

Appendix A

Town of Woodway Municipal Urban Growth Area

Point Wells Subarea Plan

2020



Town of Woodway

Adopted August 5, 2013 {insert date}

Town of Woodway
~~Municipal Urban Growth Area~~
Point Wells Subarea Plan ~~2013~~
2020

Mayor

Carla A. Nichols

Town Council

~~William Anderson~~

Brian Bogen

Andrew DeDonker

Elizabeth Mitchell

Michael Quinn

~~Kent Saltonstall~~

Thomas Whitson

Planning Commission

Per Odegaard, Chair

Robert Allen, Vice Chairman

John Brock

Lisa Marquart

Jan Ostlund, ~~Vice Chair~~

~~Jennifer Ange~~

~~Tom Howard~~

~~Per Odegaard~~

~~Pat Tallon~~

Teresa Pape

John Zevenbergen

Staff

Eric Faison, Town Administrator

~~Joyce Bielefeld, Town Clerk~~

Heidi K. S. Napolitano, Clerk-Treasurer

Jill McCammon, Deputy Clerk/Planning Commission Secretary

Bill Trimm, FAICP; Town Planner

Table of Contents

Context: Town of Woodway Municipal Urban Growth Area Subarea Plan

- County and Regional Context.....4
- Woodway/Snohomish County/Shoreline Planning Background5
- Woodway/Shoreline Settlement Agreement.....6
- Framework7
- Vision Statement.....7
- Subarea Goals and Policies.....8
 - Land Use Goals.....8
 - Land Use Policies8
 - Subarea Land Use Plan Designations Map (Figure 1).....10
 - Subarea Zoning Districts Map (Figure 2)11
 - Capital Facilities/Utilities Goal.....12
 - Capital Facilities/Utilities Policies.....12
 - Transportation/Circulation Goal12
 - Transportation/Circulation Policies13
 - Environmental Preservation/Protection Goal14
 - Environmental Preservation/Protection Policies.....14
 - Governance Goal15
 - Governance Policy15
- Future Subarea Plan Amendments.....15
- Appendix.....16

Town of Woodway

Point Wells Subarea Plan

Woodway Municipal Urban Growth Area

Subarea Plan

Context: Town of Woodway Municipal Urban Growth Area Subarea Plan

Setting

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

The Subarea Plan for Woodway’s Municipal Urban Growth Area is authorized under the Washington State Growth Management Act and must be consistent with the Town’s overall Comprehensive Plan. The Woodway MUGA subarea contains includes approximately 97 acres, is situated adjacent to the Town’s western border, and extends westward to Puget Sound. For planning purposes, the area is divided into two distinct geographic areas: Point Wells and the land area located east of the BNSF railroad right of way commonly referred to as the Woodway “Upper Bluff,” defined as the area adjacent to the Town’s western border extended westward to approximate contour 100 feet at the Point Wells Development east property line; and the “Point Wells” area, extending west of contour 100 feet/Point Wells Development east property line to the shoreline. The Upper Bluff was annexed into the Town in June 2015 and is planned and zoned for low density residential development. The Point Wells portion of the subarea is in unincorporated Snohomish County and is mostly situated west of the BNSF right of way and extends westward to Puget Sound. The southernmost portion of Point Wells is adjacent to the City of Shoreline in King County.

County and Regional Context

The subarea is in unincorporated Snohomish County and surrounded by the Woodway corporate borders on three sides and Puget Sound on the west. In order to meet the provisions of the Growth Management Act to that ensure that plans are consistent and coordinated, the Snohomish Countywide Planning Policies and the Puget Sound Regional Council’s adopted growth strategy (Vision 2040) are used to guide the development of plans and development regulations for the

subarea. The Snohomish County Comprehensive Plan designates the subarea as the Woodway Municipal Urban Growth Area (Woodway MUGA).

The Snohomish Countywide Planning Policies provide for the planning, development, and annexation of unincorporated land situated in a municipality's UGA/MUGA. Specifically, Countywide Planning Policy DP-5 establishes the factors to be included in comprehensive plans for UGAs, and enables cities to prepare and adopt plans and development regulations for Municipal UGAs to which the city or town has determined it is capable of providing urban services at some point in the future via annexation.

