Town of Woodway Comprehensive Plan

2004 Update

Revised April 2, 2012
Town of Woodway
Comprehensive Plan
2004 Update

Revised April 2, 2012

Factual representation of the Town of Woodway through December 31, 2004.
Events after this date are not included.

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# Table of Contents

**Forward – Adoption Documents**  
Planning Commission Resolution 04-284 .................................................................................. i  
Town Council Ordinance 05-454 ............................................................................................. iii  
Figure 1-1 Orthographic Image of the Town of Woodway ............................................................ v  

**Chapter 1 – Introduction** ........................................................................................................ 1  

**Chapter 2 – Land Use Element** .............................................................................................. 7  
Table 2-1 Land Use Categories and Zoning Districts ................................................................. 8  
Table 2-2 Population Increase: 1958 to 2025 ........................................................................... 9  
Table 2-3 Additional Residential Capacity .............................................................................. 9  
Figure 2-1 Land Use Map ........................................................................................................ 15  
Figure 2-2 Zoning Map ........................................................................................................... 16  

**Chapter 3 – Conservation Element** ...................................................................................... 17  
Figure 3-1 Critical Areas Map .................................................................................................. 23  
Figure 3-2 Critical Areas Map – Fish & Wildlife Habitat .......................................................... 24  

**Chapter 4 – Transportation Element** .................................................................................. 25  
Table 4-1 Motorized and Non-Motorized Classification System and Condition .......................... 25  
Table 4-2 Fixed Route Service .................................................................................................. 26  
Table 4-3 Level of Service Assessment/Standard for Town Intersections ................................ 27  
Figure 4-1 Walkway and Bicycle Connections Map .................................................................. 30  

**Chapter 5 – Housing Element** ............................................................................................. 31  
Table 5-1 Woodway Housing Stock, Population and Median Family ....................................... 31  
Table 5-2 Woodway Housing Conditions 2004 ..................................................................... 31  
Table 5-3 2025 Projected Housing Needs ............................................................................... 32  

**Chapter 6 – Capital Facilities/Utilities Element** .................................................................. 33  
Table 6-1 Street Inventory and Condition ............................................................................... 34  
Table 6-2 Utility Service Inventory and Capacities ................................................................. 37  

**Chapter 7 – Parks, Recreation, and Open Space Element** .................................................... 43  
Figure 7-1 Vicinity Map .......................................................................................................... 51  
Figure 7-2 Olympic Park Plat .................................................................................................. 52  
Figure 7-3 Other Public Open Space Parcels ......................................................................... 53  
Figure 7-4 Woodway Reserve Trails ....................................................................................... 54  
Figure 7-5 Potential Children’s Play Area .............................................................................. 55  
Figure 7-6 Active Recreational Facilities Map ....................................................................... 56  
Table 7-1 Active Recreational Facilities .................................................................................. 57  

**Appendices** ......................................................................................................................... 59  
Community Values Summary ................................................................................................... 59  
Point Wells Land Use Objectives and Guiding Principles ....................................................... 61  
Point Wells Land Use Alternatives .......................................................................................... 62
PLANNING COMMISSION
RESOLUTION NO. 04-284

A RESOLUTION OF THE TOWN OF WOODWAY )
PLANNING COMMISSION, RECOMMENDING )
APPROVAL TO THE TOWN COUNCIL OF THE )
FINDINGS, )
TOWN OF WOODWAY, WASHINGTON OF )
REASONS AND )
AMENDMENTS TO THE TOWN OF WOODWAY )
RECOMMENDATIONS )
COMPREHENSIVE PLAN.

WHEREAS, the Town’s first Comprehensive Plan was adopted in 1994, following public participation and a public hearing before the Woodway Commission and Town Council; and

WHEREAS, the Comprehensive Plan was later revised to bring it into full compliance with the Growth Management Act and reflect current information. Said revised plan was adopted by the Town of Woodway in 2000; and

WHEREAS, RCW 36.70.A.130 mandates that Cities shall review their Comprehensive Plans and determine if updates are necessary, and that said updates be adopted by December 2004; and

WHEREAS, the Town reviewed the Comprehensive Plan and determined that updates were necessary to address growth projections to the year 2025, reorganization of the plan’s format pursuant to the Growth Management Act, clarification of existing policies and to include a land use plan for Point Wells; and

WHEREAS, the Planning Commission conducted ten public meetings between March and October 2004 to review, discuss and recommend revisions to the 2000 Comprehensive Plan; and

WHEREAS, the Town conducted a community fair on September 11, 2004 where various draft elements of the updated Comprehensive Plan were available for public review and comment; and

WHEREAS, a Determination of Non-Significance was issued on October 25, 2004; and

WHEREAS, in accordance with Section 15.04.050 of the Woodway Municipal Code, notice of the public hearing was published in the Everett Herald on October 30, 2004 and posted on public notice information boards throughout the Town; and

WHEREAS, the proposed amendments to the Comprehensive Plan are consistent with the amendment factors established within WMC 15.04.040; and with the adopted goal statements and policies, and furthers the public health, safety, and general welfare; and
WHEREAS, on November 10, 2004, the Planning Commission held a duly noticed public hearing on the amendments to the Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE TOWN OF WOODWAY:

Section 1: The Planning Commission has considered the staff report, attached as Exhibit A, incorporated herein, and the testimony and other facts elicited at the public hearing and finds that the proposed Woodway Comprehensive Plan 2004 Update is consistent with the Washington State Growth Management Act, Snohomish Countywide Planning Policies and the factors to be considered in amending the Town Comprehensive Plan as set out in WMC 15.04.040 A.

Section 2: The Planning Commission adopts the findings and recommendations as contained in Exhibit A. The Planning Commission recommends that the Town Council modify the zoning of the Woodway Reserve and other publicly owned lands as Conservation as part of the adoption of this Land Use Element.

Section 3: The Planning Commission, therefore, recommends to the Town Council approval of the proposed Comprehensive Plan Amendments as fully described in Exhibits A, B and C.

Passed in open meeting this 10th day of November 2004 by a vote of 6 for, 0 against and 0 abstaining.

TOWN OF WOODWAY PLANNING COMMISSION

[Signature]

DR. GEORGE STEAD, CHAIR

[Signature]

SECRETARY OF THE PLANNING COMMISSION

ATTACHMENT: Exhibit A - Staff Report with Attachments
Exhibit B – 2004 Woodway Comprehensive Plan Update
Exhibit C - Planning Commission Motion
TOWN OF WOODWAY
ORDINANCE NO. 05-454

AN ORDINANCE OF THE TOWN OF WOODWAY TOWN COUNCIL APPROVING AMENDMENTS TO THE COMPREHENSIVE PLAN RESULTING FROM THE 2004 UPDATE AS REQUIRED BY THE WASHINGTON STATE GROWTH MANAGEMENT ACT

WHEREAS, the Town’s first Comprehensive Plan was adopted in 1994, following public participation and a public hearing before the Woodway Planning Commission and Town Council; and

WHEREAS, the Comprehensive Plan was later revised and amendments were adopted by the Town Council in 2000 to bring it into full compliance with the Growth Management Act and reflect current information; and

WHEREAS, RCW 36.70.A.130 mandates that Cities shall review their Comprehensive Plans and determine if updates are necessary, and that said updates be adopted by December 2004; and

WHEREAS, the Town reviewed the Comprehensive Plan and determined that updates were necessary to address growth projections to the year 2025; reorganization of the plan’s format pursuant to the Growth Management Act; clarification of existing policies; and inclusion of a land use plan and policies for Point Wells; and

WHEREAS, the Planning Commission conducted ten public meetings between March and October 2004 to review, discuss and recommend revisions to the 2000 Comprehensive Plan; and

WHEREAS, the Town conducted a community fair on September 11, 2004 where various draft elements of the updated Comprehensive Plan were available for public review and comment; and

WHEREAS, a Determination of Non-Significance was issued on October 25, 2004 and no appeals were filed with the Town; and

WHEREAS, in accordance with Section 15.04.050 of the Woodway Municipal Code, notice of the public hearing was published in the Everett Herald on October 30, 2004 and posted on public notice information boards throughout the Town; and

WHEREAS, the proposed amendments to the Comprehensive Plan are consistent with the amendment factors established within WMC 15.04.040; and with the adopted goal statements and policies, and furthers the public health, safety, and general welfare; and
WHEREAS, on November 10, 2004, the Planning Commission held a duly noticed public hearing on the amendments to the Comprehensive Plan and received a staff report noted as Exhibit A and passed Resolution No.04-284 recommending approval of the 2004 Comprehensive Plan Update to the Town Council; and

WHEREAS, the Town Council received the Planning Commission resolution and held two public meetings and a work session to review, discuss and consider the proposed amendments; and

WHEREAS, the Town Council finds that the proposed Woodway Comprehensive Plan 2004 Update is consistent with the Washington State Growth Management Act, Snohomish Countywide Planning Policies and the factors to be considered in amending the Town Comprehensive Plan as set out in WMC 15.04.040 A.; and,

WHEREAS, the Town Council adopts the findings and recommendations as contained in Exhibit A together with the additional Planning Commission recommendation set forth in Exhibit C to amend the Town’s zoning map to include all public lands within the Conservation zone district.

WHEREAS, the Town Council reviewed the Planning Commission Draft Plan on March 2 and April 4, 2005 and prepared a revised draft set forth as Exhibit D – as amended.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF WOODWAY, WASHINGTON AS FOLLOWS:

Section 1. The Woodway Town Council hereby adopts the 2004 Comprehensive Plan Amendments as recommended by the Planning Commission and described in Exhibits A & B.

Section 2. The Woodway Town Council hereby adopts the additional recommendation of the Planning Commission to modify the Town Zoning Map to establish the Conservation zone district on all public lands within the Town limits.

Passed by the Woodway Town Council at a regular meeting this 4th day of April 2005 by a vote of 4 for, 0 against and 0 abstaining.

ATTEST:  

Lorraine R. Taylor, Town Clerk

APPROVED:  

CARLA A. NICHOLS, MAYOR

ATTACHMENTS:  

Exhibit A - Staff Report  
Exhibit B – 2004 Woodway Comprehensive Plan Update  
Exhibit C – Planning Commission motion to expand the Conservation designation on the Town Zoning Map  
Exhibit D – Town Council revised draft dated April 4, 2005, as amended
Chapter 1: Introduction

The Woodway Comprehensive Plan is the official document of the community to be used by both the public and private sectors of the Town 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. The goals and policies are contained within five elements, or chapters, that include Land Use, Transportation, Capital Facilities/Utilities, Conservation and Housing.

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 has prepared the Comprehensive Plan, as herein amended, to plan and manage existing and future development based on the goals and policies that are complementary to 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 December 2003 following review and comment by members of the Snohomish County Tomorrow Steering Committee of which Woodway is a member. 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**

Woodway adopted an urban growth area in 1999, which included its town limits as well as the 97-acre Point Wells area situated adjacent to the Town’s western boundary. The 2025 population allocation for the existing Town can be accommodated within the Town’s planned distribution of land uses.

**Contiguous and Orderly Development and Provision of Urban Services**

The Woodway plan allows for infill development at urban level densities with the provision of urban services. The Point Wells area is adjacent to the town and within the Town’s Municipal Urban Growth Area and is planned for urban level uses and services.

**Joint Planning**

Snohomish County has been apprised of the planning for Woodway and has participated in citizen participation meetings to ensure that planning for the Point Wells area is consistent with the County’s plan. In 2004, the Town Council adopted a resolution of intent to share planning jurisdiction with Snohomish County for the unincorporated portion of the Town’s Urban Growth Area, Point Wells.

**Housing**

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

**Capital Facility Siting**

The Capital Facility Element contains a policy statement that the Town will implement the final adopted version of the County’s essential facility siting process.

