilities are owned and managed by the Olympic View Water and Sewer District whose service boundaries extend beyond the Town's limits. The District does not map facilities by Woodway town limits, so it is difficult to inventory their systems in the Town. Water and sanitary sewer capital facilities and utilities planning are entirely at the discretion of Olympic View's Board of Directors and outside of the purview of the Town government.

The Town was originally subdivided into two-acre parcels. These large parcels are characterized by excellent soils for on-site sewage systems and provide adequate space for future private drain field areas.

The Town's 1991 Comprehensive Sewer System Plan notes:

The present day focus of environmental concern is Puget Sound and the potential degradation of its water quality due, in part, to discharges from sewage treatment plants. The Town policy proposed in this plan is to continue the use of on-site systems, where adequate conditions exist, and thereby reduce the unnecessary future loading on these plants.

Although much of the Town's sewage has been treated by on-site systems, portions of the Town have small lots and impermeable soils. In 1980, private developers constructed sanitary sewers to serve northern portions of the Town. The Town contracted at that time with the City of Edmonds to receive, treat, and dispose of that sewage. In 1986, the Dogwood Lane Sewer Association, made up of 13 residents, installed sanitary sewers along their street. The Town provided some funds for paving improvements in return for an agreement that the sewer line become Town property. In 1990, a Local Improvement District was formed by residents living west of Woodway Park Road between Woodhaven Lane and 239th Place Southwest. This provided sewer service to 41 homes in the south end of Town.

In September 1989, the Town and King County Metro agreed that Metro should install a trunk line through town and it was completed thereafter. This line consists of 10,000 linear feet of 8-inch pipe and 845 linear feet of 6-inch pipe. This collection piping, along with a 4-inch force main, conveys the lift station discharge eastward along Pine Street to the Edmonds collection system for eventual treatment. A small amount of the Town's sewage is transported to the Ronald Wastewater District system in Shoreline, Washington.

On March 1, 2004, the Town executed an "Agreement to Transfer Sewer Facilities" with the Olympic View Water and Sewer District. The Town transferred its sewage collection system worth \$2,363,000 to Olympic View on April 1, 2004, and granted the District a franchise to operate the sewer and water systems. In December 2013, the Town provided Olympic View with ten years notice of its intent to assume Olympic View's water and sewer services within the Town. Pursuant to the notice provided in accordance with the 2004 Transfer Agreement between the Town and Olympic View, Olympic View must transfer its water and sewer assets to the Town upon the completion of this ten-year period.

Water Treatment and Distribution

For many years, the Olympic View Water and Sewer District has provided water service for all of the residents of the Town of Woodway. The District maintains two metered connections with the City of Seattle for its primary source of water and inter-ties with the City of Edmonds for backup emergency supply from the Everett regional water system. The District also has water source facilities at Deer Creek in the Town of Woodway, where a water treatment plant was constructed in 1998 and a groundwater well that may be brought on line for an additional source of supply in the future. This source typically supplies all of the water for the Woodway zone. The Deer Creek Watershed consists of approximately 20 acres of land located in a ravine in Woodway. The watershed is fenced and a Watershed Protection Plan was completed and approved by the Washington Department of Health in 2002. Water is pumped into a 250,000-gallon storage tank that serves the Woodway area.

The District's (2009) Comprehensive Water System Plan has been approved by the Washington Department of Health and a system inventory is provided in that document.

Forecast of Future Needs

Modest growth of the Town implies modest growth of the water system. There are several million dollars of proposed system improvements in the District's Comprehensive Water Plan, but only one specifically located in Woodway. The District currently serves a population of about 13,000 people. If the Point Wells development is constructed in the immediate future, the District's service population will exceed 20,000. Major improvement to the District's water system will be necessary to serve the additional capacity of 6,500 residents projected for the Point Wells development.

Proposed Expanded or New Facilities

Any extensions to the water system in the few undeveloped areas of the Town would be financed by developers. System-wide improvements are financed by a combination of state and federal loans and customer rates.

Solid Waste Collection, Recycling and Disposal Services

The Town provides no direct solid waste services. Instead, the Town is part of an interlocal agency agreement that contacts with Republic Services, Inc. They have no capital facilities in Woodway. The Town collects a 6% utility tax from Republic Services.

The basic solid waste service is once a week, at curbside. Co-mingled recycling (glass, plastic, paper etc. placed in one container) is collected bi-weekly with yard waste collected in the intervening weeks.

Voice, Video and Data Communications Services

Woodway is equipped with both in-ground and telephone pole based metallic and fiber optic cable as well as associated distribution and transmission equipment. This equipment is primarily located in the public right-of-way. The Town collects a 6% utility tax from current service providers.

All residents can select from a wide range of telecommunication services from multiple telecommunication vendors. Services currently available to residents include local and long distance telephone services, broadband data services, and other provider-specific services.

Puget Sound Energy

Natural gas is provided by Puget Sound Energy through its underground conveyance infrastructure. Puget Sound Energy is also subject to the Town's 6% utility tax. Adequate capacity exists in the system infrastructure to serve the limited amount of growth projected in Woodway to 2035.

PUD

Electrical energy is provided by Snohomish County PUD #1 (PUD) through its substations and existing overhead wire infrastructure. The Town collects a 6% utility tax from PUD. Adequate capacity exists in the system infrastructure to serve the limited amount of growth projected in Woodway to 2035.

Fire and Emergency Medical Services

Fire and emergency medical services are provided to the residents of the Town through an interlocal cooperation agreement with the Shoreline Fire Department.

For most of its history, Woodway contracted with the City of Edmonds for fire service, but when Edmonds sold its fire facilities and equipment to Fire District 1 in 2011, Woodway joined Edmonds in contracting for service with Fire District 1.

The Town ended its contract for fire and emergency medical service with Snohomish County Fire District 1 at the end of 2013 and now contracts for fire service from the Shoreline Fire Department, a fire district independent from the City of Shoreline. Woodway made the change because the Shoreline Fire Department offered a lower cost than Fire District 1.

The following services are provided to the Town Woodway by the Shoreline Fire Department:

“Fire suppression, basic life support, advanced life support, hazardous materials, rescue and extrication, disaster, fire cause investigation, and plan review relevant to compliance with fire codes.”

There are currently no capital facilities associated with these services located in the Town of Woodway. Upon eventual annexation of all or a portion of land in the Town’s Municipal Urban Growth Area, Woodway and the Point Wells development may be serviced with an additional fire station situated at Point Wells or within the Town of Woodway or City of Shoreline.

Essential Public Facilities

A siting process for essential public facilities is required of all local governments planning under the Growth Management Act, and explicitly called for in the Snohomish County’s Countywide Planning Policies. The County and many of the nineteen cities within Snohomish County, acting collectively as Snohomish County Tomorrow (SCT), have entered into an interlocal agreement to implement a common siting process for essential public facilities.

Goals and Policies

The following goals and policies are provided to guide decisions related to capital facility and utility planning. Capital Facilities goals are indicated as CFG; policies are indicated as CFP; Utility goals as UG, and utility policies as UP.

Capital Facility Goals

- CFG-1 To develop a capital facility assessment program to ensure that the Town’s public assets are properly maintained and existing system deficiencies are corrected.
- CFG-2 To ensure that capital facilities are provided concurrently with public need.
- CFG-3 To ensure that needed public facilities are considered by the Town Council and programmed in the Town’s long-term financial forecasting model.
- CFG-4 To schedule capital expenditures for all infrastructure systems in a comprehensive manner.

Capital Facility Policies

- CFP-1 To maintain an inventory and monitor the capacity of the Town’s capital facilities to ensure an adequate Level of Service continues to exist to serve the existing and planned land uses and attendant population.
- CFP-2 To require stormwater management facilities as a condition of new development review and approval that incorporate treatment components that are recommended by the most current Department of Ecology Stormwater Manual including Low Impact Development techniques.
- CFP-3 To implement the adopted Snohomish County Essential Public Facility Siting Process as amended.

Utility Goal

- UG-1 To ensure the continued supply of necessary public utilities to the Town and to provide access to public utilities for the safety, welfare, and health of the community.

Utility Policies

- UP-1 To continue to work with the Town’s public utility providers to ensure a high standard of service to address the Town’s capital facility needs.
- UP-2 To facilitate the formulation of Local Improvement Districts (LIDs) for the installation, extension, and, where appropriate, the under-grounding of all utility services.
- UP-3 To work with Olympic View Water and Sewer District to promote wellhead protection to safeguard the quality and quantity of water derived from the Deer Creek watershed.
- UP-4 To encourage Olympic View Water and Sewer District to collect data on the quality and quantity of water flowing through the Town’s major streams for the purposes of detecting changes to or degradation of stream water quality.
- UP-5 To encourage the connection to public sewer for those areas of the Town where existing and planned land use densities are at urban levels and subsurface soils and geology are not conducive to efficient treatment of septic effluents.
- UP- 6 To work with wireless services providers to allow them to provide full and timely service in a cost-effective manner that meets the needs of Town residents, while balancing environmental protection, aesthetic impact, public safety, public health, and Town character.
- UP-7 To require that site-specific telecommunication facilities are reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.
- UP-8 To maintain the Town’s public rights-of-way as a valuable public asset and to manage the installation of utilities in such a manner as to ensure the long-term beneficial use for the public.
- UP-9 To allow continued use of the Town’s public rights-of-way by motorized and non-motorized transportation, public utilities, and uses that benefit the general health, safety, and welfare of the community. Consistent with the above intent, and subject to Town approval, rights-of-way may be used for streets, sidewalks, above/below ground utilities, vegetative landscaping, driveways, and mail/newspaper delivery boxes.
- UP-10 To require the underground installation of electrical power and telecommunication lines associated with new land development and substantial remodel activities. Electrical transmission lines of any voltage and telecommunication lines that are either enhanced or extended through the Town’s corporate limits to serve planned land developments shall be installed underground.

Chapter 7: Parks, Recreation, and Open Space Element

Background/Planning Context/Definitions

Background

The Parks, Recreation, and Open Space Plan element of the Town's Comprehensive Plan builds on the "Town of Woodway Master Parks Plan", adopted in June 2000. It is structured to meet the requirements of the current guidelines "Planning for Parks, Recreation, and Open Space in Your Community" by the Washington Department of Commerce and the Interagency Committee for Outdoor Recreation, thus making it possible for Woodway to pursue funding through the state agency for future park improvements.

Planning Context-Area Boundaries

The planning area boundary for this plan includes the existing town limits of Woodway. It also includes Point Wells, which is in the Town's Municipal Urban Growth Area and for which a Sub-Area Plan was developed as part of the recent update of the Town's Comprehensive Plan.

Field Research of Parks and Open Space Sites

Members of the Parks, Open Space, and Recreation Committee participated in weekend field trips to all of the open spaces described in the inventory below. The Committee toured areas that, in some cases, do not have trails. Committee members were enthusiastic about the potential for careful development of the Town's parks and open spaces.