Further, policy DP-17 states that "*city comprehensive plans should have policies on annexing the areas in their unincorporated Urban Growth Area/Municipal Urban Growth Area*".

The Puget Sound Regional Council's adopted regional growth strategy, *Vision 2040*, directs unincorporated lands to annex to affiliated cities with services provided by the adjacent municipality. The *Vision 2040* goal for unincorporated urban growth areas states that "*all unincorporated lands within the urban growth area will either annex into existing cities or incorporate as new cities.*" Multicounty policies provide for unincorporated lands adjacent to cities to be affiliated with such cities and that annexation is preferred over incorporation. Additional policies support the provision of urban services to unincorporated urban areas by the adjacent city.

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

Woodway/Snohomish County/Shoreline Planning Background

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

designation would be used for the near-term but may be amended with a more intensive use when geo-political conditions warrant.

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

With the re-designation of Point Wells by Snohomish County and the change in geo-political conditions, the Town embarked on a planning process to reconsider the previous Industrial designation of Point Wells. The Woodway Planning Commission prepared a new plan for the Point Wells portion of the MUGA subarea that was adopted by the Town Council in April 2013. That plan designates and zones the entire 67 acres of Point Wells as Urban Village. The Urban Village designation is implemented with the Town's Urban Village zone district upon annexation. The district substantially replicates Snohomish County's zoning, providing for mixed use land uses with a residential density range from 12 to 44 units per net developable acre.

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

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

Woodway/Shoreline Settlement Agreement

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

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

Framework

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

Vision Statement

The current planning horizon for the Woodway and Shoreline 2013-Comprehensive Plans extends to 2035. The vision listed below is intended to guide land use decision-making throughout the planning period and provide the basis of a series of land use, servicing, governance, and environmental policies that will be implemented with the application of practical development regulations and design standards. ~~will continue to emphasize a balance between the Town's strong environmental ethic and the preservation and enhancement of its prominent residential neighborhoods.~~

For the portion of the MUGA situated at the foot of the bluff and surrounded by Puget Sound (Point Wells), †The vision for the Point Wells portion of the subarea is:

†To create a unique, primarily residential, Puget Sound community compatible with surrounding neighborhoods. Any mixed-use buildings will be pedestrian-oriented and

~~incorporate exceptional architecture, environmentally sustainable design, and world-class, environmentally sustainable, mixed-use urban village with varying housing types, energy efficient buildings with tiered building heights that preserve public view corridors, sustainable infrastructure, alternative transportation facilities.~~ The community will be designed and developed with low-impact, environmentally sustainable development practices and infrastructure, and include a restored natural environment, well-designed public gathering spaces, and a waterfront that emphasizes habitat restoration and public access. The urban village will be an inclusive community with well-designed public gathering spaces and exceptional architecture and site amenities. The MUGA Point Wells will be designated as an Urban Village and will be annexed by the Town to Woodway and provided with a full range of Woodway municipal services.

The vision for ~~Woodway's Municipal Urban Growth Area (Woodway MUGA) focuses on two geographic areas. For the area situated west of the current Town boundaries to the eastern property line of the Paramount Asphalt facility (referred to as the "Upper Bluff portion of the subarea is:"), the vision is the creation of~~

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

~~For the portion of the MUGA situated at the foot of the bluff and surrounded by Puget Sound (Point Wells), the vision is to create a unique, world-class, environmentally sustainable, mixed-use urban village with varying housing types, energy efficient buildings with tiered building heights that preserve public view corridors, sustainable infrastructure, alternative transportation facilities, a restored natural environment, and a waterfront that emphasizes habitat restoration and public access. The urban village will be an inclusive community with well-designed public gathering spaces and exceptional architecture and site amenities. The MUGA will be annexed by the Town and provided with Woodway municipal services.~~

Subarea Goals and Policies

A set of goals and policies are listed below to enable the communities to move forward with land use decisions and actions to meet the intent of the vision statement for the subarea. ~~The goals and policies are updated from the 2004 Comprehensive Plan to address recent planning efforts by surrounding jurisdictions and the new land owner of Point Wells.~~

Land Use Goals

- LU.Goal-1a. The Upper Bluff ~~is~~ annexed to the Town ~~in 2015, and is~~ developed as a low-density residential neighborhood with high quality architectural design, while

preserving public open space and view corridors to the Olympic Mountains and Puget Sound.