**Transportation**

The Woodway transportation element recognizes the low existing and planned 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 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 to annex Woodway into other communities, residents of the Town incorporated in 1958 as a
fourth class city, 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.”

2004 Comprehensive Plan Update

The initial Woodway Comprehensive Plan was prepared in 1994 and was amended in 2000 to be compliant with several provisions of GMA. The state legislature adopted amendments to the Act in 2001 that require all counties and cities planning under the act to prepare and complete updates of their original plans in order to plan for growth for the ensuing 20-year planning period to 2025.

The Woodway Planning Commission embarked on a process in 2004 to review and update the existing Comprehensive Plan. This 2004 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.

Plan Relationship to Development Regulations

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 sensitive areas ordinance, engineering standards, wireless communication ordinances and other regulatory provisions set out in the Town’s development regulations. For example, where a land use policy states that a residential density should be established in a certain portion of the Town, the zoning ordinance and map would designate the specific location for that residential density. Further, if vacant land was going to be developed, the critical areas ordinance would define sensitive land areas coupled with the subdivision ordinance and engineering standards, which would create buildable parcels that respect environmental constraints.

2004 Planning Processes

The Woodway Comprehensive Plan was updated utilizing two community based planning efforts.

Comprehensive Plan Update Process

The first Plan was adopted in 1994, amended in 2000, and served as the basis for this update. Our community conducted this update by having the Planning Commission review and discuss each plan element resulting in recommendations for revision and several amendments. The Planning Commission review process was initiated in March 2004. A total of ten meetings were held plus a community fair in September where all of the revisions were available for the public to review and comment.

The Town’s newsletter (published every four months) informed residents of these planning efforts. The Town Council completed this portion of the planning process with the adoption of the revised Comprehensive Plan.

Point Wells Subarea

The second planning effort focused on the Point Wells Subarea, a 97-acre parcel of unincorporated land located adjacent to the Town’s western border. The Point Wells Subarea planning process began in 1999 under the direction of the Point Wells Advisory Committee. The nine-member committee was appointed by the Town Council to guide the development of a land use plan for Point Wells and advise the Planning Commission on planning issues related to Point Wells.
The Subarea Plan involved a multi-step process:

1. Preparation of stakeholder report to define general interest and issues of interested parties that included the landowner, Chevron-Texaco, and elected and appointed officials from Snohomish County, the Port of Edmonds, the City of Shoreline, Sound Transit, and the Town of Woodway.

2. Conducted a series of meetings with advisory boards and the general citizenry to define community values for development of common themes, planning objectives, and guiding principles.

3. The objectives and principles were then used to develop a series of land use alternatives.

4. Analysis and discussion of the proposed land use alternatives Selection of a preferred land use alternative by the Point Wells Advisory Committee.

5. Review of the land use alternative by the public and the Planning Commission.

6. Formal approval by the Planning Commission and incorporation into the Land Use Element of the Comprehensive Plan.

*A summary of Stakeholder Report, Community Values, Land Use Objectives and Principles are located in the appendix.

**Comprehensive Plan Format**

The Comprehensive Plan is organized into five elements or chapters:

- Land Use
- Transportation
- Housing
- Conservation
- Capital Facilities/Utilities

Each element has been prepared pursuant to the GMA requirements and although the detailed requirements for individual elements differ, each element has the same format:

- **Introduction**: Purpose or intent of the element
- **Inventory and analysis**: Identifies the existing conditions of the built or natural environment
- **Goals**: Defines the expectations of the Town relative to the element
- **Policies**: Specific courses of action or the direction that should be taken to attain the described 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.

**The Vision for Woodway**

Woodway’s mission is to provide efficient and accessible municipal services and responsible stewardship of land and resources. Community qualities include:

- Quiet residential living
- Active volunteerism
- Legacy of independent local government with active participation in regional issues

The following Comprehensive Plan is not unlike that envisioned in the Town’s earlier community plan. The vision still speaks of a contained community, wooded, quiet, and secluded but not immune to urban issues. The vision statement is re-stated in this updated plan, with minor revisions to be consistent with the GMA, and represents the foundation for the goals and policies presented in the ensuing Comprehensive Plan elements. The key elements of the Town’s vision are stated below:
Character
Preserve Woodway’s unparalleled physical setting and its compatible single-family neighborhoods. Respect the character of existing homes and land uses when considering new development.

Guidance
Utilize this plan as a guide for coordinating the development of single-family homes and limited public facilities.

Land Use
Continue the historic land use patterns of low-density single-family residential use consistent with the requirements of the Growth Management Act. Accommodate development that is in the best interest of the Town and that will adequately meet the Town’s adopted population and employment targets.

Transportation
Maintain a safe and convenient circulation system for the movement of people, goods, and services through Town.

Community Facilities/Utilities
Provide the necessary public facilities to meet current and future needs.

Vision Statement

Background:
The Town Council met in March 2006 to discuss the existing values and future expectations of Town that would be incorporated into a comprehensive vision statement. 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 Town’s comprehensive plan and represents the overarching basis for the plan’s goals and policies.

Council Observations and Values

1. There has been a growing sense of community in the past decade 10 to 25 years. While this community tends toward small government depending heavily upon voluntarism is strong. The Woodway Highlands development proposal brought people together and helped them realize that cohesive community-wide effort was sometimes needed. The establishment of the Woodway Reserve is another community-building effort. Smallness and voluntarism are two fundamental community values.

2. Woodway has tended to be an insular community, but the need to address the Growth Management Act and the Point Wells proposal for a future sewer treatment facility at Point Wells got the Town taking a more regional perspective and engaging its neighbors more actively.

3. The natural setting is critical to Woodway’s identity and community lifestyle. This value is continuously stated in Comprehensive Plan goals and policies. The Woodway Reserve is 17 acres of urban forest and walking paths. The Town is taking steps to make it a regional resource for passive recreation and environmental education. The Comprehensive Plan goals and policies for environmental protection and enhancement are particularly strong, calling for shoreline protection, surface water management, wildlife species protection, critical area protection based on the application of the best available science, and low-impact development.

Vision Statement
The purpose of a vision statement is defining the desired future of a community that should be in the forefront of major public and private decision-making. The following suggest elements of the Town vision statement acknowledge both existing and future values of the community.

- Woodway is a regional ecological resource that also is home to a stable, sustainable residential community. The town includes significant native forests, wetlands, 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 is an important aspect 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 adhere to low-impact development practices.

• While the Town government activities are restricted to those 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.

• New development is planned and designed to complement the town’s existing character and development pattern.

• 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. The new development of the upper bluff benefits the town financially, adds to its identity, and is compatible with existing neighborhoods. Besides being a unique resource for the community, Point Wells is a regional attraction and a model of sustainable, accessible, and appropriate shoreline redevelopment and upland conservation and neighborhood development.

**Point Wells**

**Background and Observations**

• Point Wells can potentially accommodate a large population. If annexed to the town, it could bring a big change in the demographic and political makeup of the town.

• It will be necessary to understand the potential impacts of the development. The Town should undertake a risk assessment of any proposal.

• The Town will have more control and be better able to benefit from the development if it is annexed to Woodway.

• The development should be self-sufficient in terms of infrastructure needs and enhance the should not drain Town’s fiscal resources.

• Point Wells is in the Town’s MUGA.

• Woodway’s “address” is a positive factor in encouraging a potential developer to work with the Town.

**Criteria for Making Decisions Regarding Point Wells**

In consideration of the recent sale of the waterfront area, the following are general criteria with which to evaluate potential Town actions regarding Point Wells.

1. Actions regarding Point Wells should not diminish—but rather enhance—Woodway’s independence as a town.

2. Point Wells development should be to the Town’s fiscal advantage.

3. Any human development on Point Wells should positively contribute to not adversely affect the natural environment, and but provide a net benefit in terms of ecological sustainability.

4. New development on Point Wells should complement and mutually benefit the Woodway community, for mutual benefit, in terms of character, use, financial opportunities, and community activities.
Chapter 2: Land Use Element

Introduction

The Land Use Element considers the distribution and location of existing and future land uses. It describes development trends, the provision of public services, and the general character of the Town of Woodway. 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 646 acres, excluding tidelands. A system of public streets and private roads connect 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 with urban forests to low-density subdivisions, the newest of which is the 38.8 acre Woodway Highlands development that was platted in 1999 with 94 single-family lots. The development of this neighborhood assisted Town leadership in meeting the challenges of incorporating a new neighborhood within the community while preserving 12.2 acres of designated open space located along the Town’s southern main roadway.

The Town’s existing zoning allows for single-family development on one-quarter acre, one-third acre, one acre, and two acre lots. The only non-residential use within the Town’s boundaries is Town Hall and several adjacent open space parcels, which total approximately 29 acres.

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 plus community centers and local, county, and state parks within a 25-mile radius provide additional active and passive recreational opportunities.

The tidelands and associated shoreline are governed by the 2001 Woodway Shoreline Master Program. The Shoreline Master Program covers the land area within 200 feet of the ordinary high water mark of Puget Sound and limits development activity to four land use designations, which include aquatic, urban conservancy, natural and residential.

Point Wells
Located adjacent and west of the Town limits is a 97-acre tract owned by ChevronTexaco Corporation*. This parcel, Point Wells, is a remnant of unincorporated Snohomish County; it currently is zoned rural and designated as urban-industrial in the Snohomish County Comprehensive Plan. This parcel lies within the Snohomish County Southwest Urban Growth Area and more specifically within Woodway’s designated Municipal Urban Growth Area.

The Burlington Northern Santa Fe Railroad right-of-way passes through the center of Point Wells and divides the parcel into three distinct areas: a waterfront area, mid-bluff area and upland area with Puget Sound views. The upland area is characterized by open space and due to the steep slope of the mid-bluff area, the uplands can only be accessed from the east via 238th Street Southwest in Woodway. The waterfront area is located west of the railroad tracks. The northern portion of the waterfront area is currently being used by Chevron as an asphalt plant, while a portion of the southern area of the waterfront is being considered as the final portal for the Brightwater Regional Wastewater conveyance outfall into Puget Sound.

* Pt. Wells property is scheduled to be sold to Paramount Petroleum Co, Los Angeles, CA, effective March 1, 2005.
A small finger of Chevron's property extends easterly into the Town and contains storm drainage facilities for the Woodway Highlands development. The waterfront area is accessed via Richmond Beach Road through the City of Shoreline and the Town of Woodway*. Richmond Beach Road terminates at the Chevron property.

**Land Use Services**

Woodway contracts for most public services with the exception of police and public works/street maintenance services. The Capital Facilities element details provision of both contracted and direct municipal services.

Domestic water service to Woodway and the City of Edmonds is provided by Olympic View Water and Sewer District who owns a twenty-two (22) acre parcel of land surrounding Deer Creek located within the boundaries of Woodway. This area is protected by a Conservation zone designation.

The Town owns several open space parcels, including the Woodway Reserve with 16.5 acres plus two adjacent option lots, which, if purchased by the Town, would increase the Reserve to 17.4 total acres. Additionally, there are several Native Growth Protection areas within the Woodway Highlands plat totaling 5.48 acres and finally, there is Olympic Park, which is presently an undeveloped parcel of 5.05 acres overlooking Puget Sound.

**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 resulting from minor rezones necessary to accommodate the demand for new urban growth. The solely residential development pattern has resulted in the retention of significant areas of native vegetation in its 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, considered an institutional use, is an allowable use in a residential zoning district. The following table illustrates the amount of land area allocated to the existing zone districts within the town limits.