The field trips followed Committee review of the background information provided in the Town's Master Park Plan and the Woodway Reserve Management Plan. The latter is a thirteen paged document based on intensive field research. The author, former Town Arborist Elizabeth Walker, provided a detailed description of the composition of the Upper Forest, the Mature Forest, and the Forested Wetland. The report provided the Committee with a detailed description of such features as the trees, the shrubs, and the invasive species and suggested the location of future trails and management steps. The Committee also reviewed a 2006 report by Landau Associates that described the function and values of the wetland located in the Lower Wetland area of the Woodway Reserve and included recommendations for enhancement, monitoring, and future use.

Definitions

The following definitions are applicable for this plan:

Open Space

Undeveloped or predominately undeveloped land and/or water area, which serves the specific uses of providing public park and recreation opportunities and/or conserving valuable natural resources.

The words "open space" are not simply synonymous with "vacant" or "unused" land. While vacant or undeveloped land has the potential for being classified as open space, it is normally done only after a conscious decision has been made to purchase or regulate these lands, assuming that these lands meet one of the two open space functions noted. Open space is typically a natural area. A park can either be natural or especially developed for recreational purposes.

Park

A public area permanently dedicated to recreation, aesthetic, educational, or cultural use and generally characterized by its natural and landscape features. It can be used for both active and passive (structured and unstructured) forms of recreation. Examples of active (structured) recreational uses include playfields, playgrounds, play lots, and hard surfaced courts. Examples of passive (unstructured) recreational uses include sitting, walking, and watching.

Inventory

Before considering goals and priorities for Town parks, recreation, and open spaces, consideration must be given to an inventory of Woodway property available for these purposes. There are six recreational components of the

Woodway open space network. These include the Woodway Reserve, Deer Creek Park, Olympic Reserve, Other Public Open Space, Walkways/Bicycle Ways, and Native Growth/Open Space. A discussion of each of these components is presented below. Please see Figure 7-2.

Woodway Reserve:

Excluding roads and other public rights-of-way, by far the largest amount of public land in the Town is in the “Woodway Reserve.” This property has been known variously as the “Woodway Nature Park and Wetland Forest”, the “Woodway Nature Park” and the “Woodway Reserve”; it will be referred to as the Woodway Reserve in this plan (see Figure 7-3). This property was a portion of a large 84 acre tract sold by the Chevron Corporation. The 64 acre eastern portion was subsequently subdivided into 94 lots now known as the “Woodway Highlands”

The smaller western 20-acre section remained undeveloped and was donated to or acquired by the Town, much of it through grants from the Interagency Committee on Outdoor Recreation and the Snohomish County Conservation Futures Fund.

Deer Creek Park

In 2013, the Town received a Snohomish County Conservation Futures grant of 1.7 million dollars to purchase 4.38 acres of the Krebs short plat located south of Deer Creek and east of Woodway Park Road (see Figure 7-4). The Town will be completing a master plan in 2015 to develop the property as a neighborhood park.

Olympic Reserve

When the subdivision plat was filed in 1905, Snohomish County accepted a land donation of “Olympic Park” (see Figure 7-5). When the Town incorporated, this County land became Town land because it was included in the Town’s boundary. It is situated in the northwest corner of the Town from the top of the bluff on its eastern edge, down to the shoreline. It is on the Woodway northern boundary with the City of Edmonds and extends approximately 1,300 feet to the south. Olympic Reserve contains approximately ten acres and is divided by the Burlington Northern Railroad right of way that runs along the shoreline.

The only potential public access to the Olympic Reserve is from Prospect Street, an unopened right-of-way. Access to the site is problematic due to steep terrain and years of erosion. The flat portion of the Olympic Reserve at the top of the bluff has for many years been treated as private property by the adjacent property owners. Portions of the Olympic Reserve are very steep due to inclusion of the bluff within it. At one time, there was a beach at the base of the bluff and stairs to facilitate access. The stairs have disappeared and the beach has been eroded.

Other Public Open Space Parcels

In addition to the Woodway Reserve, Deer Creek Park, and the Olympic Reserve, the Town owns three small undeveloped parcels of land that could be developed as passive open space or at least made available for public use. Two of these have been maintained in their natural state as open space and wildlife habitat areas. These parcels are each under one acre in size (see Figure 7-2).

Parcel A is at the end of Kulshan Road, a cul-de-sac on the eastern boundary of the Town. It contains a connecting paved trail between Kulshan Road and SR 104.

Parcel B is at the western end of 238th Street Southwest adjacent to the Point Wells Upper Bluff property, overlooking Puget Sound. This parcel is outside but adjacent to the Town limits.

Parcel C, along 236th Street Southwest, was previously categorized as parkland. The Town Council reconsidered this use in late 2004 and chose to retain it only as street right-of-way. There are no public facilities of any kind on these parcels.

Walkways/Bicycle Ways:

In addition to the parcels described above, the Town government and community consider the walkways and bicycle routes an integral part of the recreation system. In recent years, the Town has installed a formal and

informal walkway system in the form of raised and non-raised asphalt walking paths situated adjacent to the driving lanes. These walking paths are designed for pedestrian use, while bicycles share the driving lanes with vehicles (see Figure 4-2). This walkway/bicycle way system is used by Town residents as well as residents of neighboring jurisdictions for such recreational activities as walking, jogging, running, and bicycling.

Bicycle riders, as well as pedestrians, are considered in the design and use of Town roads. The Town of Woodway provides a link from the City of Shoreline/King County bicycle system to the City of Edmonds and Snohomish County system. From Shoreline, the principal route follows 20th Avenue Northwest to Timber Lane, 238th Street Southwest and on Woodway Park Road to 3rd Avenue South in Edmonds. This route receives significant amounts of bicycle traffic because 20th Avenue Northwest is identified in the King County Bicycling Guide map and 3rd Avenue is a connector to the surrounding Edmonds and Snohomish County bicycle route system. There is also a route from 226th Street Southwest on Algonquin Road. All of these bicycle routes were identified in the City of Edmonds 2000 Bikeway Comprehensive Plan, which was adopted by the Town of Woodway in 2001.

Native Growth/Public Open Space

When the Woodway Highlands subdivision was approved by the Town Council, three areas in Parcel L of the subdivision, totaling 5.48 acres, were characterized as Native Growth/Open Space Land. This public property has some walkways and a bench. Parcel J includes the stormwater detention facility for the Woodway Highlands subdivision and contains .40 acres.

Trends and Resources

This plan is viewed as the first opportunity for a comprehensive review of and plan for the Town's parks, open space, and recreation system. The Town will use its own resources and continue to rely on grants and loans from state and federal agencies, as well as foundations and other non-profit organizations. The Town will also investigate the potential of developing a park impact mitigation fee.

The 2010 U.S. Census calculated that, of the 1307 people then living in the Town of Woodway, 395 (30%) of them were children (people under nineteen years of age.)

As previously stated, prior to its incorporation Woodway was originally subdivided into two-acre lots. Some of the property owners with large lots have created private recreational facilities such as swimming pools, soccer fields, hard courts, and baseball diamonds. Owners of smaller lots have provided playground equipment. Many of these private facilities have been made available to neighbors and friends of the property owners.

In 2004, Chevron sold its remaining Point Wells holdings (that include land commonly referred to as the Upper Bluff and Waterfront area) to the Paramount Petroleum Corporation. In 2006, Paramount sold the Waterfront area (designated on the Comprehensive Plan map as Urban Village) to Alon Company and retained the Upper Bluff. The steep portion of the Upper Bluff area is designated a geological hazardous area on the comprehensive plan while the rest of the Upper Bluff is planned for future residential development and a public passive park area. These areas are currently located outside Town limits but inside the Town's Municipal Urban Growth Area and available for potential annexation.

Challenges and Opportunities

Woodway Reserve

The Town provides opportunities for residents of the community and region to explore and learn from the natural environment of the Woodway Reserve without damaging that environment. Based on the research and recommendations of the Parks, Open Space, and Recreation Committee, trails were installed in the Reserve that created opportunities to explore and learn about the habitat of the Reserve while minimizing potential damage to the Reserve caused by human intrusion. There are no plans to expand the trails in the Reserve at this time.

Deer Creek Park

As stated in the Inventory section above, the Town received a Snohomish County Conservation Futures grant in 2013 to purchase 4.38 acres of the Krebs short plat located south of Deer Creek and east of Woodway Park Road. This purchase provides a wonderful opportunity to develop a neighborhood-scale park to address the passive recreation needs of Town residents. The location of the park, adjacent to a portion of the Deer Creek watershed, also provides an opportunity to develop the park in a sustainable manner to ensure conservation and protection of the aquifer recharge area (Deer Creek watershed), which is a portion of the Town's water supply.

This plan attempts to balance the different interests of:

- Watershed preservation (conservation);
- Public use of and access to public property (recreation); and
- Neighboring residents concerned about traffic and parking.

Olympic Reserve

The Olympic Reserve area has not been developed by the Town. Town staff and Parks Committee members studied historic data and carefully reviewed the property. Three primary challenges exist:

- There is no safe public access to the Reserve. Access from Prospect Street is unsafe due to a series of bluff landslides and steep terrain. Further, the private developments on both side of the right of way present privacy issues.
- Most of the public property is comprised of a steep bluff, subject to landslides. Public use of it would damage the bluff and increase municipal liability.
- Construction of public access to these flat areas at the backside of private residences involves potential intrusion on private property, increased liability exposure, and potential cost for additional monitoring of the site.

Other Public Open Space Parcels

The three parcels described in the inventory are unsuitable at this time to be considered for park improvements due to the small size, limited or no public access, and location.

Walkways/Bicycle Ways

Adding to the extensive walkways and bicycle ways will require some special attention by the Planning Commission, Mayor, and Town Council. Additional rights-of-way or easements may need to be acquired and the Town has a longstanding policy of accepting public rights-of-way through dedication and not acquisition. This plan explores the potential for improving both walkway and bicycle links through the community and between Woodway and adjacent communities. The Transportation Element of the Comprehensive Plan addresses bicycle circulation within the Town limits (see Figure 4-2).

Native Growth/Public Open Space

There are no particular challenges with these areas. The Town has had the legal responsibility for maintaining these areas for several years, but the Woodway Highlands property owners have chosen to have the work done by private landscape contractors. At some time in the future, the Town may have to assume the maintenance of these areas.

Evaluation of Plan Alternatives/Recommended Actions

The following sections discuss the proposed improvements and actions for the future use of the Woodway Reserve and Deer Creek Park. Recommendations related to the remaining open space components of the plan, Olympic Reserve, Other Public Open Space Parcels, Walkways/Bicycle Ways, and Native Growth/Open Space Areas, follow the Woodway Reserve and Deer Creek Park discussions.

Woodway Reserve

Because of the differing physical characteristics of the property, the Committee proposed designating the areas of the Reserve into three geographic areas: the “Upper Forest Reserve” for the most easterly section, the “Central Forest Reserve” for the middle section and the “Lower Wetland Reserve” for the most westerly section.

No further infrastructure is planned for the Reserve at this time.