LU.Goal-2a- Point Wells is annexed to the Town and planned as an Urban Village based on developed pursuant to an approved master plan/development application resulting from a coordinated planning effort and incorporated into the Town's Comprehensive Plan. ~~between the property owner, the Town, the City of Shoreline, and affected property owners.~~ Development of Point Wells occurs pursuant to a master plan approved through a development agreement enabled by the Town's urban village-related zone district. The master plan is prepared by /development applicants and includes a primarily residential community that is compatible with ~~is a well-designed, pedestrian-oriented, sustainable, mixed-use urban village that is supported by adequate infrastructure and complements~~ surrounding neighborhoods.

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

Land Use Policies

LU.Policy-1a- Work with the property owner to plan for the design, and development, ~~and annexation~~ of a new residential neighborhood situated on the Upper Bluff. The new neighborhood will be developed with sustainable site improvements, conform to environmentally critical area regulations, include a public passive park/open space overlooking Puget Sound, and be connected to and complementary with existing neighborhoods. The maximum residential density will be five dwelling units per acre.

LU.Policy-2a- Designate the ~~portion of the subarea west of the current corporate limits, including the Upper bBluff,~~ area affected by including the steep slopes and environmentally critical areas, as Urban Residential on the Comprehensive Plan Land Use Map. The Urban Residential designation will be implemented with the Town's Urban Restricted zone district, as amended.

LU. Policy-3a A passive neighborhood park/open space is planned within the Urban Residential designation on the ~~u~~Upper ~~b~~Bluff. The park/open space should be designed as a passive space not less than ½ acre in size that focuses on public viewing areas of Puget Sound and complements the surrounding residential areas. The park shall be dedicated to the Town upon annexation.

~~LU.Policy-4a. Designate Point Wells as Woodway Urban Village in the Comprehensive Plan Land Use Map.~~ Characteristics of the Urban Village designation include a mix of land uses, integrated into a pedestrian-scaled pattern ~~of with~~ sustainable site improvements, infrastructure, buildings, and open spaces. The predominant use is ~~residential, with any medium~~ high density multi-family ~~residential~~ housing situated in multi-story ~~ied~~ buildings ~~with of~~ varying heights, ~~and~~ strategically sited to preserve and enhance view corridors. ~~The maximum allowable residential density is 44 units per net developable acre, with A~~ attendant uses including ~~inge~~ retail, office, transit facilities, structured parking, and public spaces. Site design emphasizes ~~defined building envelopes separated with open space corridors,~~ pedestrian circulation throughout the site and ~~public access to a restored~~ shoreline ~~together with restoration of the natural environment.~~

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

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

~~LU.Policy-6a. The Upper Bluff and Point Wells areas are situated in Woodway's Municipal Urban Growth Area and, pursuant to Countywide Planning Policies, is designated as Woodway's urban service area. Services to the area will include fire service from the Town, law enforcement from the Town, sewer and water service from the Town or special purpose districts, and energy through regional providers.~~

~~LU.Policy 7a. The Town will continue to engage property owners and surrounding jurisdictions to effectively implement the planned Woodway Urban Village consistent with the subarea vision, goals, policies, and development regulations. The Town will coordinate with affected jurisdictions to define environmental impacts and ensure that such impacts are adequately mitigated.~~