### Table 2-1

<table>
<thead>
<tr>
<th>Category</th>
<th>Acres (includes tidelands) *</th>
<th>% of Total</th>
</tr>
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<tbody>
<tr>
<td>Single-Family Residential:</td>
<td></td>
<td></td>
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<tr>
<td>Forest Residential Park (R-87 &amp; R-43)</td>
<td>577.7</td>
<td>71.1</td>
</tr>
<tr>
<td>Suburban Residential (R-14.5)</td>
<td>119.4</td>
<td>14.7</td>
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<tr>
<td>Urban Residential (UR)</td>
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<td>4.8</td>
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<tr>
<td>Conservation (C)</td>
<td>76.4</td>
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</tr>
<tr>
<td>Totals:</td>
<td>812.3</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: Town of Woodway

*Approximate acreage

**Land Use Character and Planned Residential Densities**

The GMA 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 2025. Based on the availability of vacant developable land within the current Town limits, Woodway can adequately accommodate its anticipated 2025 population of 1,170 as documented in the Table 2-2.

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* The portion of Richmond Beach Road previously within Snohomish County was included in the Town of Woodway’s corporate boundary in 1997 by Snohomish County Ordinance No. 97-003 and Town of Woodway Ordinance No. 97-325.
Woodway has a historical pattern of residential neighborhoods that have developed over time with one and two-acre lots and low densities that do not meet with GMA brightline of a minimum urban density of four dwelling units per net acre. 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 vacant land in the Town’s zoning districts (including the new urban densities of the Woodway Highlands development), Woodway can meet its allocated population target.

**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 development. Individual residents may operate a business out of their homes to the extent it is consistent with the Home Occupation provisions of the Woodway Municipal Code.

Since incorporation in 1958, Woodway’s population has increased from 400 to 1,050 as of April 1, 2004*. According to the Snohomish County Tomorrow Estimates and Population Targets, Woodway’s population is expected to increase to 1,170 by the year 2025. The Town’s available land can support this estimated population projection as there are approximately 118 vacant platted lots, including the 94 lots being developed in the Woodway Highlands subdivision and several short plats created in 2003.

### Table 2-2
**Population Increase: 1958 to 2025**

<table>
<thead>
<tr>
<th>Incorporation</th>
<th>Current</th>
<th>Projected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>400</td>
<td>879</td>
</tr>
</tbody>
</table>


The 1991 Comprehensive Sewer Plan prepared by Gray & Osborne Engineers identified 363 platted parcels as of 1985. Since that time an additional 145 parcels have been created bringing the total existing parcels up to 508 (as of June 1, 2004).

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 2025 an addition of 120 new residents will need to be accommodated within the Town’s jurisdiction. Since the current zone districts can support a total of 452 new residents, the existing zone districts have enough capacity to adequately support the 2025 allocated population.

### Table 2-3
**Additional Residential Capacity**

<table>
<thead>
<tr>
<th>Zone District</th>
<th>Buildable Acres</th>
<th>Additional Housing Unit Capacity</th>
<th>Population Estimate 2.84/unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>UR</td>
<td>29.50</td>
<td>84</td>
<td>335</td>
</tr>
<tr>
<td>R-87</td>
<td>63.92</td>
<td>26</td>
<td>74</td>
</tr>
<tr>
<td>R-43</td>
<td>6.99</td>
<td>5</td>
<td>14</td>
</tr>
<tr>
<td>R-14.5</td>
<td>25.21</td>
<td>49</td>
<td>139</td>
</tr>
<tr>
<td>Total</td>
<td>125.62</td>
<td>164</td>
<td>452</td>
</tr>
</tbody>
</table>

Source: Snohomish County Buildable Land Report 2002

While there are several lots within the Town’s boundary, which are larger than the minimum required by the underlying zoning district, only a few could lend themselves to being subdivided due to the siting of...

* Washington State Office of Financial Management
improvements and adjacent critical areas. Numerous lots include the steep bluff overlooking Puget Sound, which is identified as an environmentally sensitive 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 is readily identifiable as one enters the Town by the presence of large trees and native vegetation in a natural setting. 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 LUG (Land Use Goal) and policies are identified as LUP (Land Use Policy):

**Town Character and Development:**

- **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 and future neighborhoods through strict enforcement of the Town’s land use regulations.
- **LUG-3** To encourage land use regulations to allow for innovation and flexibility in the design and siting of single-family housing, while preserving the character, natural environment, including the urban forests, bluff, tidelands and stream corridors, and environmentally sensitive areas of the Town. The Town shall consider development regulations that address innovative land use strategies while preserving the character of the Town.
- **LUG-4** To discourage development in areas where there are not adequate public facilities and services unless the public facilities and services can be provided in an efficient and environmentally responsible manner.
- **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.
- **LUP-1** Development shall be limited to areas with adequate levels of service.
- **LUP-2** Development shall be directed by the adoption of subdivision standards and procedures that address the cumulative impacts of development and the land use needs of the Woodway and Puget Sound populations in accordance with the goals and requirements of the Growth Management Act.
- **LUP-3** Residential densities shall be based on the land’s natural capacity for development, historical development patterns, the ability to provide required public facilities and services, Town character and the development’s impact on the surrounding natural areas, the protection of environmentally sensitive areas and GMA mandated urban densities where designated on the Comprehensive Plan map.
- **LUP-4** Redevelopment to higher densities shall be limited by such factors as: 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** 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 including the urban forests, bluff, tidelands, stream corridors and other environmentally sensitive areas.
LUP-6 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. Protection of open space; and
viii. Environmentally sensitive areas;
ix. Underground wiring.

LUP-7 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 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 The Town shall 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 due all or in part to a proposed project.

LUP-10 All applicable development related sections of the Woodway Municipal Code shall be reviewed periodically and amended as necessary to ensure consistency with the adopted Comprehensive Plan.

LUP-11 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

LUG-6 To encourage the retention and dedication of open space areas for the use and enjoyment by Town and area residents in and adjacent to residential areas to preserve the natural setting of Woodway and conserve fish and wildlife habitat, while preserving development options for landowners.

LUG-7 To provide for the preservation of open space through the purchase of land by the Town, and through zoning, development guidelines, conditions and other land use regulations.

LUG-8 To retain open space in its natural state to protect the quality and quantity of groundwater used for public water supplies, or re-vegetated with native vegetation to the extent possible, to enhance the urban forests that give the Town its identifiable character and to provide wildlife habitat opportunities and areas for the use and enjoyment by Town and area residents.

LUP-12 Proposed subdivisions shall ensure provisions for open space areas.

LUP-13 The preservation of open space may 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 The Town shall promote the retention, conservation, and acquisition of open space and environmentally sensitive areas to promote education and/or maintain natural resource values.

LUP-15 The Town shall require protection of environmentally sensitive areas designated as open space areas within existing and new developments.

LUP-16 The Town shall encourage the use of excess rights-of-way, road ends and other infrastructure areas for open space purposes.

LUP-17 The Town shall 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.

Point Wells Policies

The use of land at Point Wells is of keen interest to the Town. The Town has completed a subarea planning process with Snohomish County, the Port of Edmonds and surrounding residents, which produced a GMA compliant plan for the 97-acre area. The parcel’s sole property owner, Chevron-Texaco Corporation followed the subarea planning activities but chose not to formally participate. The subarea plan will serve as an amendment to both the Woodway and Snohomish County Comprehensive Plans. The Point Wells Subarea Plan policies set forth below are intended to provide general direction for both Town and County actions related to Point Wells.

LUG-9 To continue to work with landowners, neighborhoods and appropriate jurisdictions to collectively implement the land use plan for Point Wells as designated in the Woodway and Snohomish County comprehensive plans.

LUG-10 To prepare development regulations that will effectively implement the land use plan and policies for the Point Wells Subarea.

LUP-18 To recommend to Snohomish County the adoption of policies relating to Point Wells as contained in the Woodway Comprehensive Plan to serve as a guide in administering land use decisions related to the unincorporated portion of Point Wells.

LUP-19 To establish and apply land use controls, development plan review procedures, and impact mitigation measures for Point Wells through an interlocal agreement with Snohomish County. Such agreement is necessary to reflect the contiguous location of Point Wells to the town limits and its designation as a Municipal Urban Growth Area (MUGA) of the Town of Woodway.

LUP-20 To separate Point Wells into three land use planning areas: the upper bluff area, the mid-bluff area, and the waterfront area. The upper bluff area currently serves as a buffer between existing Woodway residences and industrial uses located on the waterfront. If future development is proposed for the upper bluff, it shall be implemented with the urban residential land use designation with a corresponding maximum density of four units per acre. In addition, an open space area planned for public passive uses shall be located north of the extension of 238th Street. The mid-bluff area is encumbered by environmentally sensitive areas dominated by steep slopes and shall be designated as an environmentally critical area. The waterfront area and a portion of land situated east of and adjacent to the Burlington Northern Santa Fe railroad tracts and existing overpass shall be designated as industrial.

LUP-21 The industrial designation for the waterfront area is projected to be the most appropriate land use for the near-term and within the 20-year planning period. The Town may consider amending the industrial designation at such time that environmental, capital facilities and geo-political conditions warrant a more intensive use of the waterfront area, which may include a potential marina.
LUP-22 If the landowner proposes annexation of the upper bluff prior to development, the Town shall require the preparation of baseline studies to ensure appropriate site planning, development and protection of planned and existing uses situated adjacent to the bluff. Such studies shall include, but not be limited to, geotechnical surveys, low impact stormwater management plans, view preservation studies, and design guidelines to ensure safe and compatible site development.

LUP-23 If development of the upper bluff is proposed in Snohomish County, the Town strongly recommends the preparation of baseline studies including, but not limited, geotechnical surveys, low impact stormwater management plans, view preservation studies and design guidelines to ensure safe and compatible site development as a condition of future County entitlements.

LUP-24 To require the upper bluff to be served with an appropriate range of urban services including underground utilities, low impact designed stormwater facilities, and pedestrian pathways that extend to the waterfront area.

LUP-25 To require that transportation access to the planned residential uses on the upper bluff area be appropriately designed and constructed to serve the limited access needs of future residential uses. Vehicular access to the upper bluff shall be gained via an extension of 238th St. S.W.

LUP-26 To require the mid-bluff area to be managed as an environmentally critical area to preserve and enhance indigenous vegetation, critical wildlife habitats and to minimize potential landslide hazards. In addition, the Town strongly recommends the preparation of baseline studies including, but not limited, geotechnical surveys, low impact stormwater management plans, view preservation studies to ensure safe and compatible site development as a condition of future Town or County entitlements.

LUP-27 Surface transportation access shall continue to be provided to the waterfront area through the existing transportation network of Richmond Beach Drive N.W. Future development of Point Wells should be designed to ensure that the maximum vehicle trips per day do not exceed 8,250 on that portion of Richmond Beach Drive N.W that exists within the Town limits.

Shorelines

There is approximately a mile of waterfront area that is 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. An additional track is proposed by Sound Transit to serve commuter trains that travel between Everett and Seattle. The northwest corner of the Town, located within the shoreline and upland area, is owned by the Town and referred to as Olympic Park. 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 Shoreline Management Plan in 2001 including the following goals and policies to address uses and conservation of its designated shoreline environment. The Town’s Shoreline Management Plan applies to all tideland areas located within the 200 foot contour of the ordinary high water mark of Puget Sound.

LUG-11 To enhance and maintain the quality of the shoreline.

LUG-12 To ensure the optimum opportunity for participation by Woodway area residents in the decision making process that may affect shoreline character.

LUG-13 To ensure that public access will not endanger the quality of life or property of area residents, or have adverse effects on fragile natural features, habitats or fish populations of the shoreline or water areas.

LUG-14 To ensure preservation of scenic and non-renewable natural resources for the benefit of existing and future generations.
LUP-28 To ensure that preservation of resources has priority over public access or recreation whenever a conflict exists.