Upper and Central Forest Reserves

Trails

The existing trail system through the Upper Forest Reserve and Central Forest Reserve is large enough to allow good public access while keeping a compact footprint that respects the habitat of the resident flora and fauna.

Other Infrastructure

In 2010, the John Bush Play Area (adjacent to Town Hall and the north side of the Central Forest Reserve) and a wooden pavilion (in the Central Forest Reserve) were completed. See Figure 7-3 for a map of the Reserve.

Access

The Committee discussed appropriate public access to the Reserve. Prior to the creation of the trails, the entire Reserve was fenced and gated, with locks. Keeping the Reserve locked provided maximum protection to the wildlife habitat and wildlife. The Parks Committee members expressed interest in as much public access as would be reasonable, for example seven day a week, year-around access during daylight hours. Consideration was given to removing the fences entirely, but this option was not implemented because of the potential risks of vandalism and public safety. Some of the topography and the soft wood chipped trail surface could present access challenges to certain individuals.

If groups wish to have a special bird-watching tour or similar observations of nocturnal activity, arrangements could be made with town staff or a volunteer assigned as “Forest Ranger.” Educational signage may be provided in the future.

Lower Wetland Reserve

Trails

The Town obtained a letter report from Landau Associates that provide findings and recommendation for the restoration and enhancement of this precious natural resource. The plan is to restore the wetland to a more functional natural system in the future. A short trail to a proposed small observation platform that would be appropriate for educational purposes is shown in Figure 7-3.

Access

Because of the sensitive environment of the Lower Wetland Reserve, public access should continue to be restricted until the recommended restoration measures, including the removal of invasive species, are completed. For example, the entire Woodway Reserve has been invaded by English Ivy (*Hedera helix*), this problem is most serious in the Wetland Reserve. The Committee recommends that a five year plan to remove the ivy from trees in the Reserve be adopted and financed by the Town Council. This work will have to be done when the land is most accessible, probably in the late summer or early fall. After the ivy is removed from the trees, another phase of the plan will be to remove the roots.

Woodway Reserve: General Recommendations related to Parking, Signage, and Education

Parking

This plan does not recommend that additional parking be designated for access to the Woodway Reserve.

Signage

Welcome signs are located at the entrances to both trails. In the future, educational signs may be provided within the reserve noting special trees or plants, perhaps with pictures of observable wildlife.

Education

This plan recommends that the Town publish educational brochures that describe the natural features of the Reserve and rules of conduct. This plan also recommends that an educational kiosk be installed in the pavilion in the Central Reserve. It will feature information regarding the importance of maintaining wildlife habitat and will help visitors identify the wildlife and natural features in the Reserve. The Town intends to promote the educational opportunities of the Reserve through communications with local schools and conservation organizations.

Deer Creek Park

The Deer Creek Park Task Force is currently working on a proposal for public access to Deer Creek Park. They have visited several parks, including Bridle Trails State Park in Kirkland, and have spoken with various park officials to gather ideas and recommendations. Their preliminary proposals are listed below. See Figure 7-4 for a draft trail and access map.

Trails

The Task Force has created a draft trail map that includes hiking trails and limited equestrian access.

Other Infrastructure

A picnic area is proposed for the orchard/meadow near the southeast entrance of the park. The facilities would include picnic tables and trash cans but no restrooms.

Access

The draft plan includes three potential access points to Deer Creek Park. The main entrance will be from the parking area on Woodway Park Road on the southeast side of the Brown Owl Bridge. Secondary access has yet to be formalized from the southeast side of the property (near the orchard/meadow) and from South Deer Drive.

Parking

The main parking lot will be on Woodway Park Road on the southeast side of the Brown Owl Bridge. The Task Force may recommend additional parking areas.

Signage

Welcome signs similar to those installed for the Reserve will be located at all entrances.

Olympic Reserve

The status quo is recommended for the Olympic Reserve. The Town retains ownership, but does not plan to construct any method of providing public access to it. The plan recommends that consideration be given to providing a future public viewing area at the west end of a reconstructed Prospect Street. The Committee also recommends the renaming of Olympic Park to Olympic Reserve, to more accurately describe its use, and further to discuss pedestrian access to the beach with the City of Edmonds through the City's waterfront park area.

Other Public Open Space Parcels

Upon evaluating the four open space parcels discussed above, it is recommended that the parcels remain in public ownership and that none of these parcels are appropriate for future public improvements at this time.

Walkway/Bicycle Ways

There are no particular recommendations for additions to the system that accommodates pedestrians and cyclists. They may develop as time goes on.

Native Growth/Public Open Space

Although the special open landscaped areas in the Woodway Highlands are currently maintained by contract with the homeowner's association, the Town has the legal responsibility to provide the maintenance when the homeowners choose to relinquish it.

Local Facilities, Groups, Jurisdictions and Departments

For many years, the Town acknowledged that it was too small to warrant recreation facilities for its residents and those in the region. Local residents relied heavily on schools and other public agencies outside the town boundaries. Although local residents continue to use regional facilities, the Woodway Reserve and Deer Creek Park provide local recreation alternatives. The residents of the Town, as well as the residents of surrounding jurisdictions, use the Town's walkways and streets for active recreational activities including jogging, running, and bicycling. Surrounding School District facilities and community centers, and local, county, and state parks within a twenty-five (25) mile radius provide such active recreational facilities as playgrounds, ball fields, tennis courts, soccer/football fields, basketball courts, golf courses, swimming pools and beaches, hiking trails, road and off-road bicycling, and camping (see Table 7-1 and Figure 7-8).

Opportunities in the surrounding area are much more limited for the pursuit of passive recreational activities. The Edmonds Marsh is within one mile of some Woodway residents. However, the marsh is bisected by State Route 104, the access to the Edmonds-Kingston Ferry, which receives significant amounts of vehicle traffic. Access to the Marsh on the west side of SR 104 is available via a boardwalk and viewing area and accessible from the Port of Edmonds Harbor Square property. There are no other passive recreational facilities for a quiet walk or to observe urban wildlife available to Town residents and residents of neighboring jurisdictions within walking distance. Public access to the Woodway Reserve and, in the future, Deer Creek Park provides for this shortcoming. The Town plans an active marketing program to make nearby park and recreation jurisdictions, schools, and non-profit organizations aware of the opportunities for passive recreation and wildlife education in the Reserve.

Goals and Policies

The parks, recreation, and open space goals and policies are included in the open space section of the land use element.

List of Figures

- 7-1 Vicinity Map
- 7-2 Parks, Recreation, and Open Space Overview Map
- 7-3 Woodway Reserve Map
- 7-4 Deer Creek Park Map
- 7-5 Olympic Reserve Map
- 7-6 Other Public Open Space Parcels Map
- 7-7 Native Growth/Public Open Space Map
- 7-8 Active Recreation Facilities Map