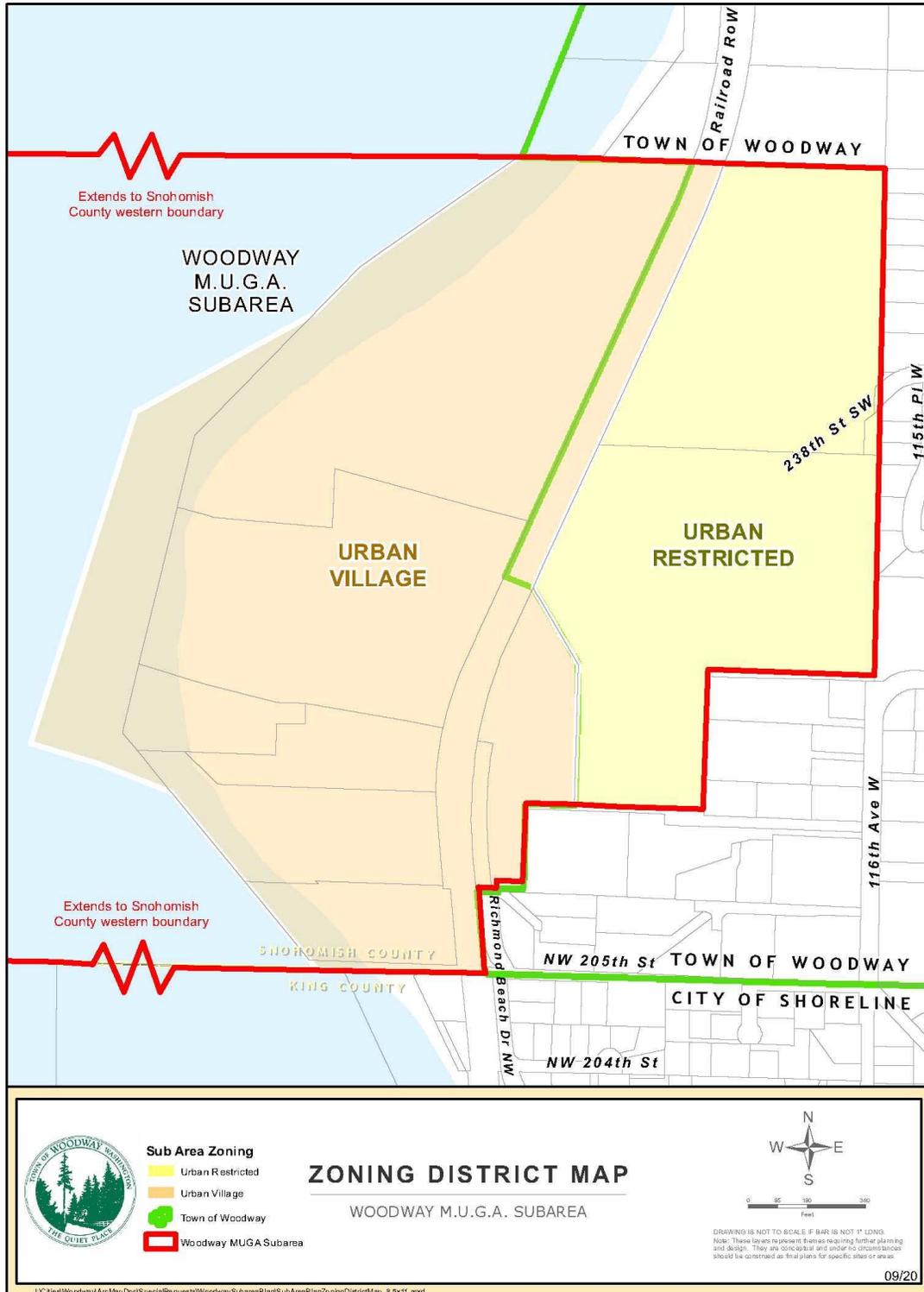
~~LU.Policy 8a. The Town herein adopts the Snohomish County Tomorrow Annexation Principles, attached hereto, as a guide for the transition of land and services from Snohomish County to the Town of Woodway. In accordance with such principles, the Woodway MUGA is designated as a high priority for annexation.~~

Subarea Land Use Plan Designations

Figure 1



**Subarea Zoning Districts
Figure 2**



Capital Facilities/Utilities Goal

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

Capital Facilities/Utility Policies

CF/U.Policy-1a. The Town will provide capital facilities to serve the projected needs of the subarea population. Capital facilities anticipated to serve the Upper Bluff will include local public streets; stormwater, water, and sewer facilities; and a neighborhood park. Fire protection, emergency medical services, and police protection will may be provided from facilities located outside of the subarea.

CF/U.Policy-2 The provision of urban services provided by special purpose districts, regional providers, or other local governments will be managed by the Town.