LUP-29 To ensure that activities or uses that would result in the removal of a significant amount of vegetative cover of shoreline designated lands, cause substantial erosion or sedimentation and/or adversely affect wildlife or aquatic life be prohibited.

LUP-30 To ensure that public participation in the adoption and revision of the Shoreline Master Program is encouraged. The Town of Woodway shall make all reasonable efforts to inform, fully involve and encourage the participation of all interested persons and private entities, agencies of the federal, state, and local governments, and local tribal entities having interest and responsibilities relating to shorelines of the state and the master program.
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, bound 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.

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 divides the Town in half. Deer Creek and the associated aquifer lands start on the eastern boundary of the Town at approximately 228th Street Southwest and ends at Puget Sound. This twenty-two (22) acre reserve is a natural drainage way and ravine fed by numerous springs. It is a watershed and provides potable water for Olympic View Water and Sewer District.

The second major drainage way is Shell Creek, located in the north end of the Town. Shell 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 menziesli) and Grand Fir (Abis 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 urban 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 Pigeon, Blue Heron, 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. 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:

- Shell Creek 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
- Richmond Beach Drainage 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.

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 Sensitive Areas**

Geologically hazardous areas include: steep slope hazard, landslide and erosion hazard, and seismic hazard (liquefaction prone) areas. WAC 365-195-200(9) defines geographically 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).

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. As building and development applications are submitted to the Town, they will be reviewed to determine if there are critical and sensitive areas located on the site 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 environmental regulations.

CG-3  To preserve and enhance existing natural vegetation and encourage the addition of native drought-tolerant species to developed areas. All development activities shall minimize hardscape and encourage landscaping and greenbelts.

CG-4  To protect the Town’s aquifer recharge areas. Protect and enhance the Town’s streams and the functions and values of wetlands.

CG-5  To adopt standards within the Town’s development regulations that prevent water quality degradation and fish and wildlife habitat loss and minimize the loss of public and private property in geologically hazardous areas.

CG-6  To coordinate with Snohomish County and the state to designate and protect critical and sensitive areas within the Town 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-7  To utilize the substantive authority of the State Environmental Policy Act (SEPA) to condition development proposals to minimize environmental impacts on the Town’s natural and built resources.

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 maintain the residential character as the predominant land use.

LCP-3  To enforce the tree preservation ordinance aimed at 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-4  To designate the environmentally sensitive bluff areas overlooking Puget Sound as critical areas intended to be preserved and protected.
To identify the general location of the Town’s Critical Areas such as fish and wildlife habitat areas, aquifer recharge areas, geologically hazardous areas, wetlands and streams on the official critical area map.

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.

To retain native vegetation and coniferous and deciduous trees in rights-of-way, on setback and buffer areas, in open space areas and to the extent possible on the developable areas of individual lots.

To require new development within the Town of Woodway to protect and preserve critical and sensitive areas.

To promote a land use pattern that shall protect critical and sensitive areas and minimize hazardous conditions.

To promote innovative design and planning that ensures the protection of critical and sensitive areas while allowing for reasonable use and development of property.

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.

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.

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.

To require completion of environmental review by qualified professionals to assess the impact of proposed development on critical and sensitive areas.

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.

To enact street standards that maintain the existing narrow street width to enhance pedestrian safety while discouraging high speeds and pass-through traffic.

To preserve and protect the Olympic View Watershed area of Deer Creek through prohibition of uses and encroachments that may harm the water resources and to protect the Town’s streams.

To enact drainage standards intended to protect groundwater and manage surface waters from pollution.

To promote environmentally sound stormwater management and water resource practices.

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.

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-22 To regulate development activities within streams and associated buffer areas to protect and enhance identified functions and values.

WRP-23 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-24 To protect its wetlands with an objective of no overall net-loss of functions or values and a net gain in area.

WRP-25 To require wetland buffer areas. Buffer areas shall be comprised of native vegetation typically associated with the designated classification of wetland. Intrusion into the wetland buffer may be restricted, except for the location of essential public facilities and utilities where no other feasible alternative exists.

WRP-26 To protect wetlands by maximizing infiltration opportunities and promoting the conservation of forest cover and native vegetation.

WRP-27 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-28 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-29 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-31 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 within the Town, including landslide, erosion and seismic hazards.

GHAP-32 To require land uses on steep slopes to be designed to prevent property damage and environmental degradation, and to enhance open space and wildlife habitat.

GHAP-33 To retain slopes of 40 percent or greater in a natural state, free of structures and other land surface modifications.

GHAP-34 To restrict development in landslide hazard areas.

GHAP-35 To minimize the risk of structural damage, fire, and injury to occupants and to prevent post-seismic collapse, special building design and construction measures shall be used in those seismic hazard areas, characterized by low-density, cohesion less soils in association with a shallow groundwater table.

GHAP-36 To require special studies to evaluate seismic risks and to identify appropriate measures to reduce these risks.

GHAP-37 To develop special regulations that address construction on or near bluffs of Puget Sound. Regulations shall take into consideration landslide potential, drainage design and vegetation removal and impacts to fish and wildlife habitat.

GHAP-38 Development adjacent to sensitive areas shall preserve native vegetation including unique habitat areas.
Fish and Wildlife Habitat Policies
FWHP-39 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  
Odocoileus hemionus

Coyote  
Canis latrans

Mountain Beaver  
Aplodpontia rufa rufa

Big Brown Bat  
Eptesicus fuscus (WA priority species)

Myotis Bats  
Myotis sp. (WA priority species)

Sea Otter  
Enhydra lutris (WA priority species)

Bald Eagle  
Haliaetus leucocephalus (WA priority species)

Band-tailed Pigeon  
Columba fasciata

Barred Owl  
Strix varia

Belted Kingfisher  
Ceryle alcyon

Cooper’s Hawk  
Accipiter cooperii

Great Blue Heron  
Ardea herodias (WA priority species)

Great Horned Owl  
Bubo virginianus

Long-eared Owl  
Asio otus

Merlin  
Falco columbarius (WA priority species)

Northern Saw-whet Owl  
Aegolius acadicus

Osprey  
Pandion haliaetus

Pileated Woodpecker  
Dryocopus pileatus (WA priority species)

Sharp-shinned Hawk  
Accipiter striatus

Western Screech Owl  
Otus kennicotti

Wood Duck  
Aix sponsa (WA priority species)

Pacific Herring  
Clupea pallasi (WA priority species)

Bull Trout  
Salvelinus confluentis (WA priority species)

Dolly Varden  
Salvelinus malma (WA priority species)

Chinook Salmon  
Oncorhynchus tschawytscha (WA priority species)

Coastal Resident & Searun Cutthroat  
Oncorhynchus clarki (WA priority species)

Coho Salmon  
Oncorhynchus kisutch (WA priority species)

Rainbow Trout & Steelhead  
Oncorhynchus mykiss (WA priority species)

Noise Abatement Policies:
NAP-40 To enhance and/or maintain natural wooded areas to buffer residential areas from the Town’s streets or other obtrusive noise generating sources.

NAP-41 To maintain the current zoning of limiting the Town’s land uses to residential, governmental services, and resource protection.

Plants and Wildlife Policies:
PWP-42 To protect natural habitats from destruction or disruption.

PWP-43 To maintain a plant and wildlife inventory of current floral and fauna habitats and species and to monitor changes as development occurs.
Legend

- Town Limits
- Aquifer Recharge
- Stream
- Geologic Hazard
- Native Growth Protection Area
- Wetland

The Town of Woodway
2004 Comprehensive Plan
Critical Areas Map

Figure 3-1

Note: These are the identified Critical Areas as of July 2002. This Critical Areas Map is not intended to identify all Critical Areas.

Mayor
Date

Planning Commission Chair
Date

11/04
The Town of Woodway
2004 Comprehensive Plan
Critical Areas
Fish & Wildlife Map
Figure 3-2

Legend
- Town Limits
- Fish and Wildlife Habitat

Federal and State Sensitive Species Present
(See Comp. Plan for details)

Mayor
Dated
Planning Commission Chair
Dated

Puget Sound

City of Shoreline - King County
Chapter 4: Transportation Element

Introduction

The purpose of this 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 financing strategy to adequately fund future transportation needs and a set of goals and policies.

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 4-4). Timber Lane, Woodway Park Road, the main route through Town, and N. 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), with connection to the east to Highway 99 and Interstate 5; and south to Richmond Beach Road, also with connections to Highway 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 4-4 describes the condition of the Town’s transportation system.

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

Table 4-1

Motorized and Non-Motorized Classification System and Condition

<table>
<thead>
<tr>
<th>Classification</th>
<th>Street</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collector Street</td>
<td>Timber Lane and Woodway Park Road \ North Deer Drive</td>
<td>Good</td>
</tr>
<tr>
<td>Local Access Road</td>
<td>All other public roads</td>
<td>Good</td>
</tr>
<tr>
<td>Walkway</td>
<td>See Figure 3, Walkway and Bicycle Connections</td>
<td>Good</td>
</tr>
</tbody>
</table>
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. 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.

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 3, 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 and out 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.

Mass Transit

Fixed-route transit service (bus) is provided by Snohomish County Community Transit along Edmonds Way and King County Metro Transit along 20th Avenue Northwest (See Table 4-6, Fixed Route Service on the next page). 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.

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. If funding is available, a commuter rail station may also be located in the Richmond Beach area to the south of the Town or the Point Wells area to the west of Town.

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 ¼-mile distance from fixed routes. Therefore, DART service is limited to those areas within the ¼ 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

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Service</th>
<th>Daily Availability*</th>
<th>Provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>416</td>
<td>Commuter</td>
<td>8/9/na/ADA/Bicycle</td>
<td>Snohomish County Community Transit</td>
</tr>
<tr>
<td>630</td>
<td>Inter-community</td>
<td>29/29/28/ADA/Bicycle</td>
<td>Snohomish County Community Transit</td>
</tr>
<tr>
<td>315</td>
<td>Inter-community &amp; Commuter</td>
<td>23/22/na/ADA/Bicycle</td>
<td>King County METRO Transit</td>
</tr>
</tbody>
</table>

*AM trips/PM trips/Weekend trips/ADA/Bicycle carrying capacity
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. The Town’s goal is to maintain the adopted Level of Service at Town intersections. (Table 4-3). Given the Town’s projected population growth, 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. The Town’s streets connect to the north to Edmonds Way (S.R. 104), with connection to the east to Highway 99 and Interstate 5; and south to Richmond Beach Road, which also connects to Hwy. 99 and I-5. Town roads are adequately connected to the system of streets throughout the area.

Level of service represents the delay vehicles are subject to at an intersection before proceeding through:

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>&lt;= 10 seconds</td>
</tr>
<tr>
<td>B</td>
<td>&gt;10 and &lt;= 15 seconds</td>
</tr>
<tr>
<td>C</td>
<td>&gt;15 and &lt;= 25 seconds</td>
</tr>
<tr>
<td>D</td>
<td>&gt;25 and &lt;= 35 seconds</td>
</tr>
<tr>
<td>E</td>
<td>&gt;35 and &lt;=50 seconds</td>
</tr>
<tr>
<td>F</td>
<td>&gt;50 seconds</td>
</tr>
</tbody>
</table>

Table 4-3
Level of Service Assessment/Standard for Town Intersections**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Control</th>
<th>2000</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timber Lane at Southwest 238th Street</td>
<td>Two-Way Stop Control</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Woodway Park Road at Southwest 238th Street</td>
<td>Two-Way Stop Control</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Woodway Park Road at Algonquin Road</td>
<td>Two-Way Stop Control</td>
<td>A</td>
<td>A</td>
</tr>
</tbody>
</table>

** Source: 2000 Comprehensive Plan

Future Growth

Since incorporation in 1958, Woodway’s population has increased from 400 to 1307 as of April 1, 2010. The Growth Management Act requires urban counties to prepare annual Growth Monitoring Reports to project population and employment targets for each city and unincorporated land. The 2011-2012 report will forecast projections to 2035.