List of Tables

- 7-1 Active Recreation Facilities

Figure 7-1
Vicinity Map

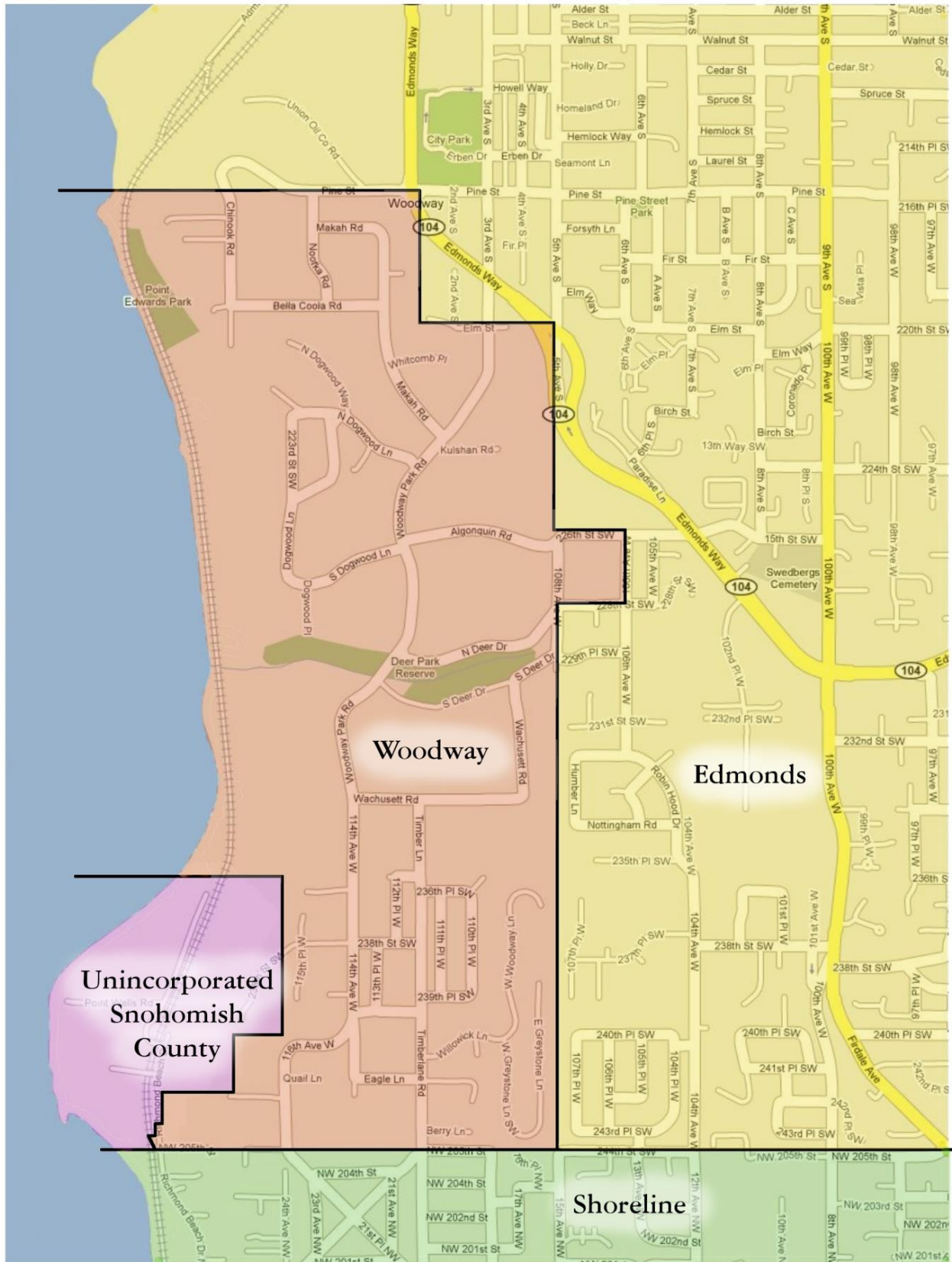


Figure 7-2

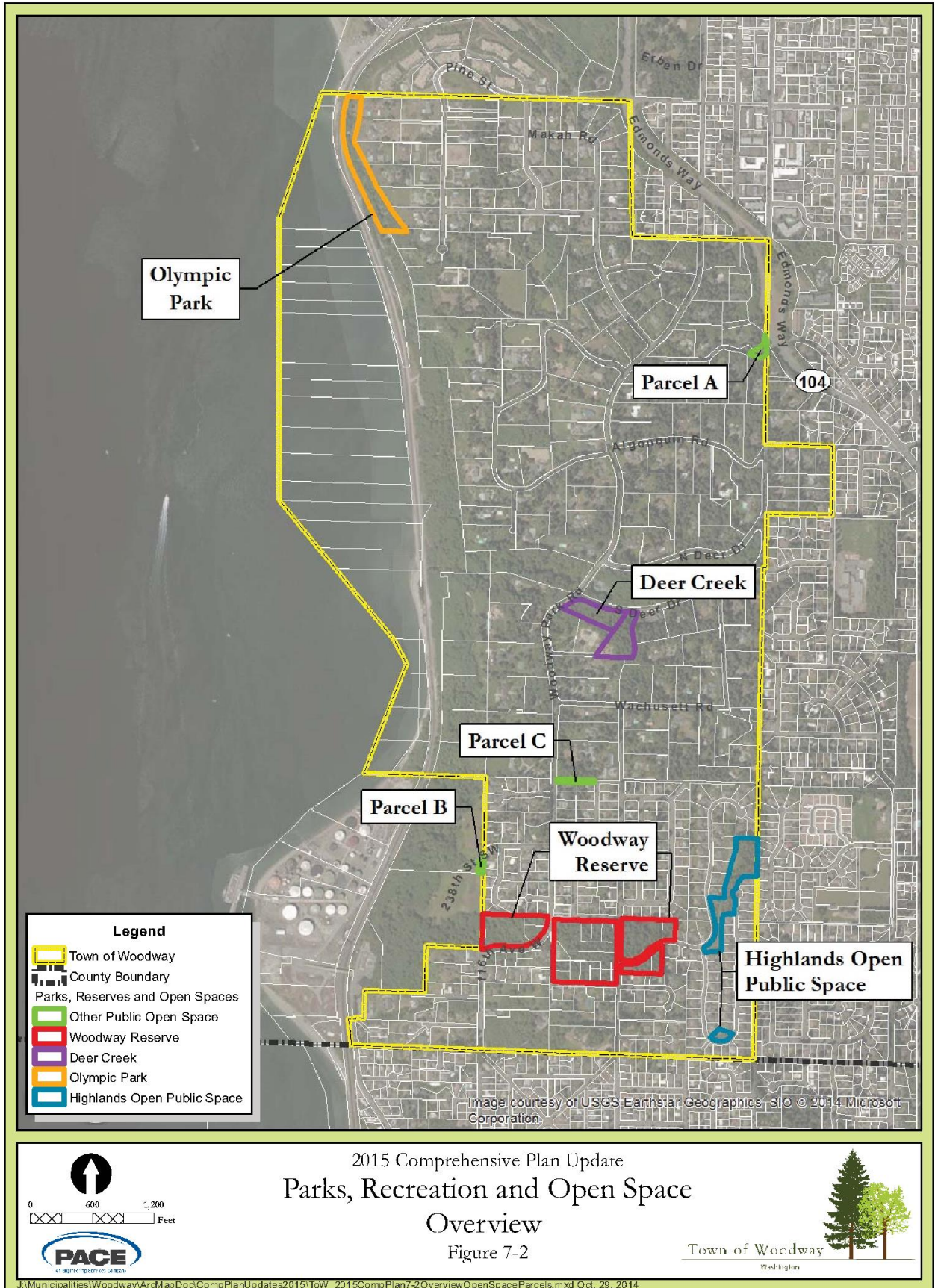


Figure 7-4

Deer Creek Park

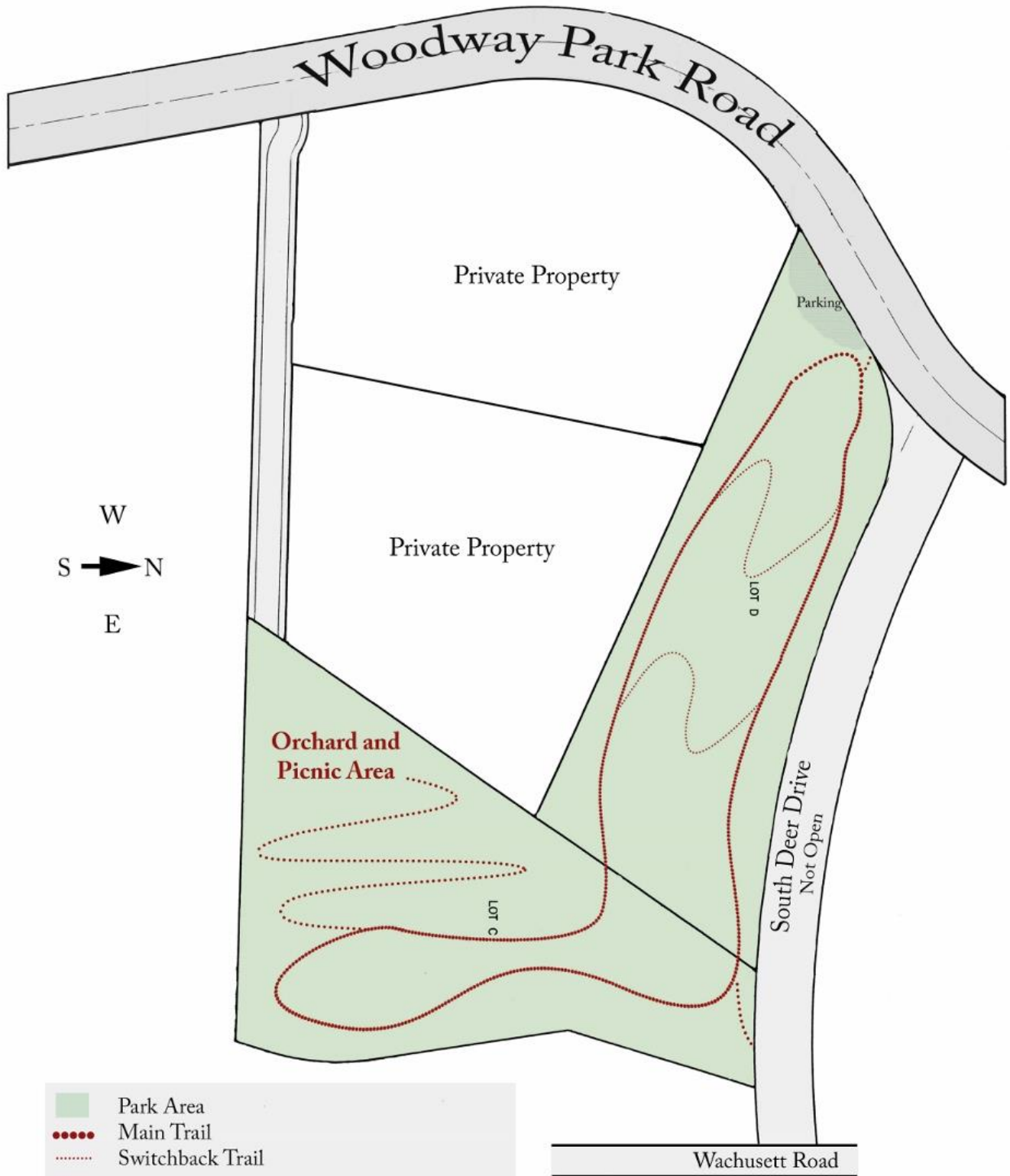


Figure 7-5



Figure 7-6

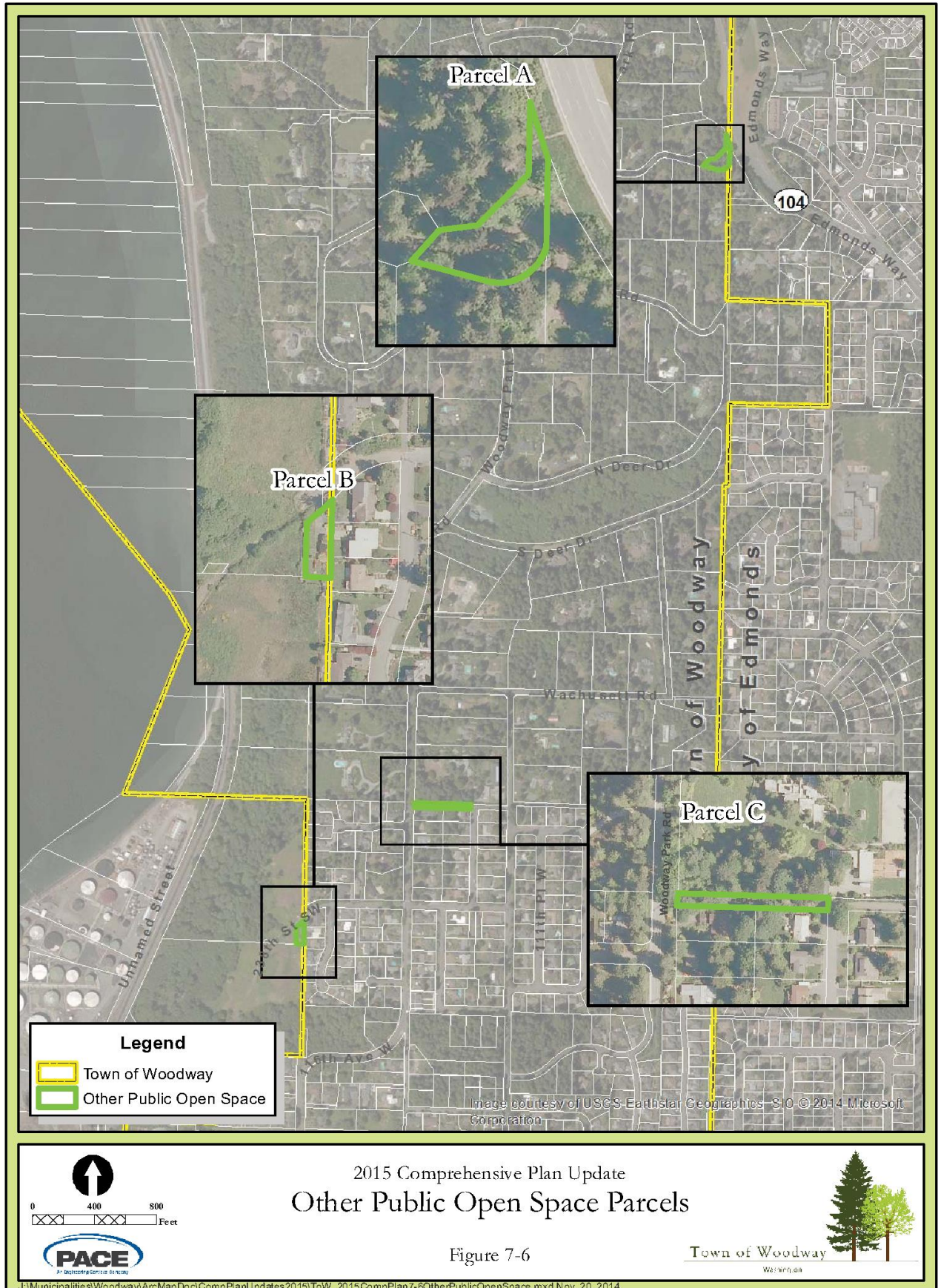


Figure 7-7

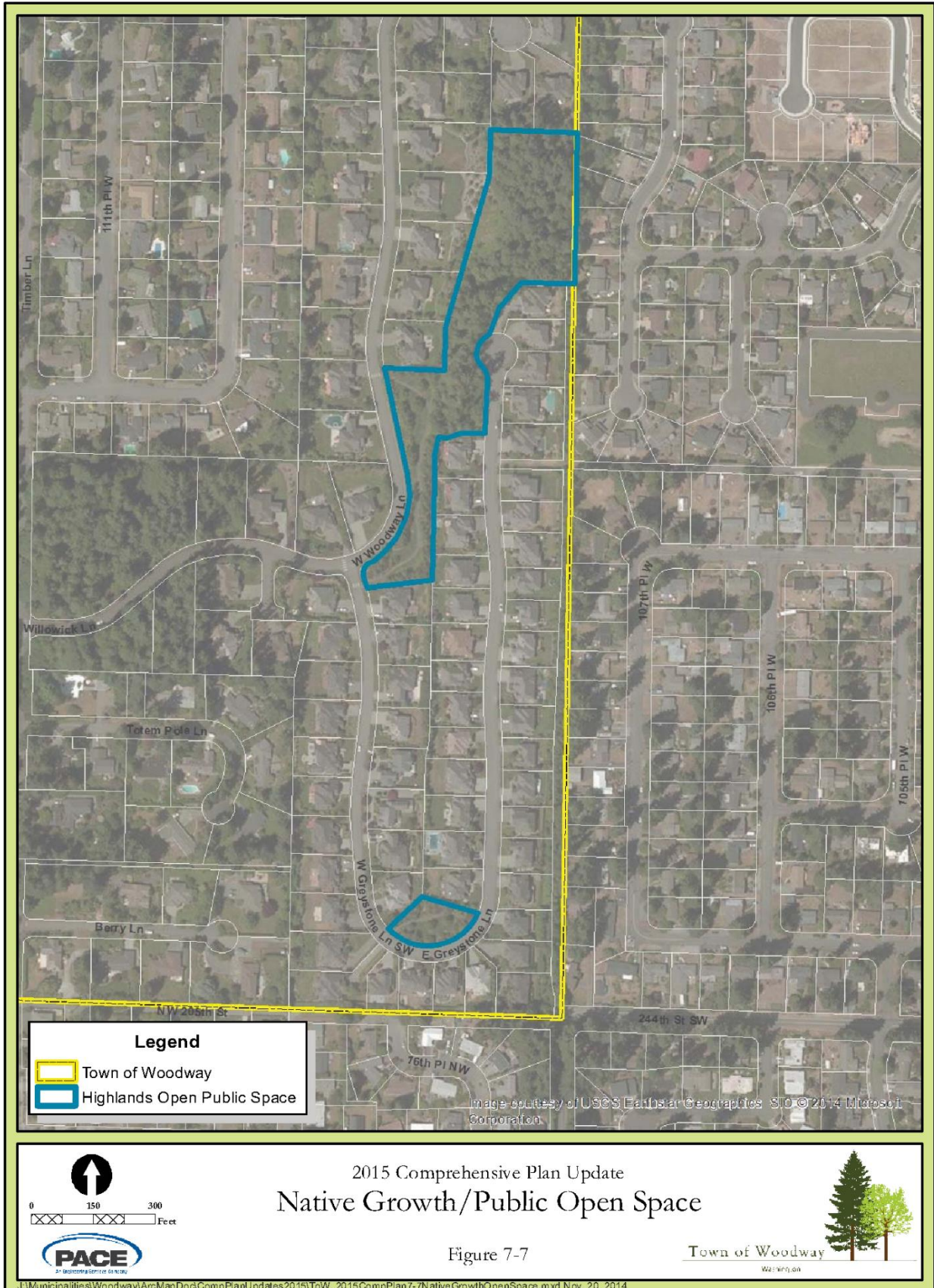
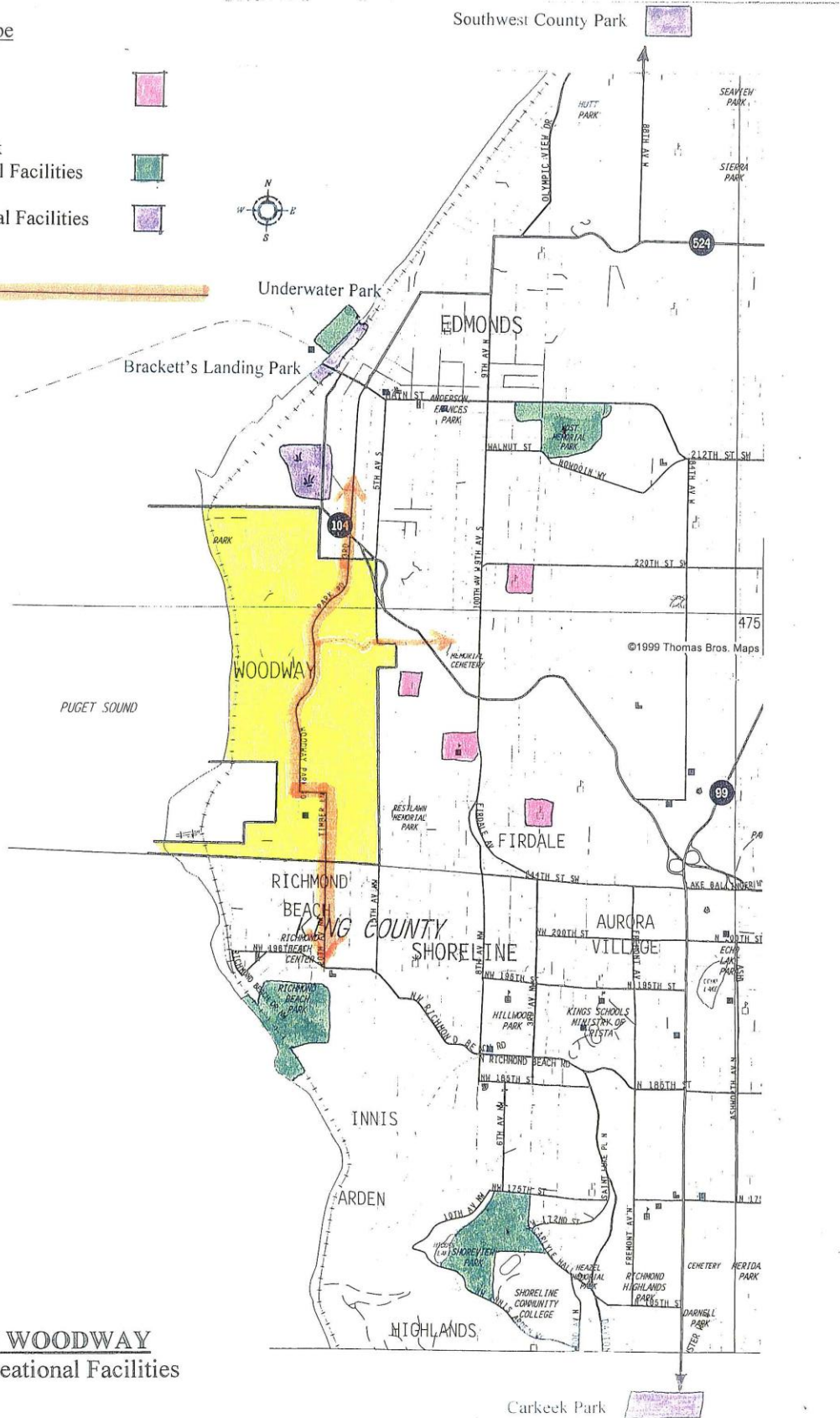


Figure 7-8
Active Recreational Facilities Map

Recreational Facility Type

- School District Property
- Local, County or State Park
- Active Recreational Facilities
- Passive Recreational Facilities
- Bikeway



THE TOWN OF WOODWAY
Neighboring Recreational Facilities

**Table 7-1
Active Recreational Facilities***

Park Type	Distance from Town Hall	Facilities
Sherwood Elementary (Edmonds School Dist.)	.25 miles	Playfield, walking path, toy area - large and small toy equipment, 2 ball/soccer fields
Edmonds/Woodway High School (Edmonds School Dist.)	.35 miles	Stadium with track and football field, soccer field, softball field, tennis courts to be constructed soon
Woodway Elementary (Edmonds School Dist.)	.75 miles	Playfield, 2 basketball hoops, Big toy equipment, fitness equipment, soccer field, baseball field
Shoreline King County Library	.8 miles	Children's park, tennis courts, restrooms
Madrona School (Edmonds School Dist.)	1 mile	Track, baseball field, 2 basketball hoops, kickball field, toy equipment
Richmond Beach Saltwater Park (City of Shoreline)	1.25 miles	Playground, hiking trails, beach access and picnic areas
Underwater Park (City of Edmonds)	1.5 miles	27 acres of tide & bottom lands designated as a marine preserve and sanctuary for scuba diving
Edmonds City Park	1.8 miles	
Yost Park (City of Edmonds)	1.9 miles	48 acres with a playground, tennis center, picnic areas, swimming pool, trails, an interpretive shelter, and an undeveloped area.