CF/U.Policy-32a. Capital facilities that will serve the existing land uses at Point Wells will include public streets and stormwater facilities. As new development is proposed, tThe Town will may negotiate with development proponents to determine which, if any, of required new capital facilities will be dedicated to the Town and which, if any, will remain private. All planned capital facilities for Point Wells shall be coordinated with the Town's current service providers.

CF/U.Policy 3a. The Town will work with sewer and water providers to transfer administrative services to the Town.

CF/U.Policy-4a. All proposed electric and communication line extensions to the subarea shall be installed underground in public rights of way or utility easements. All underground utility installations outside of public rights of way shall be improved with appropriate landscaping.

CF/U.Policy-5a. The Town will work with regional utility providers to ensure an appropriate level of service to Town residents. Major utility facilities shall be appropriately landscaped and where possible, screened from public views.

Transportation/Circulation Goal

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

Transportation/Circulation Policies

T/C.Policy-1a: Vehicular transportation access to the Upper Bluff will occur through the extension and termination of 238th Street S. ~~W.outhwest~~ and via a public street connected to 116th Avenue W. The streetscapes of both streets will be designed with narrow travel lanes, street-side landscaping, and separated pedestrian pathways. Any street lighting will adhere to the Town's Dark Sky policy.

T/C.Policy-2 A transportation corridor study and mitigation plan should be prepared and funded by development applicants under the direction of the Town, with input, participation, and leadership, as appropriate, of Shoreline, Snohomish County, and WSDOT. The scope of the study and mitigation plan shall be prepared by each jurisdiction with an emphasis on identification of impacts and mitigating measures, design improvements and associated costs, needed services, including design and financing for any multimodal solutions to improve mobility within the surrounding neighborhoods and communities.

T/C.Policy-3 The needed improvements identified in the corridor study and mitigation plan should be built and operational concurrent with the occupancy of any approved phasing of the development.

T/C.Policy-4 The maximum average daily traffic count emanating from or leaving Point Wells through Richmond Beach Drive should not exceed 4,000 average daily trips. The allowable average daily trips should not reduce the Town's or Shoreline's respective level of service standards in effect at the time of development application.

T/C.Policy-5 The development of any combination of residential ~~and/or~~ commercial uses that would generate 250 or more average daily trips from Point Wells will cause the provision of a general-purpose public access road wholly within the

Town that connects into Woodway's transportation network and provides a full second vehicular access point from Point Wells.

~~T/C.Policy 6—A secondary access from Point Wells through Woodway shall be a condition of development approval for any development or redevelopment of Point Wells of 25 or more residential units or commercial development that would generate the equivalent number of trips, or any combination thereof. Where provided, such secondary access shall be designed and constructed to address environmental constraints and accommodate multi-modal uses, including pedestrian, emergency services, and vehicular access.~~

T/C.Policy-~~62a~~. The Town will coordinate with the City of Shoreline, the Richmond Beach Neighborhood, and affected property owners to ensure that transportation improvements related to the development within the Woodway Urban Village zoning district are compatible with the existing adjacent residential neighborhoods.

~~T.Policy 3a.—Transportation impacts associated with development within the Woodway Urban Village shall be fully disclosed in required environmental documents. The Town will coordinate with regional transit and transportation providers to ensure that proposed mitigation measures are complementary and compatible with neighborhood character.~~

~~T.Policy 4a.—Mitigation measures described in environmental documents to address impacts to the Town's transportation network shall ensure that such measures are consistent with established level of service standards and preserve the Town's streetscape character.~~

~~T.Policy 5a.—The Town shall work with property owners within and adjacent to the Woodway Urban Village zone district to provide safe and efficient connectivity to the Town's street network, including access for pedestrians and emergency/public vehicles.~~

~~T.Policy 6a—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 the LOS stated in the transportation element.~~

Capital Facilities/Utility Policies

~~CF/U.Policy 1a. The Town will provide capital facilities to serve the projected needs of the subarea population. Capital facilities anticipated to serve the Upper Bluff will include local public streets; stormwater, water, and sewer facilities; and a neighborhood park. Fire protection, emergency medical services, and police protection will be provided from facilities located outside of the subarea.~~