The development of new housing opportunities within the Town has the potential to impact motorized and non-motorized transportation, pedestrian safety and air quality by generating additional traffic volumes. Without any commercial or industrial activity within Town boundaries, the current Levels of Service at Town intersections should not be adversely impacted.

Growth will be limited to residential development since there is no commercial zoning within the Town limits. It is not anticipated that additional residential development within the Town limits will adversely impact the identified Levels of Service at Town intersections; however, development within the Town’s MUGA at Point Wells could have significant impacts on Town street segments and intersections. New developments proposed

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1 Washington State Office of Financial Management

Town of Woodway Comprehensive Plan – Chapter 4 – Transportation Element
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 no traffic congestion at Town roadway intersections. As new development occurs, traffic will increase slightly with minimal impact on Town streets. Existing streets can accommodate projected increased capacity.

The use of Town roads as a shortcut to and from the Edmonds Ferry terminal and an increase in vehicle speeds on Town roads have become issues raised by residents. The Town is considering the incorporation of appropriate traffic calming measures as it annually reviews its Six-Year Street Plan.

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 by many bicyclists. Appropriate signage will be considered as part of the Town’s Six-Year Street Plan.

Transportation Improvements - Financing Strategy

The Town reviews its six-year road plan annually to evaluate the identified projects, priorities, and funding sources. Emergency road repairs are made on an as needed basis exclusive of the Six-Year Street Plan. The road plan, funded out of the Town’s Transportation Fund, identifies improvements to Town roads and walkways.

In the past, the Town of Woodway has appropriated a percentage of the property tax revenues to the Transportation Fund coupled with a 1998 decision to levy the second quarter percent of real estate excise taxes (REET 2) for the purpose of funding public works projects such as the repair, replacement, or improvement of the Town’s roads, and walkways. Also, the Town anticipates seeking grant monies available from the Transportation Improvement Board and through the Washington State Department of Transportation in the Small City Pavement Preservation Program (SCPPP) for pavement maintenance.

The Town does not anticipate a shortfall in funding transportation projects even though the local tax base is exclusively residential. The Town of Woodway has experienced steady but slow growth in population and property valuation, and given its location on Puget Sound and proximity to the urban centers of the Puget Sound area, it is anticipated that property values will continue to increase. Shortfalls in funding will be addressed as they occur either by the search for additional funding sources or the reallocation of local resources to fund necessary projects or services.

The ChevronTexaco property, to the west of the Town, is located in unincorporated Snohomish County and is known as Point Wells. The easterly upland portion of Point Wells is accessed via 238th Street. The westerly portion of Point Wells between the Burlington North railroad right-of-way and Puget Sound, has vehicular access via Richmond Beach Road into the City of Shoreline and major arterials such as State Route 99 and Interstate 5. The Point Wells Advisory Committee, made up of Town officials, Town residents and a representative from the Port of Edmonds has prepared specific transportation policies for Point Wells that are included in the Land Use Element (See page14).

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):

* The portion of Richmond Beach Road previously within Snohomish County was included in the Town of Woodway’s corporate boundary in 1997 by Snohomish County Ordinance No. 97-003 and Town of Woodway Ordinance No. 97-325.
TG-1 Provide adequate streets and circulation for traveling to and from residences and maintain the Level of Service standards for the Town’s transportation facilities.

TG-2 Provide an alternative to automobile use in the Town by providing a connecting walkway/bicycling system.

TG-3 Enhance community livability and transportation by providing a connected system of pedestrian and bicycle ways that is also integrated into a coordinated regional network.

TP-1 The Town of Woodway commits to meeting federal and state air quality requirements and will 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 lessen traffic congestion and accidents with appropriate controls including but not limited to:
- Maintenance of existing streets;
- Timely mapping of proposed future roads;
- Proper regulation of roads in new developments;
- Construction, enhancement and maintenance of walkways;
- Proper setback and other land use regulations affecting roads;
- Reasonable requirements for off-street parking for activities which generate traffic; and
- Enforcement of vehicular traffic regulations.

TP-3 To coordinate the planning of regional transportation facilities with surrounding jurisdictions. Further, the Town shall review development projects in surrounding jurisdictions and strive to mitigate impacts from such projects on Woodway’s transportation network.

TP-4 To minimize cut-through traffic on residential streets.

TP-5 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-6 To work with other agencies to pursue funding for pedestrian and bicycle amenities.

TP-7 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-8 To establish design guidelines for streets and walkways in Woodway to ensure they are consistent with the Town character.

TP-9 To maintain a bikeway and pedestrian plan in coordination with the King County Bicycling Guide map and the City of Edmonds 2000 Bikeway Comprehensive Plan.

TP-10 To provide connectivity to regional pedestrian and non-motorized facilities.
Chapter 5: Housing Element

Introduction

The purpose of the Housing Element is to ensure the vitality and character of established residential neighborhoods. Further, the Housing Element must include:

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

Inventory and Analysis

The Woodway housing stock is dominated by single-family detached units. The following table illustrates the population and housing characteristics from 1990 to 2000.

Current average household size is 2.76, which is slightly higher than the countywide total of 2.65 people per unit. Fourteen percent of Woodway’s housing stock was built prior to 1950.

Table 5-1
Woodway Housing Stock, Population, and Median Family Income 1990-2000

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>914</td>
<td>936</td>
<td>2.4</td>
</tr>
<tr>
<td>Housing Units</td>
<td>321</td>
<td>343</td>
<td>6.9</td>
</tr>
<tr>
<td>% Owned/Rented</td>
<td>95.2 / 4.8</td>
<td>96.4 / 3.6</td>
<td>1.2% / -33%</td>
</tr>
<tr>
<td>Average Household Size</td>
<td>2.92</td>
<td>2.76</td>
<td>-5.5</td>
</tr>
<tr>
<td>Medium Family Income</td>
<td>$88,226</td>
<td>$101,633</td>
<td>15.2%</td>
</tr>
</tbody>
</table>

Source: Snohomish County Housing Evaluation Report 2003

As presented in the above table, between 1990 and 2000 the addition of new housing units increased at a rate greater than the increase in population. The median family income increased by over 15% to $101,633 in 2000, which is about double the countywide medium of $53,060. In addition, the number of units available for rent decreased by 33%.

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 5-8 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

<table>
<thead>
<tr>
<th>Area</th>
<th>Year Platted</th>
<th>Housing Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plat of Woodway Park</td>
<td>1912</td>
<td>Good/Excellent</td>
</tr>
<tr>
<td>Twin Maples/Olympic Park</td>
<td>1960</td>
<td>Good/Excellent</td>
</tr>
<tr>
<td>Woodway Park Estates</td>
<td>1980</td>
<td>Good/Excellent</td>
</tr>
<tr>
<td>Woodway Highlands</td>
<td>2001</td>
<td>Good/Excellent</td>
</tr>
</tbody>
</table>

Source: Town of Woodway
Housing Affordability

According to the Snohomish County Housing Evaluation Report- 2003, Woodway has no assisted housing units. 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 average area income and who spend 30% or more of their gross monthly income on rent/mortgage payments. Twenty percent of the home sales between 1990 and 2000 were available for upper-middle income families with the remaining 80% being available to upper income families.

Future Housing Needs

The Town’s future anticipated housing needs are illustrated in Table 5-9 below. The future housing needs are determined by dividing the Town’s estimated 2025 population projection by the estimated household size.

<table>
<thead>
<tr>
<th>Table 5-3</th>
<th>2025 Projected Housing Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
</tr>
<tr>
<td>Population</td>
<td>914</td>
</tr>
<tr>
<td># of Units*</td>
<td>321</td>
</tr>
<tr>
<td>Average Household Size</td>
<td>2.92</td>
</tr>
<tr>
<td>2025 Required Housing Units**</td>
<td>(1170/2.76) = 424</td>
</tr>
</tbody>
</table>

* Estimated units for 2003 and 2025 based on 2.76 household size
**Based on 100% occupancy
Source: Snohomish County Buildable Lands Report 2003

The 2003 population of Woodway was 995 residents that occupied approximately 380 units. Given the 2025 population target of 1170 and the household size remaining constant at 2.76 people per household, Woodway will need to accommodate a total of 424 residential dwelling units or 44 additional residential units to meet its long-term housing needs.

As reported in the 2002 Snohomish County Buildable Lands Report, Woodway has the existing land capacity to accommodate sufficient new residential units based on current platted lots. Thus, the Town can meet its expected housing needs throughout the planning period.

Housing Goals and Policies

HG-1 To balance the existing housing supply with suitable new residential development.

HP-1 To require that new residential development shall be complimentary to 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.
Chapter 6: Capital Facilities/Utilities Element

Definition

This Capital Facilities 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 as 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;
- 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 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 requirements 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 limited capital facilities (street network, Town Hall, Public Works, and Police equipment) and a single utility (stormwater system). It is served directly by or contracts with public, quasi-public and private suppliers for most of its essential services.

The Town currently has a state-approved Park and Recreation Plan. Although the Town may be adding open space to its inventory, no park and recreation capital facilities that meet the definition are contemplated at this time.

After Planning Commission and Town Council review and appropriate citizen involvement, a new Comprehensive Parks and Open Space Plan and a Stormwater Management Plan will be incorporated into this Element by summer, 2005.

Introduction and Overview

Woodway owns and manages a limited 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. The Town also owns the Public Works shop which is used for equipment storage.

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 - just wide enough to permit cars to pass in opposite directions. This policy has served the community purpose of discouraging high speed and noisy traffic 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 grade change 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.” There are few of them and they are located only in more recent developments.

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 4-3.

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 on the basis of 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>
<thead>
<tr>
<th>Street Name</th>
<th>From</th>
<th>To</th>
<th>PCR value</th>
</tr>
</thead>
<tbody>
<tr>
<td>110th Place West</td>
<td>238th Place Southwest</td>
<td>239th Place Southwest</td>
<td>100</td>
</tr>
<tr>
<td>111th Place West</td>
<td>238th Place Southwest</td>
<td>239th Place Southwest</td>
<td>100</td>
</tr>
<tr>
<td>112th Place West</td>
<td>238th Street Southwest</td>
<td>Timber Lane</td>
<td>94</td>
</tr>
<tr>
<td>113th Place West</td>
<td>238th Street Southwest</td>
<td>240th Street Southwest</td>
<td>100</td>
</tr>
<tr>
<td>115th Place West</td>
<td>114th Place West</td>
<td>End of cul-de-sac</td>
<td>94</td>
</tr>
<tr>
<td>116th Avenue West</td>
<td>241st Street Southwest</td>
<td>East town limit</td>
<td>100</td>
</tr>
<tr>
<td>238th Place Southwest</td>
<td>Timber Lane</td>
<td>110th Place West</td>
<td>100</td>
</tr>
<tr>
<td>238th Street Southwest</td>
<td>Woodway Park Road</td>
<td>Timber Lane</td>
<td>100</td>
</tr>
<tr>
<td>239th Place Southwest</td>
<td>114th Place West</td>
<td>End of cul-de-sac</td>
<td>100</td>
</tr>
<tr>
<td>239th Place Southwest</td>
<td>Timber Lane</td>
<td>110th Place West</td>
<td>100</td>
</tr>
<tr>
<td>240th Street Southwest</td>
<td>Timber Lane</td>
<td>113th Place West</td>
<td>74</td>
</tr>
<tr>
<td>241st Place West</td>
<td>241st Place West</td>
<td>238th Place Southwest</td>
<td>63</td>
</tr>
<tr>
<td>241st Street Southwest</td>
<td>114th Place West</td>
<td>116th Avenue West</td>
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<tr>
<td>Algonquin Road</td>
<td>Woodway Park Road</td>
<td>North Deer Road</td>
<td>100</td>
</tr>
<tr>
<td>Bella Coola Road</td>
<td>Makah Road</td>
<td>Chinook Road</td>
<td>86</td>
</tr>
<tr>
<td>Berry Lane</td>
<td>Timber Lane</td>
<td>End of cul-de-sac</td>
<td>65</td>
</tr>
<tr>
<td>Chinook Road</td>
<td>West Town Limit</td>
<td>End of cul-de-sac</td>
<td>94</td>
</tr>
<tr>
<td>Dogwood Lane</td>
<td>North Dogwood Lane</td>
<td>South Dogwood Lane</td>
<td>78</td>
</tr>
<tr>
<td>Dogwood Place</td>
<td>Dogwood Lane</td>
<td>End of cul-de-sac</td>
<td>61</td>
</tr>
<tr>
<td>Eagle Lane</td>
<td>Timber Lane</td>
<td>114th Place West</td>
<td>75</td>
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<td>East Greystone Lane</td>
<td>West Greystone Lane</td>
<td>End of cul-de-sac</td>
<td>100</td>
</tr>
<tr>
<td>Kulshan Road</td>
<td>Woodway Park Road</td>
<td>End of cul-de-sac</td>
<td>62</td>
</tr>
<tr>
<td>Makah Road</td>
<td>Nootka Road</td>
<td>Woodway Park Road</td>
<td>100</td>
</tr>
<tr>
<td>Nootka Road</td>
<td>Bella Coola Road</td>
<td>West town limit</td>
<td>82</td>
</tr>
<tr>
<td>North Deer Drive</td>
<td>Woodway Park Road</td>
<td>Algonquin Road</td>
<td>72</td>
</tr>
</tbody>
</table>
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 six 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 and they have been inserted as annual costs.