Shoreview Park/Boeing Creek (City of Shoreline)	2.25 miles	Playground, soccer & baseball fields, tennis courts and hiking trails
Interurban Trail (Snohomish County)	4.5 miles	5.6 mile paved multi-use trail for non-motorized users
Burke-Gilman Trail (City of Seattle)	6 miles	Paved multi-use trail for non-motorized users which connects to the King County Regional trail network
Saint Edward State Park (State of Washington)	10 miles	Gymnasium with stage, swimming pool, 2 tennis courts, handball courts, athletic field, picnic sites and hiking, bicycling and equestrian trails with links to Big Finn Hill Park
Mukilteo State Park (State of Washington)	14 miles	Picnic area with 47 tables, 10 stoves, 7 fire rings, boat launch, comfort station w/dressing rooms
Bridle Trails State Park (State of Washington)	17 miles	30 picnic tables, 12 hose bibs, comfort station, large horse arena, paddock and warm-up ring and jump area, food service building, grandstands, 28 miles of horse and multi-use trails
Centennial Trail (Snohomish County)	24 miles	Paved multi-use trail for non-motorized users with a parallel equestrian trail which runs from Snohomish to Arlington

* Active Recreational Facilities generally include: playgrounds, sports fields, tennis & basketball courts, golf courses, swimming pools and beaches, and hiking, bicycling and equestrian trails

Chapter 8: Future Comprehensive Plan Amendments

The comprehensive plan is the official public policy of the Town that provides direction to public agencies and the general citizenry concerning the use, servicing and conservation of land with the geographic boundaries of the Town limits. It has been prepared in accordance with the Washington State Growth Management Act, the Puget Sound Regional Council Growth Strategy, as prescribed in Vision 2040, and the Snohomish County Countywide Planning Policies.

