TOWN OF WOODWAY

ORDINANCE 2024-661

AN ORDINANCE OF THE TOWN OF WOODWAY ADOPTING THE TOWN OF WOODWAY COMPREHENSIVE PLAN UPDATE - 2024; PROVIDING FOR SEVERABILITY; ESTABLISHING AN EFFECTIVE DATE; AUTHORIZING SUMMARY PUBLICATION BY ORDINANCE TITLE ONLY; AND DIRECTING SENDING A COPY TO THE STATE DEPARTMENT OF COMMERCE.

WHEREAS the Town Council of the Town of Woodway adopted its first comprehensive plan in 1994 and has adopted required updates to the plan in April 2004 and June 2015 pursuant to the timelines set forth in the Washington State Growth Management Act (GMA); and

WHEREAS the Town of Woodway is located within the Central Puget Sound Region and, pursuant to RCW 36.70A.130, is required to review and, if necessary, update its comprehensive plan by December 31, 2024 and development regulations to implement the plan by June 30,2025; and

WHEREAS the Woodway Comprehensive Plan, amended in 2015, should be reviewed to determine if additional revisions are necessary to reflect recent legislative changes in state law, changes in local conditions and be consistent with the Puget Sound Regional Council growth strategy Vision 2050 and the Snohomish Countywide Planning Policies; and

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

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

WHEREAS the Planning Commission, between August 2022 and June 2024, conducted numerous work sessions to review recent amendments to the Washington State Growth Management Act (GMA) and the goals, vision statement, policies, and data of the current 2015 comprehensive plan; and

WHEREAS following their review, the Planning Commission has recommended various revisions to update the comprehensive plan to be consistent with state legislation, regional multicounty and countywide policies; and

WHEREAS the Planning Commission authorized the proposed updated plan to be prepared for an open public hearing to be conducted on September 18, 2024; and

WHEREAS a 60-day notice of pending adoption of the comprehensive plan was sent to the Washington State Department of Commerce on September 6, 2024; and

WHEREAS the Town's SEPA Official issued a Declaration of Non-Significance and forwarded the declaration to the Department of Ecology and agencies with jurisdiction on September 6, 2024; and

WHEREAS, a notice of public hearing was published in the Everett Herald on September 7, 2024, and posted in public places in the Town on September 6, 2024; and

WHEREAS the proposed amendments to the Woodway Comprehensive Plan referred to as the Town of Woodway Comprehensive Plan Update - 2024, is consistent with the applicable provisions of the Washington State Growth Management Act, the Puget Sound Regional Growth Strategy- Vision 2050, and the Snohomish Countywide Planning Policies; and

WHEREAS the proposed amendments to the Town's Municipal Code to implement the comprehensive plan policies will be prepared for adoption no later than June 2025 pursuant to GMA timelines; and

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

NOW, THEREFORE, the Town Council of the Town of Woodway does hereby ordain as follows:

Section 1. The above recitals, Planning Commission Resolution #PC-2024-009 (as set forth in Exhibit A), and the staff report dated 9/18/2024 (as set forth in Exhibit B) are adopted as findings of fact in support of this ordinance.

Section 2. The Town of Woodway Comprehensive Plan Update – 2024, as set forth in Exhibit C, is hereby adopted.

Section 3. If any part or portion of this Ordinance is declared invalid for any such reason, such declaration of invalidity shall not affect any remaining portion.

Section 4. This Ordinance shall take effect 5 days after date of publication by ordinance title only.

Section 5. Transmittal to Department of Commerce. The Clerk-Treasurer is directed to send a complete and accurate copy of the adopted comprehensive plan to the Washington State Department of Commerce within ten days after adoption for compliance with RCW 36.70A.108(2).

PASSED this 2nd day of December 2024 by the Town Council of the Town of Woodway.

TOWN OF WOODWAY

Michael S. Quinn, Mayor

ATTEST:

Heidi K. S. Napolitino, Clerk-Treasurer

APPROVED AS TO FORM:

Greg Rubstello, Town Attorney

Date Passed by the Town Council: 2 DECEMBER 2024
Date Published: 5 DECEMBER 2024
Effective Date: 10 DECEMBER 2024
Date Forwarded to Dept of Commerce: 12 DECEMBER 2024

TOWN OF WOODWAY | Ordinance 2024-661 | Exhibit A
TOWN OF WOODWAY
PLANNING COMMISSION

RESOLUTION PC-2024-009

A RESOLUTION OF THE WOODWAY PLANNING COMMISSION RECOMMENDING TO THE WOODWAY TOWN COUNCIL APPROVAL OF THE *WOODWAY COMPREHENSIVE PLAN UPDATE - 2024*

WHEREAS, The Town of Woodway adopted its first comprehensive plan in 1994 and has subsequently updated its comprehensive plan to reflect local changes and legislative enactments to the Washington State Growth Management Act (GMA) including periodic updates pursuant to RCW 36.70A.130; and