Street paving costs are projected as follows:

- 2004: $150,000
- 2006: $113,832
- 2008: $123,120
- 2010: $133,167

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

**Existing Town Hall**

The existing Town Hall, located at 23920 113th Place West is a two-story wood frame building constructed in 1960. It houses the Administration offices, Public Works office, Police Department and Council Chambers. Total space is approximately 1,840 square feet. The Town Hall's roof was replaced in approximately 1995. In 1999, the upstairs office was remodeled, which reduced the size of the Council Chambers and increased the size of the Administrative offices by a similar size. In 2003 new double pane windows with screens were installed throughout the building. In its last estimate of value for insurance purposes, the Town Hall was valued at $625,000.

**Existing Public Works Shop**

The existing Public Work’s Shop building is located immediately south of the Town Hall. It is a steel clad pole building containing 880 square feet. It has two open bays and two closed bays that are used for equipment storage. It also is used to store Public Work’s hand tools, miscellaneous machinery and equipment, and it houses a small rest room. In its last estimate of value for insurance purposes, the Public Works Shop was valued at $100,000.
New Town Hall and Maintenance and Operation Center
In October 2011, the Town Council approved a contract with architecture firm GGLO to design a new Town Hall in order to provide administrative services to the existing population of 1,307 (2010 census) and the forecasted population to 2035. The existing Town Hall and Public Works Shop will be demolished and replaced with a new building of approximately 6400 square feet.

The new Town Hall will occupy the existing site and a portion of 240th Street SW. The street was officially vacated in December 2011 to accommodate expansion of the Town Hall and site improvements.

The second floor will contain offices, Council Chambers, and support activities while the ground floor will contain Police and Public Works Maintenance and Operation Center. The estimated construction cost of the new Town Hall is $2.3 million. The costs and design are currently being evaluated, and it is anticipated that the project will be financed through a combination of cash and municipal bonds. Financing sources also may include use of the real estate excise tax and storm water utility, to the extent legally allowable. The new Town Hall is expected to be complete in 2013.

Administration Equipment
The Town’s copier was replaced in 2004 with a replacement scheduled in 2010. Copy machines similar to the one currently owned by the Town range in price in 2004 dollars from $8,000 - $12,000.

The Town will be exploring the expansion of its web site in the next six years. This work is currently performed by a volunteer at no charge to the Town. The Town will be exploring expansion of the use of the web site to improve communications with residents and others interested in community activities.

The long range information technology budget for the next six years is:

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$1,040</td>
<td>$1,082</td>
<td>$1,125</td>
<td>$1,170</td>
<td>$1,217</td>
<td>$1,265</td>
</tr>
</tbody>
</table>

Public Works Equipment
Public Works Equipment (except as noted, values based on 2002 insurance estimates)
The Town owns the following Public Works equipment (based on 2002 insurance estimates)
- 1995 GMC dump truck ($16,000)
- 2003 Ford Ranger pick-up truck ($19,720 - Kelley Blue Book Value)
- 1997 Kubota commercial mower ($12,000)
- 1995 Kubota Tractor ($16,000)
The Town also owns a 1989 Woodchuck Chipper valued at $8,000. 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. The exception is the mower, and possibly the chipper, which are expected to be replaced in about 2006.

Police Equipment
The current lease on the Town’s police vehicle, valued at $26,500, expires in 2005. The Town will be considering a lease for a new police car in the 2005 budget and again in 2009.

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 stormwater collection system. 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 6-11. 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 2025.

Table 6-2
Utility Service Inventory and Capacities

<table>
<thead>
<tr>
<th>Service</th>
<th>Provider</th>
<th>Capacity to 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater</td>
<td>Town of Woodway</td>
<td>To be Determined*</td>
</tr>
<tr>
<td>Sewer</td>
<td>Olympic View</td>
<td>Adequate</td>
</tr>
<tr>
<td>Water</td>
<td>Olympic View</td>
<td>Adequate</td>
</tr>
<tr>
<td>Stormwater</td>
<td>Town of Woodway</td>
<td>Adequate</td>
</tr>
<tr>
<td>Cable</td>
<td>Comcast</td>
<td>Adequate</td>
</tr>
<tr>
<td>Energy</td>
<td>PUD</td>
<td>Adequate</td>
</tr>
<tr>
<td>Natural Gas</td>
<td>PSE</td>
<td>Adequate</td>
</tr>
<tr>
<td>Telecommunication</td>
<td>Verizon</td>
<td>Adequate</td>
</tr>
</tbody>
</table>

* Capacity to be determined upon completion of the 2005 Stormwater Management Plan

Stormwater

The Town recently received a Public Works Trust Fund loan of $100,000 to prepare a stormwater management plan. This will provide funding for a comprehensive review of the stormwater system and provide recommendations for improvements.

Inventory
The Town maintains a storm drainage system consisting of pipes, ponds, open ditches, bioswales, and streams all of which eventually discharge into the 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 Shell Creek. Shell 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 three or four small creeks into the Point Wells/Richmond Beach area and into Puget Sound.

In recent years, a storm drainage system was installed for the Woodway Highlands subdivision. It consists 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 Chevron storm drainage system that discharges into Puget Sound.

Financing Plan
The financing program to prepare the Stormwater Management Plan is a loan from the Public Works Trust Fund that will be repaid over the period 2005 – 2010 from capital reserves, perhaps supplemented by stormwater utility rates. Improvements to the stormwater management system will also be financed principally by local residential ratepayers and the Town.

The Town’s long-range budget forecast includes the following schedule for repayment of the Public Works Trust Fund loan:
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 city 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 236th Place Southwest (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 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.

Water Treatment and Distribution

For many years, the Olympic 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 new 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 (2003) 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.

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 Rabanco Ltd., dba Lynnwood Disposal. They have no capital facilities in Woodway. The Town collects a 6% utility tax from Lynnwood Disposal.

The basic solid waste (garbage) service is once a week, at curbside. Starting in late 2004, Lynnwood Disposal will offer co-mingled recycling services: glass, plastic, paper etc. can be placed in one container, which will be picked up every other week. The intervening week is for yard compost pick up. Lynnwood Disposal will pick up at the residence, rather than curbside, if there are handicapped people at the residence.

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. It is expected as future technologies arise using this physical transmission facility, those services would also be available to residents from the various service providers.

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 2025.

PUD

Electrical energy is provided by 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 2025.

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 City of Edmonds. The following services are provided to the Town Woodway at the same Level of Service provided to the City of Edmonds:

“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 no capital facilities associated with these services located in the Town of Woodway and there are no plans to locate any within the next 20 years. All upgrades to the stations and equipment of the Edmonds Fire
Department will occur within the City of Edmonds at the expense of the City of Edmonds. Services are expected to stay the same for many years to come.

**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 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 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 prepare a stormwater management plan that addresses the Town’s stormwater collection, distribution, treatment needs and includes an effective financing strategy to fund necessary system facility and improvements.
- **CFP-3** 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.
- **CFP-4** The Town shall monitor the capacity of Town Hall to ensure that public services are maintained at a level that is acceptable to the community.
- **CFP-5** 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 rely upon public utility providers for service and capital facility needs.
- **UP-2** To facilitate the formulation of Local Improvement Districts (LID’s) for the installation, extensions and where appropriate, the under-grounding, of all utility services.
UP-3 To work with the Olympic View Water and Sewer District to promote well head protection to safeguard the quality and quantity of water derived from the Deer Creek watershed.

UP-4 To encourage the Olympic View Water 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 The Town’s public rights-of-way are intended for the use of 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. Residential remodels that result in alteration of the original floor area by fifty percent (50%) or more shall install underground utilities from the public right of way to the residential service connection. 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 in the Town’s MUGA shall be installed underground.
Chapter 7: Parks, Recreation and Open Space Element

Background/Planning Context/Definitions

Background
The Woodway community was founded just above the Puget Sound shore when David Whitcomb created the “Woodway Park” subdivision in 1912. The current town is adjacent to the cities of Edmonds and Shoreline (please see Figure 7-1 on page 51). Mr. Whitcomb established the land use pattern still very visible today: large lots, exclusively single-family zoning, and the park-like setting illustrated by his name for the subdivision. The Town of Woodway was incorporated in 1958 as a strategy to avoid annexation to the City of Edmonds. The population has grown from 400 in 1958 to 1,140 in 2005 and from 320 acres in 1912 to about 648 acres, excluding tidelands, today. Although much of the land added and subdivided since 1958 is platted with smaller lots than Mr. Whitcomb’s original Woodway Park subdivision, a park like setting is evident throughout the town. The elected and appointed Town officials who are listed on the cover of this plan are deeply committed to preserving and maintaining the naturally beautiful environment they inherited.

The Parks, Recreation, and Open Space Plan is an element of the Town’s Comprehensive Plan and 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 Community, Trade and Economic Development and the Interagency Committee for Outdoor Recreation. The plan was created by the Parks, Open Space and Recreation Committee and recommended for approval by the Planning Commission after monthly open public meetings. The Planning Commission conducted the required public hearing on the plan in August 2006 and the Town Council adopted the plan in October 2006.

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 (please see “Land Use” map on page 15).

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 above. The Committee toured areas that in some cases do not have trails. Committee members were enthusiastic about the potential 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, Town Arborist Elizabeth Walker, provides 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 five recreational components of the Woodway open space network. These include the Woodway Reserve, Olympic Reserve, Other Public Open Space, Walkways/Bicycles and Native Growth/Open Space. A discussion of each of these components is presented below.

**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” and is the primary subject of this plan. (It will be referred to as the Woodway Reserve in this plan.) 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 or acquired by the Town, much of it through grants from the Interagency Committee on Outdoor Recreation and the Snohomish County Conservation Futures Fund. The Town recently purchased the last two of the so-called option lots, which completes the acquisition of land for the Woodway Reserve.