Consistent with state law and the Town's municipal code, the comprehensive plan and attendant development regulations will be reviewed and evaluated on occasion to ensure it is up to date and addresses current issues. When revisions to the plan are necessary, the Town will utilize the process set forth in the Woodway Municipal Code at Section 15.04 and the following amendment criteria to entertain and process amendment requests.

Amendment Criteria

Two general types of plan amendments initiated by either the Town or any interested person/party will be considered. The first type of amendment is an annual review conducted by the Town itself. This review will examine any portion or the entire plan, including a re-evaluation of goals and elements, and the reaffirmation of Land Use, Transportation, Conservation, Parks/Recreation and Capital Facility/Utility policies and proposals. Included in this review will be plan amendments consistent with the Growth Management Act.

The second type of plan amendment is one that is initiated by a citizen and relates to site-specific requests or text amendments to the Comprehensive Plan.

Amendment requests to revise the plan shall address and be reviewed and processed in accordance with statutory procedures, the comprehensive plan amendment schedule, and shall conform to the following criteria:

- The amendment request shall conform to the plan's adopted goal statements.
- The amendment request shall be consistent with applicable adopted policies of the plan.
- The amendment request shall be compatible with existing and planned surrounding land uses.
- The amendment request shall not result in impacts to the Town's transportation network, capital facilities, utilities, parks and environmental features that cannot be mitigated.
- The amendment request shall not place uncompensated burdens upon existing or planned service capabilities.
- The amendment request shall be consistent with the adopted Countywide Planning Policies and/or any other existing interjurisdictional policies or agreements.
- The amendment request shall be consistent with the provisions of the Growth Management Act and other applicable state statutes.

Amendment applications that are denied can be reapplied for in two years, unless the Town Council and Staff determine that a significant change has occurred. Appeals of a Town Council decision on a comprehensive plan amendment shall be in processed accordance with state laws.

In accordance with RCW 36.70A.130(2)(b), comprehensive plan amendments may be considered outside of this process if an emergency exists or to resolve an appeal of a comprehensive plan filed in court or with a growth management hearings board. The comprehensive plan and amendments there to shall be consistent with RCW 36.70A.370- Protection of Property Rights.

Appendix A
Town of Woodway
Point Wells Subarea Plan
2020



Adopted December 21, 2020

Town of Woodway
Point Wells Subarea Plan
2020

Mayor

Carla A. Nichols

Town Council

Brian Bogen
Andrew DeDonker
Elizabeth Mitchell
Michael Quinn
Thomas Whitson

Planning Commission

Per Odegaard, Chair
Robert Allen, Vice Chair
John Brock
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Bill Trimm, FAICP; Town Planner

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Town of Woodway

Point Wells Subarea Plan

Context: Town of Woodway Municipal Urban Growth Area Subarea Plan

Point Wells is situated within Woodway's Municipal Urban Growth Area (MUGA) and the City of Shoreline's Future Service and Annexation Area (FSAA). A subarea plan for the Woodway MUGA was adopted in April 2013 by the Woodway Town Council and incorporated into the Snohomish County General Policy Plan in 2015. The Point Wells Subarea Plan for Shoreline was adopted by the Shoreline City Council in 2011.

The Woodway MUGA subarea contains two distinct geographic areas: Point Wells and the land area located east of the BNSF railroad right of way commonly referred to as the Woodway Upper Bluff. The Upper Bluff was annexed into the Town in June 2015 and is planned and zoned for low density residential development. The Point Wells portion of the subarea is in unincorporated Snohomish County and is mostly situated west of the BNSF right of way and extends westward to Puget Sound. The southernmost portion of Point Wells is adjacent to the City of Shoreline in King County.

County and Regional Context

In order to meet the provisions of the Growth Management Act that ensure that plans are consistent and coordinated, the Snohomish Countywide Planning Policies and the Puget Sound Regional Council's adopted growth strategy (*Vision 2050*) are used to guide the development of plans and development regulations for the subarea. The Snohomish County Comprehensive Plan designates the subarea as the Woodway Municipal Urban Growth Area (Woodway MUGA).

The Snohomish Countywide Planning Policies provide for the planning, development, and annexation of unincorporated land situated in a municipality's MUGA. Specifically, Countywide Planning Policy DP-5 establishes the factors to be included in comprehensive plans for UGAs, and enables cities to prepare and adopt plans and development regulations for Municipal UGAs to which the city or town has determined it is capable of providing municipal services at some point in the future via annexation. Further, policy DP-17 states that "*city comprehensive plans should have policies on annexing the areas in their unincorporated Urban Growth Area/Municipal Urban Growth Area*".

The Puget Sound Regional Council's adopted regional growth strategy, *Vision 2050*, directs unincorporated lands to annex to affiliated cities with services provided by the adjacent municipality. The *Vision 2050* goal for unincorporated urban growth areas states that "*all unincorporated lands within the urban growth area will either annex into existing cities or incorporate as new cities.*" Multicounty policies provide for unincorporated lands adjacent to cities to be affiliated with such cities and that annexation is preferred over incorporation. Additional policies support the provision of municipal services to unincorporated urban areas by the adjacent city.

Thus, the Woodway Municipal Urban Growth Area Subarea Plan draws on the adopted goals and policies of both the County and Region in creating the plan's stated vision, goals, and policies.

Woodway/Snohomish County/Shoreline Planning Background

The Town has been engaged in planning for the subarea for many years. In 1999, the Point Wells Advisory Committee was created to work with property owners, residents, and surrounding jurisdictions to prepare for the eventual conversion of the industrial asphalt use to an urban non-industrial use. The Advisory Committee prepared several alternatives for consideration by the Town Planning Commission and Council. The alternatives prepared by the Planning Commission focused on residential uses and passive open space for the Upper Bluff and a variation of three mixed-use land patterns with varying urban uses and densities for Point Wells. The separate alternative desired by the Point Wells landowner (Chevron-Texaco in 2000) was to maintain the current Industrial land use designation as set forth in the Snohomish County comprehensive plan. The Advisory Committee recommended that the Planning Commission select the residential alternative for the Upper Bluff and maintain the industrial alternative for Point Wells. The Town Council adopted the Planning Commission's recommendation with a specific policy in the 2000 Comprehensive Plan that stated the industrial designation would be used for the near-term but may be amended with a more intensive use when geo-political conditions warrant.

In 2009, Snohomish County received an application to amend its comprehensive plan for Point Wells from Industrial to Urban Center. As part of the Urban Center comp plan designation, the County received an application for the development of a mixed-use urban center. Following a ruling by the Central Puget Sound Growth Hearings Board that the Point Wells Urban Center designation did not meet the County's criteria for an Urban Center, the County re-designated Point Wells in 2012 to the Urban Village future land use designation. Pursuant to the County's General Policy Plan, Urban Villages are typically smaller and less intensive than an Urban Center.

With the re-designation of Point Wells by Snohomish County and the change in geo-political conditions, the Town embarked on a planning process to reconsider the previous Industrial designation of Point Wells. The Woodway Planning Commission prepared a new plan for the Point Wells portion of the MUGA subarea that was adopted by the Town Council in April 2013. That plan designates and zones the entire Point Wells area as Urban Village. The Urban Village designation is implemented with the Town's Urban Village zone district upon annexation. The district provides for a variety of land uses, with a maximum residential density of 44 units per net developable acre.

As stated above, the City of Shoreline also prepared a plan for Point Wells. The City prepared a subarea plan for Point Wells in 2011, given that the primary access to Point Wells is via Richmond Beach Drive and that the majority of future transportation trips from Point Wells will impact Shoreline. The City's subarea plan recognizes the Snohomish County development application of an intensive mixed-use proposal and seeks to mitigate land use, environmental, aesthetic, servicing, and transportation impacts. The subarea plan provides to mitigate transportation impacts through the preparation of a transportation corridor study and also proposes to provide municipal services to the area following a future cross-county annexation.

In 2017 Shoreline began the process to enable a future annexation of Point Wells. The City proposed an amendment to the Snohomish County Planning Policies that, if approved, would allow the eventual cross-county annexation of Point Wells to Shoreline. The Snohomish County Tomorrow countywide planning group reviewed the proposal and recommended that Shoreline's proposal be denied. The Snohomish County Council agreed and passed a motion rejecting the request in May 2018.

Woodway/Shoreline Settlement Agreement

As previously stated, Point Wells has been identified as a future annexation area for both the City of Shoreline and Town of Woodway in each jurisdiction's Comprehensive Plan. Both plans include vision statements and policies regarding the planning, servicing, and development of Point Wells. Given that both jurisdictions have had disagreements in the past concerning the governance of Point Wells that have resulted in litigation and attendant expenditure of valuable municipal resources, it is prudent for both jurisdictions to move forward with a cooperative approach to plan for the desired future land uses, services, environmental considerations, and annexation of Point Wells.

Toward this end, Woodway and Shoreline both agree that it is of mutual benefit to provide a framework on how both jurisdictions will work together to plan for future land uses, servicing, and redevelopment of Point Wells. The jurisdictions executed a Settlement and Interlocal Agreement in October 2019 to address issues regarding annexation, development standards, individual city responsibilities, servicing, and resolution of outstanding litigation between the two cities.

Framework

Given that both jurisdictions have individual subarea plans for Point Wells, and Shoreline and the Town desire to coordinate their planning for the site, the applicable policies set forth below are intended to be largely identical in both jurisdictions' subarea plans. Both jurisdictions intend to repeal or modify the previous subarea plans (Shoreline Point Wells Subarea Plan - 2011 and Woodway Municipal Urban Growth Area Subarea Plan - 2013) and replace with the applicable vision, goals, and policies provided herein.

Vision Statement

The current planning horizon for the Woodway and Shoreline Comprehensive Plans extends to 2035. The vision listed below is intended to guide land use decision-making throughout the planning period and provide the basis of a series of land use, servicing, governance, and environmental policies that will be implemented with the application of practical development regulations and design standards.

The vision for the Point Wells portion of the subarea is:

To create a unique, primarily residential, Puget Sound community compatible with surrounding neighborhoods. Any mixed-use buildings will be pedestrian-oriented and incorporate exceptional architecture, environmentally sustainable design, and building heights that preserve public view corridors. The community will be designed and developed with low-impact, environmentally sustainable development practices and infrastructure, and include a restored natural environment, well-designed public gathering spaces, and a waterfront that emphasizes habitat restoration and public access. Point Wells will be designated as an Urban Village and will be annexed to Woodway and provided with a full range of municipal services.

The vision for the Upper Bluff portion of the subarea is:

To create a well-designed single-family residential neighborhood that complements adjacent neighborhood character, preserves public view corridors and environmentally critical areas, and provides pedestrian access to the planned neighborhood park/open space.