~~CF/U.Policy 2a. Capital facilities that will serve the existing land uses at Point Wells will include public streets and stormwater facilities. As new development is proposed, the Town will negotiate with development proponents to determine which, if any, of required new capital facilities will be dedicated to the Town and which will remain private. All planned capital facilities for Point Wells shall be coordinated with the Town's current service providers.~~

~~CF/U.Policy 3a. The Town will work with sewer and water providers to transfer administrative services to the Town.~~

~~CF/U.Policy 4a. All proposed electric and communication line extensions to the subarea shall be installed underground in public rights of way or utility easements. All underground utility installations outside of public rights of way shall be improved with appropriate landscaping.~~

~~CF/U.Policy 5a. The Town will work with regional utility providers to ensure an appropriate level of service to Town residents. Major utility facilities shall be appropriately landscaped and where possible, screened from public views.~~

Environmental Preservation/Protection Goal

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

Environmental Preservation/Protection ~~Conservation~~ Policies

~~EP/PC.Policy-1a.~~ Conservation and preservation of natural resources shall be a major consideration in planning land developments throughout the subarea. The

landslide hazard areas and wetlands situated in the Upper Bluff shall be designated by qualified professionals with buffers and building setbacks as regulated by the Town's environmental policies and regulations.

~~EP/PC.Policy-2a.~~ The landslide hazard area associated with the ~~u~~Upper ~~b~~Bluff is an important environmental corridor and wildlife habitat. Future land development in the subarea shall prepare environmental studies for the corridor to ensure the long-term preservation of wildlife and associated habitat.

~~EP/P.Policy-3~~ Site restoration and clean-up will be managed by the State Department of Ecology, with participation and input by Snohomish County, each jurisdiction, and applicable service partners.

~~EP/P.Policy-4~~ Extensive environmental review, documentation and analysis will be managed by the Town and funded by the applicants seeking entitlements. The scope of the environmental review will be determined by all jurisdictions and agencies affected by the proposal within the context of the State Environmental Policy Act (SEPA), including the impacts of sea level rise and climate change on the proposal.

~~EP/P.Policy-5~~ The proposed location of buildings, streets, infrastructure, and other physical site improvements set out in the master plan shall avoid impacts to the site's sensitive environmental constraints and features. The development agreement will include provisions for monitoring of the site's environmental features including soil, groundwater, and sea level rise.

~~EP/P.Policy-6~~ Consistent with the goals, policies, and regulations of the Town's Shoreline Master Program, the site's near-shore environment shall be restored and enhanced to predevelopment conditions and incorporate public access and passive open space improvements.

~~EP/PC.Policy-73a.~~ The redevelopment of Point Wells from the current industrial petroleum-related use to a future mixed-use urban village will require an extensive environmental clean up to ensure the suitability for residential and public use. The Town will coordinate with federal and state environmental agencies responsible for monitoring clean-up efforts to ensure that all hazardous material has been adequately removed prior to any permit issuance by the Town.

~~EP/PC.Policy-84a.~~ Site development and building construction shall adhere to the highest level of sustainability certification (US Green Building Council) for

the design, construction, and operation of buildings, homes, and neighborhoods.

Governance Goal

G.Goal-1 Planning for future development of Point Wells has been and will continue to be of interest to all three affected local jurisdictions - Snohomish County, Shoreline and Woodway. Pursuant to GMA, Vision 2040, and Countywide Planning Policies, Point Wells is annexed to Woodway and provided with urban services. Woodway has coordinated all aspects of the proposed development with affected jurisdictions and agencies to assure each jurisdiction's respective interests are appropriately addressed.

Governance Policy

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

Future Subarea Plan Amendments

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

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

Appendixes

Snohomish County Tomorrow Annexation Principles

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

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

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

3. To facilitate annexation within urban growth areas (UGAs), the host city and the county may negotiate an Interlocal agreement providing for sub-area planning to guide the adoption of consistent zoning and development regulations between the county and the city. Coordination of zoning densities between the county and the host city may require

the revision of land use maps, adoption of transfer rights or other creative solutions. Upon completion of sub-area planning, if densities cannot be reconciled, then the issue would be directed to SCT for review and possible re-assignment to alternate sites within the UGA.

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

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