WHEREAS, the Town of Woodway is located within the Central Puget Sound Region and pursuant to said law is required to review and if necessary, update its comprehensive plan by December 31, 2024; and

WHEREAS, the Woodway Comprehensive Plan, amended in 2015 and 2020, should be reviewed to determine if additional revisions are necessary to reflect recent legislative changes in state law, changes in local conditions and be consistent with the Puget Sound Regional Council growth strategy Vision 2050 and the Snohomish Countywide Planning Policies; and

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

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

WHEREAS, the Planning Commission, between August 2022 and June 2024, conducted numerous work sessions to review recent amendments to the Washington State Growth Management Act (GMA) and the goals, vision statement, policies, and data of the 2015 and 2020 comprehensive plan; and

WHEREAS, following their review, the Planning Commission has recommended various revisions to update the comprehensive plan to be consistent with state legislation and regional and countywide policies; and

WHEREAS, the Planning Commission authorized the updated plan to be prepared for a public hearing to be conducted on September 18, 2024; and

WHEREAS, a 60 day notice of pending adoption of comprehensive plan and development regulations was sent to the Washington State Department of Commerce on September 6, 2024; and

WHEREAS, the Town's SEPA Official issued a Declaration of Non-Significance and forwarded the declaration to the Department of Ecology and agencies with jurisdiction on September 6, 2024; and

WHEREAS, a notice of public hearing was published in the Everett Herald on September 7, 2024 and posted in public places in the Town on September 6, 2024; and

WHEREAS, the proposed amendments to the Woodway Comprehensive Plan referred to as the Town of Woodway Comprehensive Plan Update - 2024, is consistent with the applicable provisions of the Washington State Growth Management Act, the Puget Sound Regional Growth Strategy - Vision 2050 and the Snohomish Countywide Planning Policies; and

WHEREAS, the proposed amendments to the Town's Municipal Code to implement the comprehensive plan policies will be prepared for adoption no later than June 2025 pursuant to GMA timelines; and

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

NOW, THEREFORE, the Planning Commission of the Town of Woodway does hereby resolve as follows:

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

Section 1. The Planning Commission recommends to the Woodway Town Council the adoption of the Town of Woodway Comprehensive Plan Update - 2024. attached hereto as Exhibit B.

PASSED this 18th day of September 2024 by the Planning Commission of the Town of Woodway.

TOWN OF WOODWAY

Per Odegaard, Chair

ATTEST:

Kim Sullivan, Planning Commission Secretary

TOWN OF WOODWAY | Ordinance 2024-661 | Exhibit B

TOWN OF WOODWAY

PLANNING COMMISSION RESOLUTION PC-2024-009 | EXHIBIT A

Staff Report to the Town of Woodway Planning Commission
Regarding: The Woodway Comprehensive Plan Update – 2024

Part 1: Background

Applicant:	Town of Woodway 23929 113th Place W. Woodway, WA 98020
Public Hearing Date:	September 18, 2024
Public Hearing Purpose:	For the Planning Commission to receive public testimony regarding the proposed amendments to the Woodway comprehensive plan and to forward a recommendation to the Town Council for action.
Location of Proposal:	The Woodway Comprehensive Plan Update - 2024 applies to the entire geographic area located within the Town's corporate limits.
SEPA Compliance:	Pursuant to WMC 16.04, a determination of non-significance was issued on September 6, 2024.
Public Notification:	A public notice was advertised in the Everett Herald on September 7, 2024, and posted in several public places within the Town of Woodway on September 6, 2024.

Part II: Statutory Requirements

The Growth Management Act (GMA) requires local jurisdictions to periodically review and update their comprehensive plans and development regulations to respond to statutory changes and to keep the plan current with local planning issues. The Town's previous periodic update was conducted in 2015. The current periodic update of the comprehensive plan is due by December 31, 2024, and the associated development regulations are due by June 30, 2025.