Subarea Goals and Policies

A set of goals and policies are listed below to enable the communities to move forward with land use decisions and actions to meet the intent of the vision statement for the subarea.

Land Use Goals

- LU.Goal-1 The Upper Bluff, annexed to the Town in 2015, is developed as a low-density residential neighborhood with high quality architectural design, while preserving public open space and view corridors to the Olympic Mountains and Puget Sound.
- LU.Goal-2 Point Wells is annexed to the Town and planned as an Urban Village based on a coordinated planning effort and incorporated into the Town's Comprehensive Plan. Development of Point Wells occurs pursuant to a master plan approved through a development agreement enabled by the Town's urban village zone district. The master plan is prepared by development applicants and includes a primarily residential community that is compatible with surrounding neighborhoods.

Any mixed-use buildings will be pedestrian-oriented and designed consistent with the Town's adopted urban design standards. The development will be supported by a full range of municipal services.

Land Use Policies

- LU.Policy-1 Work with the property owner to plan for the design and development of a new residential neighborhood situated on the Upper Bluff. The new neighborhood will be developed with sustainable site improvements, conform to environmentally critical area regulations, include a public passive park/open space overlooking Puget Sound, and be connected to and complementary with existing neighborhoods. The maximum residential density will be five dwelling units per acre.
- LU.Policy-2 Designate the Upper Bluff, including the steep slopes and environmentally critical areas, as Urban Residential on the Comprehensive Plan Land Use Map. The Urban Residential designation will be implemented with the Town's Urban Restricted zone district, as amended.
- LU.Policy-3 A passive neighborhood park/open space is planned within the Urban Residential designation on the Upper Bluff. The park/open space should be designed as a passive space not less than ½ acre in size that focuses on public viewing areas of Puget Sound and complements the surrounding residential areas. The park shall be dedicated to the Town upon annexation.
- LU.Policy-4 Characteristics of the Urban Village designation include a mix of land uses, integrated into a pedestrian-scaled pattern with sustainable site improvements, infrastructure, buildings, and open spaces. The predominant use is residential, with any medium density multi-family residential housing situated in multi-story buildings of varying heights, strategically sited to preserve and enhance view corridors. The maximum allowable residential density is 44 units per net developable acre, with attendant uses including retail, office, transit facilities, structured parking, and public spaces. Site design emphasizes defined building envelopes

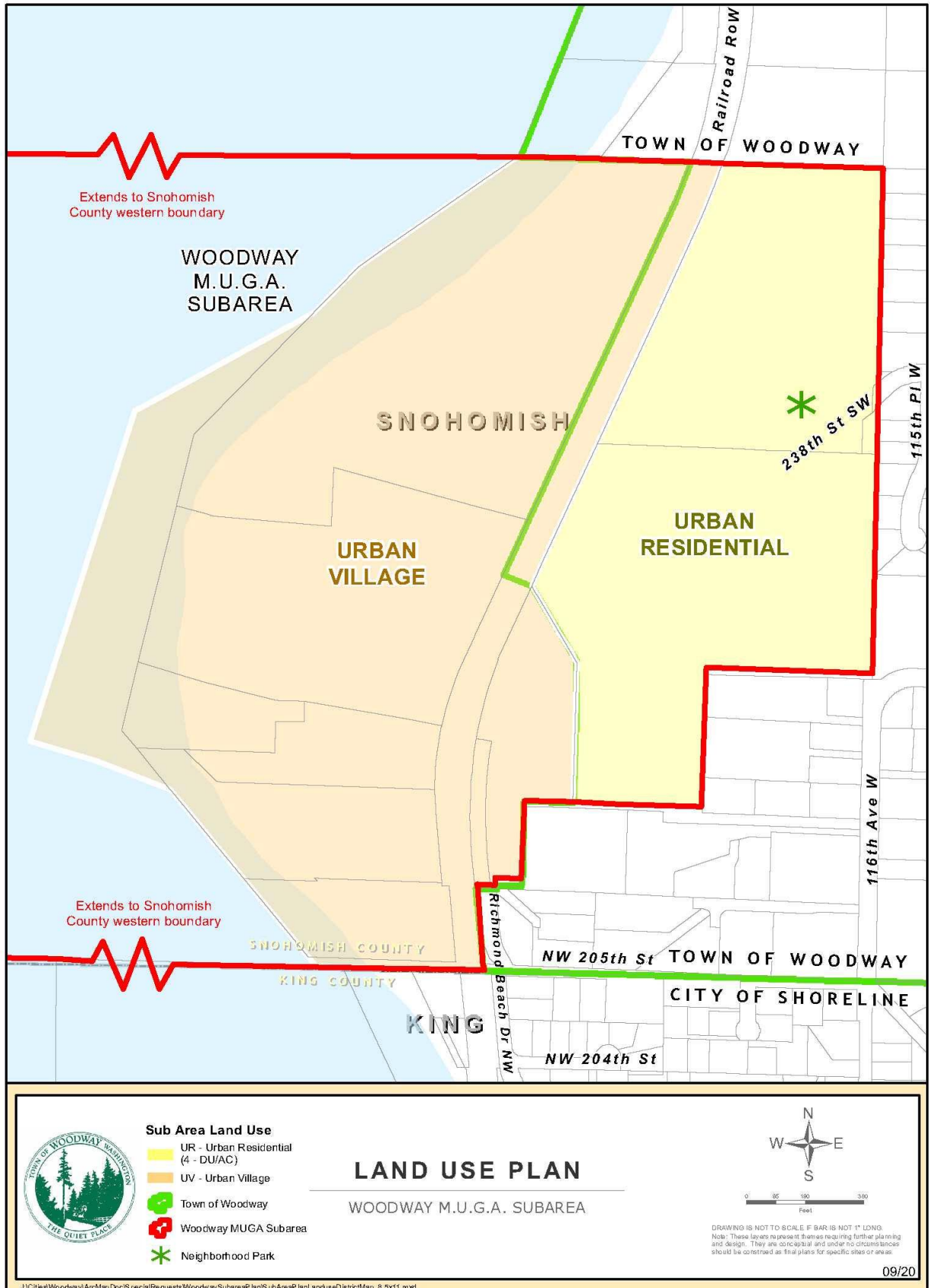
separated with open space corridors, pedestrian circulation throughout the site, and public access to a restored shoreline.

LU.Policy-5 Implementation of the Urban Village designation will occur through the adoption of an Urban Village zone district that will best implement the vision and goal of the Urban Village Plan. The implementing zone district should address at a minimum: permitted land uses, building mass and height, open space requirements, bulk standards, parking, and master plan requirements. A development agreement enabled by RCW 36.70B will serve as the entitlement for development approval of the master plan. The Town's development regulations, including zoning, subdivision standards, critical area regulations, stormwater regulations, and shoreline master programs, will be applicable upon annexation.

LU.Policy-6 Urban design standards will be prepared to serve as a guide for the planning, design and construction of buildings, street network, parking, pedestrian spaces, signage, open space, utility placement, landscaping, and servicing. Administration of the design standards will occur through administrative review and approval.

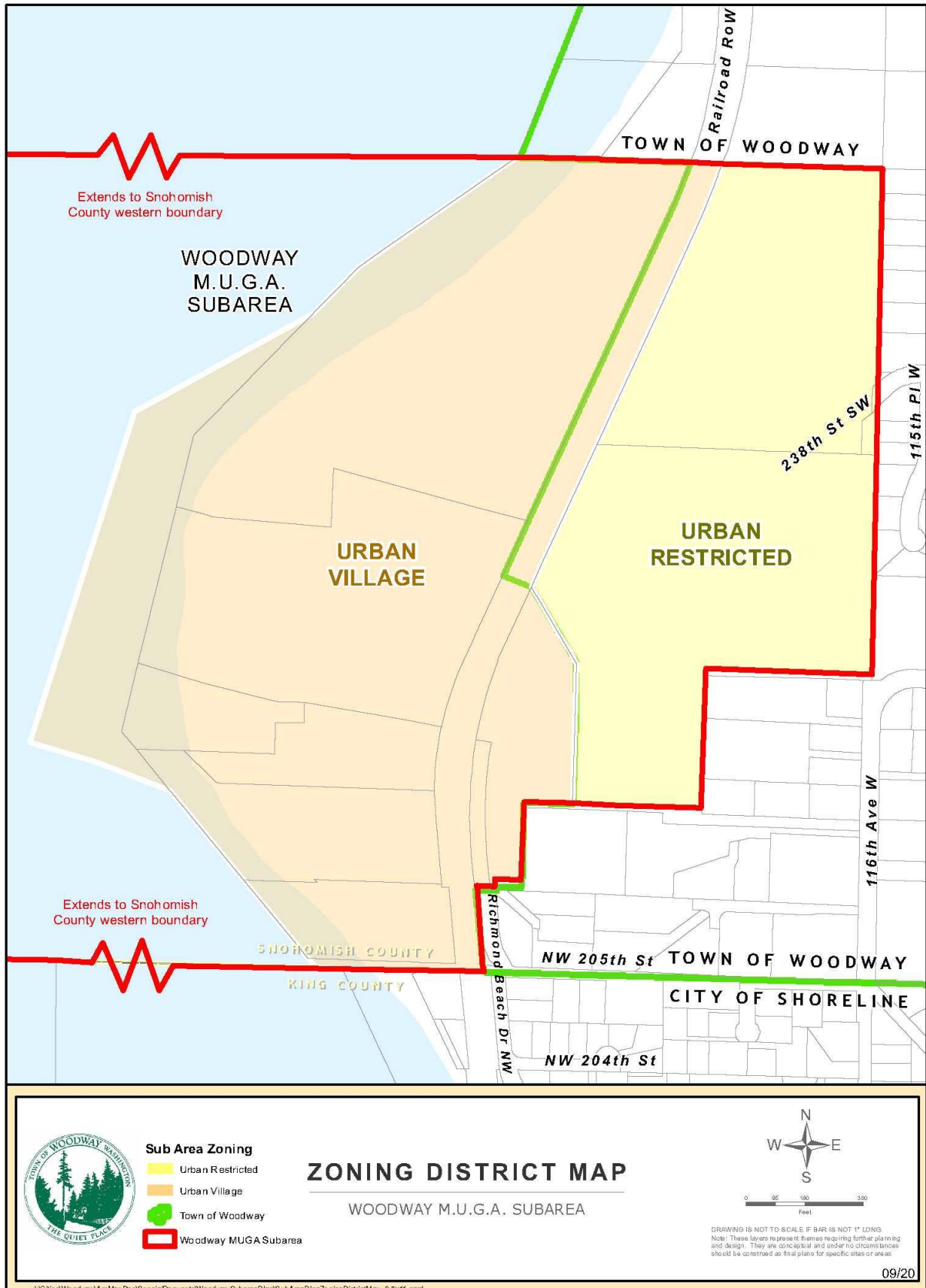
Subarea Land Use Plan Designations

Figure 1



Subarea Zoning Districts

Figure 2



Capital Facilities/Utilities Goal

- CF/U.Goal-1 Point Wells is served with a full range of services, including sewer and water, stormwater facilities, fire protection, law enforcement, energy and telecommunication facilities provided through the Town, special purpose districts, and regional providers. Alternative energy sources such as solar, wind, and co-generation facilities may be incorporated into the development's master plan to reduce its carbon footprint.