**Olympic Reserve**

When the subdivision plat was filed in 1905, Snohomish County accepted a land donation of “Olympic Park” (please see Figure 7-2 on page 52). When the Town was 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 St. and it is problematic due to years of erosion and private development at the intersection of the Olympic Reserve and Prospect St. 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 and the Olympic Reserve, the Town owns four 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 (please see Figure 7-3 on page 53).

The first of these parcels is located just west of SR 104 on the Town’s northern boundary with Edmonds. The second 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.
The third small parcel is at the western end of 238th Street S.W. adjacent to the Point Wells Upper Bluff property, overlooking Puget Sound. This parcel is outside but adjacent to the Town limits.

The fourth parcel, along 236th St. was previously categorized as parkland. The Town Council re-considered 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/Bicycleways:
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 only while bicycle use is restricted to the street driving lanes (please see “Walkway and Bicycle Connections” map on page 30). This walkway/bicycleway 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 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 S.W. on Algonquin. 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/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 and is maintained by the Town. Parcel J includes the stormwater detention facility for the Woodway Highlands subdivision and contains .40 of an acre.

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. It provides a detailed list of projects with associated costs and a financial plan to support capital and maintenance costs. 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 2000 U.S. Census calculated that of the 936 people then living in the Town of Woodway, 207 of them were children (people under nineteen years of age.) Subsequent to that census, eighty-five homes were constructed in the Woodway Highlands. Based on this and related information, Town staff calculated the number of children living in the town in 2005. The current (2005) official estimate by the Washington State Office of Financial Management for the total population of Woodway is 1,140. After reviewing the staff’s methodology and making their own calculations, the Committee estimated that Woodway’s population of children is within a range from 273 (21%) to 373 (33%).

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 areas designated on the comprehensive plan as Upper Bluff, Mid Bluff, and Waterfront) to the Paramount Petroleum Corporation. In 2006, Paramount sold the Waterfront area to Alon Company and retained the Upper and Mid Bluffs. The Mid Bluff area is designated as private open space/critical area on the comprehensive plan while 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. (Note: The Town’s Planning Commission recently developed residential design guidelines for this property. They include stated intents and specific guidelines for walkways, trails, and open spaces.)

**Problems and Opportunities**

**Woodway Reserve**
The principal problems and opportunities addressed by this plan are associated with the character of the development and access to the Woodway Reserve. The Town wants to provide opportunities for residents of the community and region to explore and learn from the natural environment of the Reserve without damaging that environment. For example, to the extent that public access is encouraged, it will increase the opportunities to explore and learn about the habitat of the Reserve. On the other hand, this opportunity might create potential damage to the Reserve and hamper future educational opportunities.

The preservation of the habitat in the Reserve is both a problem and an opportunity for the Town. By encouraging access to the Reserve, long-term community interest and volunteerism in the Reserve may be enhanced. This plan attempts to balance the different interests of:

- sensitive wildlife habitat (conservation),
- public use of and access to public property (recreation),
- learning related to the abundant plant and animal life (education),
- neighboring residents concerned about traffic and parking.

**Olympic Reserve**
On a smaller scale, the Olympic Reserve area has not been developed by the Town. Town staff and Parks Committee members studied historic data and reviewed the property carefully on site. Three primary problems exist.

- There is no easy public access to the Reserve. Access from Prospect St. has been lost due to a combination of bluff landslides and the development of private property between Prospect St. and the public land.
- 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 four parcels described in the inventory are unsuitable at this time to be considered for park improvements due to the small size and location.

**Walkways/Bicycleways**
Adding to the extensive walkways and bicycleways 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 not paying for rights of way. This plan explores the potential for improving both walkway and bicycle links through the community and between Woodway and adjacent communities.

**Native Growth/Open Space Areas**
There are no particular problems 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.
Goals and Priorities

The Park Plan incorporates the Goals and Policies from all of the previously adopted plans, in particular those of the June 2000 Master Parks Plan and the 2005 Comprehensive Plan. They are incorporated in this plan as follows:

Goals and Policies from the June 2000 Master Parks Plan

Goals

1. Encourage the retention of open spaces and the development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop existing parks where appropriate.
2. Encourage the protection of the historic character of the area by striving to retain existing natural areas and open spaces.
3. Provide for the protection of habitat areas, open space, and passive recreation through zoning, development guidelines and other land use regulations.

Policies

1. The Town of Woodway should promote the retention, conservation, and acquisition of open space and environmentally sensitive areas with unique or fragile features to maintain scenic, educational, and natural resources.
2. The Town of Woodway should promote a diverse approach to funding for the acquisition of open space areas, by utilizing public and private funds through a variety of different funding sources.

Goals and Policies from the 2004 Comprehensive Plan

Open Space Goals and Policies

The goals and policies that relate to open space in the Town occur in the Land Use Element of this Comprehensive Plan. Please see LUG-6 to LUG-8 and LUP-12 to LUP 17 on pages 11 and 12 of this document.

Evaluation of Plan Alternatives/Recommended Actions

As stated in the inventory section, the Woodway Reserve is the primary subject property of the plan. Thus, the following section first discusses the proposed improvements and actions for the future use of the Reserve. Recommendations related to the remaining open space components of the plan, Olympic Reserve, Other Public Open Space Parcels, Walkways/Bicycleways and Native Growth/Open Space Areas, follow the Woodway Reserve discussion.

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.

Upper Forest Reserve

Trails

The Committee reviewed a map labeled “Woodway Reserve Trail System” (please see Figure 7-4 on page 54) from “The Woodway Reserve Management Plan”. The initial trails were laid out by volunteers as part of the work of the former Woodway Reserve committee. The map shows the existing and proposed trails. The trails provide access to a wide range of topography and exposure to interesting habitat and wildlife. The existing and proposed trail shown on Appendix #8 is the recommended trail configuration as part of this plan.

Access

The Committee also discussed appropriate public access to the Upper Forest Reserve. Historically, the entire Reserve has been fenced and gated, with locks. Keeping the Reserve locked up to provide maximum protection to the wildlife habitat and wildlife has been Town policy pending the adoption of this plan.
Nevertheless, the Parks Committee members expressed interest in as much public access as would be reasonable for the Upper Forest Reserve, for example seven day a week, year-around access during daylight hours. The gates would permit people to leave if the gates closed behind them. Consideration was given to removing the fences entirely, but this option is not proposed 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 or similar observations of nocturnal activity, arrangements could be made with town staff or a volunteer assigned as “Forest Ranger.” At the outset the only signage would be at the entrances to the Upper Reserve. These signs would guide people to interesting vantage points and cite the rules, e.g. “Stay on the Trail”, “No Smoking”, and “No Dogs”. As time passes, internal signage would be provided as needed.

Central Forest Reserve

Trails
In the “Central Forest Reserve” the trails should be limited to protect wildlife and habitat. This plan contemplates a limited extension of the existing trails system in this part of the Reserve, although the current trail could be improved with more chips and perhaps some widening. There is potential feasible handicap access to the concrete slab at the western edge of this area, which could support educational kiosk or pavilion.

Children’s Play Area
A location for a children’s play area was discussed among Park Committee members with a suggestion that the Planning Commission consider the most appropriate site given safety, access and site development locational criteria. Upon review of the alternative sites depicted in Figure 7-5, the Planning Commission recommends the site adjacent to Town Hall in the Central Reserve Forest area as the most appropriate site for a future children’s play area.

Access
Discussion of the many possible access options led to the conclusion that this area should not have the same open access as the Upper Reserve. The habitat and the topography suggest that the precious quality of this area could be easily degraded if access of the sort envisioned in the Upper Reserve were permitted. Policies should be written to permit access through Town staff or an appointed volunteer “Forest Ranger.” Supervised groups of people interested in the educational opportunities would be particularly encouraged, but individuals, couples or small groups who simply want to enjoy the experience the forest offers would also be invited. Arrangements made in advance will be encouraged, but access will not be limited to people making prior arrangements.

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 over the next five years. A short trail to a proposed small observation platform that would be appropriate for educational purposes is shown in Figure 7-4.

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 Prohibitions

Parking
This plan does not recommend that additional parking be designated for access to the Woodway Reserve, although a future site plan of the Children’s play area may include a minimal amount of parking.

Signage
This plan recommends the installation of attractive wood signs at the entrances to the Reserve emphasizing graphics rather than words. Signs should incorporate the thoughts that the use of the Reserve should be for human access only (no motorized or non-motorized vehicles and no animals). Signs should discourage leaving the trails and mention use of the Upper Reserve only during daylight hours. No fires, food, or trash should be permitted in the Reserve. Attractive trash receptacles should be placed at entrances. There should be an explanation that the other sections of the Reserve will only be open on request because of dangerous conditions such as rotting trees, uncertain footing and an uncovered well. Within the reserve, there should be markers 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 or pavilion be installed on the concrete slab 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.

Olympic Reserve
The status quo is recommended for the Olympic Reserve. The Town retains ownership, but doesn’t 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/Bicycleways
There are no particular recommendations for additions to the system that accommodates pedestrians and cyclists. They may develop as time goes on.

Native Growth/Open Space Areas
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 is too small to warrant recreation facilities for its residents and those in the region. Local residents rely heavily on schools and other public agencies outside the town boundaries. Although local residents will continue to use regional facilities, acquisition and development of the Woodway Reserve will provide a balancing in the sharing of facilities. The residents of the Town, as well as the residents of surrounding jurisdictions also 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 (Please refer to Table 7-1 below and Figure 7-6).
Opportunities in the surrounding area are much more limited for the pursuit of passive recreational activities. Union Oil 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. 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 will provide 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.

List of Figures

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-1</td>
<td>Vicinity Map</td>
</tr>
<tr>
<td>7-2</td>
<td>Olympic Park Plat Map</td>
</tr>
<tr>
<td>7-3</td>
<td>Other Public Open Space Parcels Map</td>
</tr>
<tr>
<td>7-4</td>
<td>Woodway Reserve Trails Map</td>
</tr>
<tr>
<td>7-5</td>
<td>Potential Children’s Play Area Map</td>
</tr>
<tr>
<td>7-6</td>
<td>Active Recreation Facilities Map</td>
</tr>
</tbody>
</table>

List of Tables

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7-1</td>
<td>Active Recreation Facilities</td>
</tr>
</tbody>
</table>
Figure 7-1
Vicinity Map
Figure 7-2
Olympic Park Plat Map
Figure 7-3
Other Public Open Space Parcels Map
The Woodway Reserve Trail System

Approximate Trail Locations

<table>
<thead>
<tr>
<th>Status</th>
<th>Legend</th>
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<tr>
<td>Existing</td>
<td>🟦</td>
</tr>
<tr>
<td>Planned</td>
<td>🟠</td>
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</table>
The Woodway Reserve
Children's Play Area Options

Play Area Options
Areas
- Option 1
- Option 2
- Option 3
Figure 7-6
Active Recreational Facilities Map
### Table 7-1

