



# TOWN OF WOODWAY

## PLANNING COMMISSION MINUTES

APRIL 6, 2011

**CALL TO ORDER:** Chair Robert Allen called the meeting to order at 7:00 p.m. Commissioners Robert Allen, Jan Ostlund, Pat Tallon, and Per Odegaard were present. Commissioners Jennifer Ange and John Zevenbergen arrived around 7:05 p.m. Commissioner Tom Howard had an excused absence. Town Planner Bill Trimm; Alex Cohen and Margaret Clancy, ESA Adolfson; and Deputy Clerk Heidi Napolitano were also present.

**APPROVAL OF MINUTES:** *February 9, 2011*

*Commissioner Odegaard* moved to approve the minutes of February 9, 2011. *Commissioner Tallon* seconded the motion. The motion carried unanimously.

**PRESENTATION & DISCUSSION:** *Alex Cohen, ESA Adolfson, with Margaret Clancy, ESA Adolfson, and Town Planner Bill Trimm*

Mr. Cohen began his presentation by explaining the changes that have been made to the draft Shoreline Master Program (SMP) based on the recommendations of the Planning Commission. These changes include adding a section about shorelines of statewide significance; in Puget Sound, this is the area from the extreme low tide line to the edge of the Town boundary (the middle of the Sound). Even though this designation would not have much of an impact on Woodway, the Washington State Department of Ecology (DOE) will expect it to be a part of the SMP.

Other changes include modifying the buffer for the Point Wells area from 115 feet to 150 feet, consistent with Snohomish County code, and modifying the language to allow certain uses (marina, boat launches, docks, piers, buoys, etc.) as conditional uses in the Point Wells area only.

Discussion followed about the procedures for conditional use permits and which standards to use for docks: Washington State, U.S. Army Corps of Engineers, or Snohomish County. The Commissioners agreed to use a hybrid option that includes Snohomish County regulations for specific standards and adds a provision that allows using the more lenient state and federal standards under certain circumstances.

Mr. Cohen continued the presentation by relating that he has also changed the language to allow modifications to the railroad with a conditional use permit. The Commissioners discussed whether the railroad is required to follow Town regulations and decided that the SMP should retain language that requires shoreline clean up after railroad improvement projects or accidents/landslides.

Mr. Cohen suggested that the new language should allow repair to shoreline stabilization as a conditional use and that new stabilization structures be allowed only when an existing structure is in imminent danger. Discussion followed about the Point Wells area, the current/future shoreline stabilization, and whether Woodway should prohibit new bulkheads entirely.

# TOWN OF WOODWAY

Mr. Cohen moved to the second part of his presentation, a review of the next steps of the update. He will make changes to the draft SMP based on the discussion at this meeting, create a restoration plan, and demonstrate no net loss. No net loss means that for every development, post-development conditions can be no worse than pre-development conditions. The demonstration of no net loss is accomplished by doing a cumulative impacts analysis, which would look at the existing conditions of shoreline functions, how the protective provisions of the SMP would mitigate reasonably foreseeable future uses and developments, and restoration opportunities.

The restoration plan will include what other agencies have planned to do in the town to restore the shoreline/habitat and how to mitigate the continual degradation of habitat by weather and landslides/natural occurrences. Ms. Clancy clarified that although Woodway is not required to implement the plan or allocate money to it, the restoration plan should take a broader look than at only the shoreline; it should plan for the surrounding area and how improving the surrounding area can help improve the shoreline. She related that cities often work with partners with similar goals (conservation districts, watershed committees, marine resources committees, etc.) to achieve restoration.

Town Planner Bill Trimm continued the presentation by updating the Commission on the status of the DOE grant. The grant money is being paid to Woodway over a period of three years. He is talking to DOE to see if money allocated for the next biennium (7/1/11-6/30/12) can be transferred to the current biennium to finish the plan instead of waiting until the next biennium as programmed in the Dept. of Ecology budget. Mr. Trimm also suggested to DOE that if there is no money available until the next biennium, Woodway may be able to pay for the work and then be reimbursed by DOE.

Mr. Trimm continued with an outline of the approval steps for the SMP

1. Send the plan to local DOE staff to get preliminary comments on the plan.
2. The Planning Commission will hold a public hearing and pass a resolution recommending approval by the Town Council.
3. The Town Council will either pass a resolution of intent to adopt at the time that DOE approves the plan or wait until DOE approves the plan and then adopt it.
4. DOE will review and presumably approve the plan, at which time it will be adopted by Woodway.

## **PRESENTATION & DISCUSSION:** *Town Planner Bill Trimm*

Mr. Trimm gave the Commission an update on the Point Wells development application. BSRE, the developer of the Point Wells property, submitted a completed application to Snohomish County on March 4, 2011 and the County has deemed it complete.

Pursuant to the Urban Center zoning requirements, Woodway, Shoreline, and BSRE are currently working on a municipal agreement. The municipal agreement must be agreed upon by all three parties. If all parties can come to an agreement, the developer will not have to go through the design review process. While creating the agreement, Shoreline is taking the lead on transportation and Woodway is taking the lead on the other aspects: building heights, views, noise, aesthetics, glare, etc. The next meeting with BSRE is scheduled for next week.

# TOWN OF WOODWAY

Discussion followed about the proposed sound wall along the railroad, what material will be used to construct it, and the dimensions of the wall.

Chair Allen left the meeting at 8.17 pm and turned over the gavel to Vice-Chair Ostlund.

Further discussion followed about whether Point Wells is in Shoreline's urban growth area; Shoreline's modification of their transportation plan to downgrade Richmond Beach Drive to a local access street, with a maximum level of service of 4,000 trips per day; and the impact of the additional traffic on Woodway's transportation level of service.

**AUDIENCE COMMENTS:** None

**ADJOURNMENT:** *Commissioner Ange* moved to adjourn the meeting. *Commissioner Tallon* seconded the motion. The motion carried unanimously. The meeting was adjourned at 8:20 p.m.

**APPROVED BY THE PLANNING COMMISSION**

---

Heidi K. S. Napolitano  
Secretary to the Planning Commission

---

Robert Allen, Chair

(These minutes accurately reflect what was said at the Planning Commission Meeting. Publication does not vouch for the veracity of these statements.)