Capital Facilities/Utilities Policies

- CF/U.Policy-1 The Town will provide capital facilities to serve the projected needs of the subarea population. Capital facilities anticipated to serve the Upper Bluff will include local public streets; stormwater, water, and sewer facilities; and a neighborhood park. Fire protection, emergency medical services, and police protection may be provided from facilities located outside of the subarea.
- CF/U.Policy-2 The provision of services provided by special purpose districts, regional providers, or other local governments will be managed by the Town.
- CF/U.Policy-3 The Town may negotiate with development proponents to determine which, if any, required new capital facilities will be dedicated to the Town and which, if any, will remain private. All planned capital facilities for Point Wells shall be coordinated with the Town's current service providers.
- CF/U.Policy-4 All proposed electric and communication line extensions to the subarea shall be installed underground in public rights of way or utility easements. All underground utility installations outside of public rights of way shall be improved with appropriate landscaping.
- CF/U.Policy-5. The Town will work with regional utility providers to ensure an appropriate level of service to Town residents. Major utility facilities shall be appropriately landscaped and where possible, screened from public views.

Transportation/Circulation Goal

- T/C.Goal-1 Vehicular access to and from Point Wells is of paramount concern. Upon application of a development proposal, transportation impacts are identified and fully mitigated. Richmond Beach Drive remains as a local access street to adjacent properties and the Richmond Beach neighborhood, with tasteful street improvements and pedestrian accommodations. Any secondary access through Woodway is designed and constructed to address environmental constraints and impacts to neighbors, and to accommodate multi-modal uses, including pedestrian, emergency services, and vehicular access.

Transportation/Circulation Policies

- T/C.Policy-1 Vehicular transportation access to the Upper Bluff will occur through the extension and termination of 238th Street S.W. and via a public street connected to 116th Avenue W. The streetscapes of both streets will be designed with narrow travel lanes, street-side landscaping,

and separated pedestrian pathways. Any street lighting will adhere to the Town's Dark Sky policy.

- T/C.Policy-2 A transportation corridor study and mitigation plan should be prepared and funded by development applicants under the direction of the Town, with input, participation, and leadership, as appropriate, of Shoreline, Snohomish County, and WSDOT. The scope of the study and mitigation plan shall be prepared by each jurisdiction with an emphasis on identification of impacts and mitigating measures on transportation facilities, including the Woodway bridge, design improvements and associated costs, needed services, including design and financing for any multimodal solutions to improve mobility within the surrounding neighborhoods and communities.
- T/C.Policy-3 The needed improvements identified in the corridor study and mitigation plan should be built and operational concurrent with the occupancy of any approved phasing of the development.
- T/C.Policy-4 The maximum average daily traffic count on Richmond Beach Drive should not exceed 4,000 average daily trips. The allowable average daily trips should not reduce the Town's or Shoreline's respective level of service standards in effect at the time of development application.
- T/C.Policy-5 The development of any combination of residential and/or commercial uses that would generate 250 or more average daily trips from Point Wells will cause the provision of a general-purpose public access road wholly within the Town that connects into Woodway's transportation network and provides a full second vehicular access point from Point Wells.
- T/C.Policy-6 The Town will coordinate with the City of Shoreline, the Richmond Beach Neighborhood, and affected property owners to ensure that transportation improvements related to the development within the Woodway Urban Village zoning district are compatible with the existing adjacent residential neighborhoods.

Environmental Preservation/Protection Goal

- EP/P.Goal-1 Point Wells is a unique landform on Puget Sound with unique and sensitive environmental features that are identified and protected through federal, state, and local legislative edicts. The current site conditions and contamination is remediated and monitored to provide for a clean and safe environment for residents, visitors, flora, and fauna. Low impact development techniques are incorporated into site development and the near shore environment is preserved consistent with the goals, policies, and regulations of the Town's Shoreline Master Program.

Environmental Preservation/Protection Policies

- EP/P.Policy-1 Conservation and preservation of natural resources shall be a major consideration in planning land developments throughout the subarea. The landslide hazard areas and wetlands situated in the Upper Bluff shall be designated by qualified professionals with buffers and building setbacks as regulated by the Town's environmental policies and regulations.
- EP/P.Policy-2 The landslide hazard area associated with the Upper Bluff is an important environmental corridor and wildlife habitat. Future land development in the subarea shall prepare

environmental studies for the corridor to ensure the long-term preservation of wildlife and associated habitat.

- EP/P.Policy-3 Site restoration and clean-up will be managed by the State Department of Ecology, with participation and input by Snohomish County, each jurisdiction, and applicable service partners.
- EP/P.Policy-4 Extensive environmental review, documentation and analysis will be managed by the Town and funded by the applicants seeking entitlements. The scope of the environmental review will be determined by all jurisdictions and agencies affected by the proposal within the context of the State Environmental Policy Act (SEPA), including the impacts of sea level rise and climate change on the proposal.
- EP/P.Policy-5 The proposed location of buildings, streets, infrastructure, and other physical site improvements set out in the master plan shall avoid impacts to the site's sensitive environmental constraints and features. The development agreement will include provisions for monitoring of the site's environmental features including soil, groundwater, and sea level rise.
- EP/P.Policy-6 Consistent with the goals, policies, and regulations of the Town's Shoreline Master Program, the site's near-shore environment shall be restored and enhanced to predevelopment conditions and incorporate public access and passive open space improvements.
- EP/P.Policy-7 The redevelopment of Point Wells from the current industrial petroleum-related use to a future mixed-use urban village will require an extensive environmental clean up to ensure the suitability for residential and public use. The Town will coordinate with federal and state environmental agencies responsible for monitoring clean-up efforts to ensure that all hazardous material has been adequately removed prior to any permit issuance by the Town.
- EP/P.Policy-8 Site development and building construction shall adhere to the highest level of sustainability certification (US Green Building Council) for the design, construction, and operation of buildings, homes, and neighborhoods.

Governance Goal

- G.Goal-1 Planning for future development of Point Wells has been and will continue to be of interest to all three affected local jurisdictions - Snohomish County, Shoreline and Woodway. Pursuant to GMA, Vision 2050, and Countywide Planning Policies, Point Wells is annexed to Woodway and provided with municipal services. Woodway has coordinated all aspects of the proposed development with affected jurisdictions and agencies to assure each jurisdiction's respective interests are appropriately addressed.

Governance Policy

- G.Policy-1 The Town's institutional processes related to the planning, servicing, and administration of entitlements should be participatory, accountable, transparent, efficient, inclusive, and respect the rule of law.

Future Subarea Plan Amendments

The subarea plan is the official public policy of the Town that provides direction to public agencies and the general citizenry concerning the use, servicing, and conservation of land within the geographic boundaries of the subarea. It has been prepared in accordance with the Washington State Growth Management Act, the Puget Sound Regional Council Growth Strategy as prescribed in *Vision 2050*, and the Snohomish County Countywide Planning Policies.

Consistent with state law and the Town's municipal code, the subarea plan and attendant development regulations will be reviewed and evaluated on occasion to ensure it is up to date and addresses current issues. When revisions to the plan are necessary, the Town will utilize the process set forth in the Woodway Municipal Code at Section 15.04 to entertain and process amendment requests.

Appendix

Snohomish County Tomorrow Annexation Principles

The following principles are intended as a “roadmap” for successful annexations but are not intended to require cities to annex all UGA lands. The desired outcome will reduce Snohomish County’s current delivery of municipal services within the urban growth area while strengthening the County’s regional planning and coordinating duties. Likewise, cities/towns will expand their municipal services to unincorporated lands scattered throughout the UGAs in Snohomish County. These principles propose altering historical funding and service delivery patterns. All parties recognize that compromises are necessary.

1. The County and all Snohomish County cities will utilize a six-year time schedule which will guide annexation goals. This work will be known as the Six Year Annexation Plan. As follow-up to the county’s Municipal Urban Growth Area (MUGA) policies, those cities that have a (MUGA) land assignment, should designate this land assignment a priority. Each jurisdiction shall conduct its normal public process to ensure that citizens from both the MUGA areas and city proper are well informed. All Snohomish County cities have the option of opting in or out of this process. Cities that opt in will coordinate with the county to establish strategies for a smooth transition of services and revenues for the annexations proposed in the accepted Six Year Plan.
2. Each city will submit a written report regarding priority of potential annexation areas to the county council every two years, at which time each city will re-evaluate its time schedule for annexation. This report will serve as an update to the Six Year Annexation Plan.

The report to the county council should be based upon each city’s internal financial analyses dealing with the cost of those annexations identified for action within the immediate two-year time period. This analysis shall include: current and future infrastructure needs including, but not be limited to, arterial roads, surface water management, sewers, and bridges. A special emphasis should be given to the financing of arterial roads, including historical county funding and said roads’ priority within the county’s current 6-year road plan. Where financing and other considerations are not compelling, the city and county may “re-visit” the annexation strategies at the next two-year interval.

3. To facilitate annexation within urban growth areas (UGAs), the host city and the county may negotiate an Interlocal agreement providing for sub-area planning to guide the adoption of consistent zoning and development regulations between the county and the city. Coordination of zoning densities between the county and the host city may require the revision of land use maps, adoption of transfer rights or other creative solutions. Upon completion of sub-area planning, if densities cannot be reconciled, then the issue would be directed to SCT for review and possible re-assignment to alternate sites within the UGA.

The Interlocal Agreement would also address development and permit review and related responsibilities within the UGA, apportioning related application fees based upon the review work performed by the respective parties, and any other related matters. The format for accomplishing permit reviews will be guided in part by each city’s unique staffing resources as reflected in the Interlocal agreement between the host city and the county.

4. The city and the county will evaluate the financial and service impacts of an annexation to both entities, and will collaborate to resolve inequities between revenues and service provision. The city and county

will negotiate on strategies to ensure that revenues and service requirements are balanced for both the city and the county. These revenue sharing and/or service provision strategies shall be determined by individual ILAs to address service operations and capital implementation strategies.

5. The county and the host city will negotiate with other special taxing districts on annexation related issues. Strategies for accomplishing these negotiations will be agreed to by the county and host city, and reflected in the host city's annexation report. (See preceding Principle #2.)
6. To implement the goals of the Annexation Principles regarding revenue sharing, service provision, and permit review transitions, the county and the cities will consider a variety of strategies and tools in developing Interlocal Agreements, including:
 - Inter-jurisdictional transfers of revenue, such as property taxes, Real Estate Excise Taxes (REET), storm drainage fees, sales tax on construction, and retail sales tax. Dedicated accounts may be opened for the deposit of funds by mutual agreement by the county and city;
 - Service provision agreements, such as contracting for service and/or phasing the transition of service from the county to the city;
 - Identifying priority infrastructure improvement areas to facilitate annexation of areas identified in Six Year Annexation Plans.