**Active Recreational Facilities***

<table>
<thead>
<tr>
<th>Park Type</th>
<th>Distance from Town Hall</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sherwood Elementary (Edmonds School Dist.)</td>
<td>.25 miles</td>
<td>Playfield, walking path, toy area - large and small toy equipment, 2 ball/soccer fields</td>
</tr>
<tr>
<td>Edmonds/Woodway High School (Edmonds School Dist.)</td>
<td>.35 miles</td>
<td>Stadium with track and football field, soccer field, softball field, tennis courts to be constructed soon</td>
</tr>
<tr>
<td>Woodway Elementary (Edmonds School Dist.)</td>
<td>.75 miles</td>
<td>Playfield, 2 basketball hoops, Big toy equipment, fitness equipment, soccer field, baseball field</td>
</tr>
<tr>
<td>Shoreline King County Library</td>
<td>.8 miles</td>
<td>Children's park, tennis courts, restrooms</td>
</tr>
<tr>
<td>Madrona School (Edmonds School Dist.)</td>
<td>1 mile</td>
<td>Track, baseball field, 2 basketball hoops, kickball field, toy equipment</td>
</tr>
<tr>
<td>Richmond Beach Saltwater Park (City of Shoreline)</td>
<td>1.25 miles</td>
<td>Playground, hiking trails, beach access and picnic areas</td>
</tr>
<tr>
<td>Underwater Park (City of Edmonds)</td>
<td>1.5 miles</td>
<td>27 acres of tide &amp; bottom lands designated as a marine preserve and sanctuary for scuba diving</td>
</tr>
<tr>
<td>Edmonds City Park</td>
<td>1.8 miles</td>
<td>48 acres with a playground, tennis center, picnic areas, swimming pool, trails, an interpretive shelter, and an undeveloped area.</td>
</tr>
<tr>
<td>Yost Park (City of Edmonds)</td>
<td>1.9 miles</td>
<td>Playground, soccer &amp; baseball fields, tennis courts and hiking trails</td>
</tr>
<tr>
<td>Shoreview Park/Boeing Creek (City of Shoreline)</td>
<td>2.25 miles</td>
<td>5.6 mile paved multi-use trail for non-motorized users</td>
</tr>
<tr>
<td>Interurban Trail (Snohomish County)</td>
<td>4.5 miles</td>
<td>Paved multi-use trail for non-motorized users which connects to the King County Regional trail network</td>
</tr>
<tr>
<td>Burke-Gilman Trail (City of Seattle)</td>
<td>6 miles</td>
<td>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</td>
</tr>
<tr>
<td>Saint Edward State Park (State of Washington)</td>
<td>10 miles</td>
<td>Picnic area with 47 tables, 10 stoves, 7 fire rings, boat launch, comfort station w/dressing rooms</td>
</tr>
<tr>
<td>Mukilteo State Park (State of Washington)</td>
<td>14 miles</td>
<td>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</td>
</tr>
<tr>
<td>Bridle Trails State Park (State of Washington)</td>
<td>17 miles</td>
<td>Paved multi-use trail for non-motorized users with a parallel equestrian trail which runs from Snohomish to Arlington</td>
</tr>
<tr>
<td>Centennial Trail (Snohomish County)</td>
<td>24 miles</td>
<td>* Active Recreational Facilities generally include: playgrounds, sports fields, tennis &amp; basketball courts, golf courses, swimming pools and beaches, and hiking, bicycling and equestrian trails</td>
</tr>
</tbody>
</table>
Appendices

The planning processes used to update the 1994 Comprehensive Plan and prepare the Point Wells Subarea Plan involved gaining a clear understanding of the resident’s values about their community and how those values should be respected in the development of public policy. The Comprehensive Plan is organized according to the requirements of the Growth Management Act and as such, only contains goals, growth projections, policies, and descriptive maps. These are the basic tools necessary for decision making by both the public and private sectors in implementing the plan.

The background information that was used to develop the plan is extensive and was prepared over a five year period and is provided below in a summarized format. The summary includes the community values and several planning documents related to Point Wells.

Community Values

Between May 2000 and January 2001 members of the community were surveyed to determine their values associated with livability, general governance, and sensory perception. The community values were applicable to the general town limits as well as Point Wells.

I. LIVABILITY VALUES
   A. Current elements of Woodway that define “sense of place”.
      Privacy
      Solitude, quiet
      Natural surroundings
      Low community population level
      Sense of containment
      Tranquility
      “Sense of community”-knowing your neighbor
      Wildlife
      Connectivity with neighborhoods
      Conducive to walking and bicycling
      Safety
      Tree cover/natural vegetation
      Proximity to other uses and activities
   B. Future elements of Point Wells that should contribute to a “sense of place”.
      Shoreline access with limited parking and public uses
      A marine café on a pier
      Small boat launch
      Appropriately scaled marina with sailboats and power boats
      Pedestrian trails from neighborhoods to the beach
      Restrooms
      Water related uses at a limited scale
      Walkways through Point Wells

II. GOVERNANCE VALUES (Related to Point Wells)
   A. Expected interlocal agreement conditions for a development proposed in Snohomish County.
      On and off-site mitigation
      EIS
      Amendments to Shoreline Management Act
      Revenue sharing to mitigate identified impacts
      Full range of urban services
      Woodway to be a participant in permitting process
      Development monitoring in accordance with an approved permit
      Influence design and construction
B. **Expected annexation issues if Point Wells is annexed to Woodway.**
   Development conditions to be consistent with comprehensive plan and policies.
   Preservation of the upland buffer
   Development intensity- amount and location
   Site access- Woodway or Shoreline
   Adequate range of public facilities and services
   Fiscal impacts and resources identified (service cost and revenue receipts)
   Administrative ability to process development application
   Preparation of annexation criteria
   Pre-annexation zoning

III. **III SENSORY VALUES (Related to Point Wells)**

A. **Existing Uses**
   Positive Values: Marine use of the pier, waterfront and maritime shipping activities, no urban uses, population and associated impacts, provide employment
   Negative Values: Noise associated with pumps, off loading of tankers and truck loading
   Truck traffic
   Petroleum related odors and emissions considered as offensive and toxic
   Views from land and waterward- Industrial instead of maritime or water related
   Perceived contamination of water and land
   Glare (yellow hue) from lights
   No official public beach access
   Police activity related to beach use
   Perception of site contamination

B. **Future Uses**

1. **Desired Sensory Effects:**
   Lighting should minimize glare and be consistent with “dark skies policy”
   Natural tidal or waterfront “fragrance” preferred to industrial odors
   Any noise emitted should be marine/waterfront-related
   Enhance vegetation with natural indigenous species where appropriate
   Provide natural area along shoreline with limited public beach access and non-motorized boat launch
   Maintain upland buffer, enhance where necessary while providing for certain or limited view corridors from upland areas
   Buildings should be of low profile that aesthetically blend with the site
   Views of the Sound should be maintained/enhanced
   Limited marina without upland boat storage, fuel docks or boat repair services
   Emphasize natural open space of the site
   Minimal vehicular traffic
   Preservation of the isolated environment with limited pedestrian use
   Safe and aesthetic public access to the site i.e. RR crossing.
   Free of contamination

2. **Undesirable Sensory Effects:**
   Noise related to vehicular traffic and increases over existing volumes continual “hum” of mechanical equipment
   Light and glare
   Odors and air borne emissions
   View obstructions
   Major topographic change
   Uses that ignore the unique character of the site
   Massive and or tall buildings
   Commercial uses and related signage
Growth inducing uses that negatively effect surrounding neighborhoods
Uses that may jeopardize railway safety
Expansive paved parking lots
Uses that are not water related or dependant

Point Wells Land Use Objectives and Guiding Principles

The Point Wells Advisory Committee developed a set of land use objectives and principles to be used to prepare future land use alternatives for Point Wells. These principles are presented below and are separated according to the three geographic areas of Point Wells.

Waterfront Area – West of contour 60’ and BNSF Railroad Tracks to water

1. Appropriately scaled marine dependant or related uses of the waterfront are desirable as long as environmental impacts to the shoreline bluff areas and surrounding properties are minimized and mitigated.
2. An appropriate range of urban services should be provided to an economically viable land use mix.
3. Future uses should be economically viable over the long term development of the subarea.
4. Public and private waterfront uses and facilities should be pedestrian oriented and provide connections to adjacent appropriate uses.
5. Development shall only occur following all necessary site clean-up consistent with the Dept. of Ecology standards.
6. Natural vegetative enhancement of the shoreline with public beach access is appropriate.

Mid Bluff Area – East of contour 60’ and BNSF Railroad Tracks to approximate contour 140’

7. Bluff Area vegetation should be maintained and enhanced to provide slope stability and protect wildlife habitats while providing selected view corridors for upland areas.
8. Future uses should be limited to open space and protection of designated environmentally sensitive areas.

Upper Bluff Area – East of (approximate) contour 140’ to east property line

9. Buildings should be low profile, compatible with and complimentary to existing uses and designed to aesthetically blend with the site while respecting existing view corridors.
10. Future uses should have a positive economic impact on the surrounding existing residential neighborhood.
11. Natural vegetation indigenous to the upper bluff should be enhanced with the development of new land uses.
12. Vehicular and pedestrian access should be provided in a safe, efficient, and sensitively designed manner.
13. All Building codes regulating development in the Town of Woodway should be followed.

Environment

14. Natural vegetative enhancement of the shoreline with limited public beach access is appropriate.
15. Upper bluff vegetation should be maintained to provide slope stability and protect wildlife habitats while providing selected view corridors for upland areas.
16. Natural vegetation indigenous to the upper bluff and shoreline should be enhanced with the development of new land use proposals.

Community Facilities

17. Vehicular and pedestrian access should be provided in a safe, efficient, and aesthetically pleasing manner to the subarea.
18. An appropriate range of urban services should be provided to an economically viable land use mix.
Point Wells Land Use Alternatives

Based on the application of the land use objectives and guiding principles accepted by the Point Wells Advisory Committee, the following land use alternatives were prepared for the upper and mid bluff areas and the waterfront area. The maps of the alternatives follow the descriptions. The preferred alternative selected by the committee and accepted by the Planning Commission is alternative A and C.

Upper and Mid-Bluff Alternatives – Land Use Descriptions

**Alternative A**
This alternative plans the upper bluff area for four dwelling units per acre and a non-specific site designated for passive open space. The passive open space area of Alternative A is not intended to include active recreation facilities such as a basketball or tennis court. Instead, the passive area is intended to be an intimate open space area that could contain places for seating, viewing and an open lawn area with an arbor or public art and tasteful landscaping. The open space area would be designed to be complementary to future residential uses on the site as well as those existing residential uses that surround the site. The 34 acre upper bluff includes approximately 9 acres of developable land that would yield 36 units and a population of about 90 total residences. The remainder of the land would be left in open space and/or critical area buffers.

**Alternative B**
This alternative reflects the use of the entire upper and mid-bluff areas as passive open space. The alternative was previously listed as Alternative E but has been re-designated as Alternative B since it now only pertains to the upper bluff. The Town’s Capital Facilities Plan will have to be amended to include a financing strategy to purchase the entire upper and mid bluff property for public purposes.

Waterfront Alternatives – Land Use Description

**Alternative C**
The first alternative for the waterfront area reflects the property owner’s desire of maintaining the existing heavy industrial use as the planned future land use for the entire 51 acre parcel.

**Alternative D**
This alternative also reflects the existing industrial use and adds a medium density residential alternative in the southern portion of site. The intent of the planned residential alternative is to mirror the residential density situated to the south of the site in Richmond Beach. The residential density ranges from 6 to 12 dwelling units per acre that could yield approximately 120 residential units and a population of 180 people.

**Alternative E**
This is the alternative that anticipates the removal of the existing industrial use and reuses the area for a marina, mixed use commercial, high density residential and a park in the southern portion of the site. This alternative reflects an intensive use of the waterfront area and a future commitment by the Town to partner with the Port of Edmonds for construction of the marina. Land use calculations for this alternative includes the following: Park-9 acres; Multi-family residential 9 acres, yielding 270 units; 15 acres of mixed use commercial yielding 163,000 square feet and 180 hotel units and a 660 slip marina.

**Alternative F**
This option represents the most intensive land use pattern for the waterfront area. Uses include mixed use office/residential over retail, a hotel zone that could extend east of the BNSF right of way, medium and high density residential (6-40 dwelling units per acre) and a marina. Land use calculations for this alternative include: an 8 acre park; 9 acres of high density multi family yielding 270 units; 20 acres of mixed use commercial yielding 218,000 square feet of retail and office, a 5 acre hotel zone that could support 100 rooms and a 660 slip marina.