Part III: Background Information

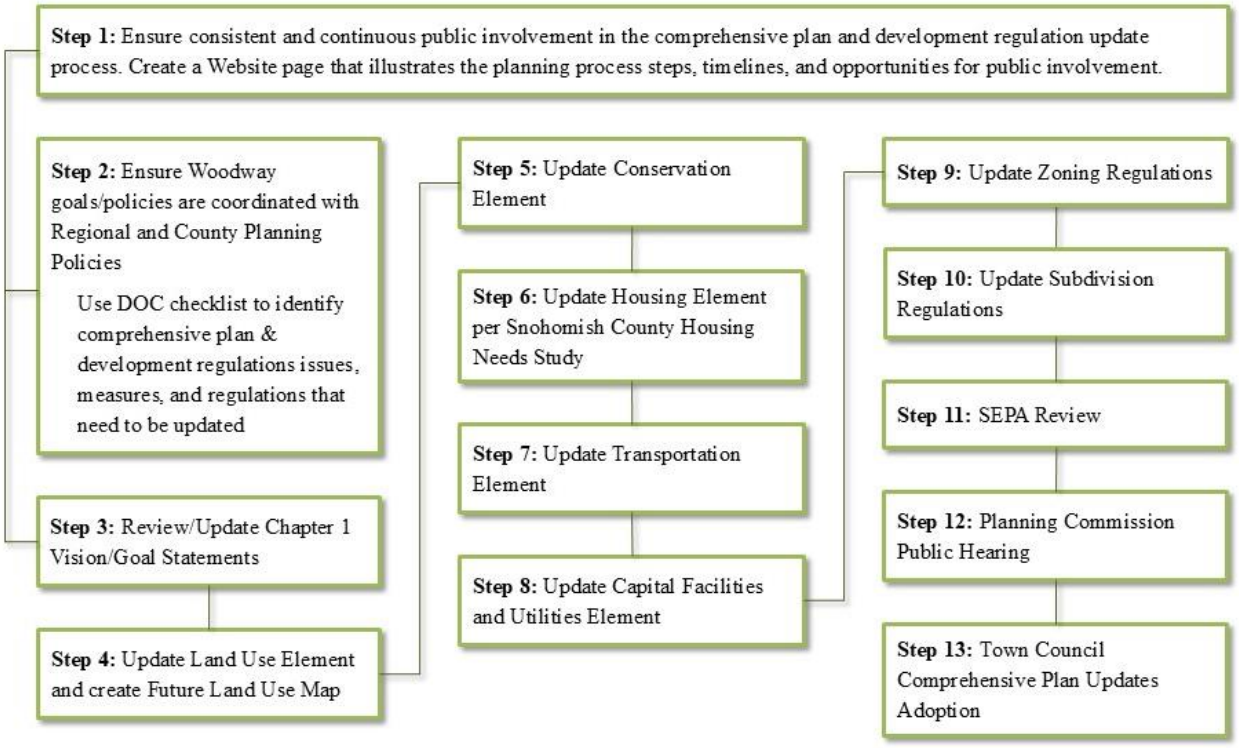
The GMA at section RCW 36.70A.130 requires local jurisdictions planning under the act to "take legislative action to review and, if needed, revise its comprehensive land use plan and development regulations to ensure the plan and regulations comply with the requirements of this chapter according to the deadlines". In order to pursue this state mandate, the Town applied for and received a grant of $100,000 from the Washington State Department of Commerce to undertake the update process. Upon receiving the grant, the Planning Commission prepared a planning process as a guideline to review the current comprehensive plan and development regulations. The planning process mirrors the update requirements set out in the Washington State Department of Commerce periodic update checklist to ensure that all legislative enactments that relate to Woodway are effectively addressed.

The Commission has completed its review of the recent amendments to GMA, and updated or provided additional information including background data, growth forecasts and new policy recommendations to guide public and private land use decisions for the next 20 years. Updated development regulations to implement the comprehensive plan will be prepared for public review in the Spring and are required to be adopted by June 30, 2025.

Part IV: Comprehensive Plan- Revisions Highlights

The planning process to update the comprehensive plan and development regulations is presented below and outlines the key steps that the Commission followed in updating the plan.

2024 Comprehensive Plan and Development Regulations Update Planning Process



The Commission met over a 23-month span between August 2022 and June 2024 to review, discuss, and prepare a series of recommended revisions to the plan's tables, figures, maps, charts, and policies. A summary of the key plan revisions is presented below and organized by plan element or chapters.

Chapter 1 – Introduction

The first chapter of the comprehensive plan provides the context and planning hierarchy between the state, region, county, and local jurisdictions. The GMA goals, the Puget Sound Regional Council growth strategy and the Snohomish Countywide planning policies are summarized to provide the context and policy directives to be addressed in the Woodway comprehensive plan. In addition to the planning process to prepare the plan, the first chapter includes the important overarching community values, goals, and a vision statement that is unchanged from the 2015 plan. The vision continues to emphasize preservation of historical community character, conserving the town's unique natural setting, planning for compatible development and the responsible local governance.

Chapter 2 – Land Use Element

The revisions to the Land Use Element include updates for the 2044 population and employment forecasts and several minor policy revisions.

The population and employment data and adopted growth targets are included to ensure that Woodway has the capacity, under its existing zoning and vacant land supply, to accommodate the anticipated 20-year population increase. Specifically, the April 1, 2024 OFM population estimate was 1,345 residents and the 2044 population target for the town is 1,751. Since the current capacity of the plan is 2,024 residents, the Town can clearly accommodate an additional 406 new residents projected by 2044.

The land use policies are unchanged except for the inclusion of several park and recreation policies that were moved from the Parks, Recreation, and Open Space Element since they fit better with the land use element. Also, the policies that were previously presented in the Point Wells Subarea Plan 2020 have been incorporated into the land use element and updated to reflect the May 2024 annexation. Finally, the Land Use and Zoning maps were revised to reflect new town boundaries resulting from the annexation of Point Wells.

Chapter 3 – Conservation Element

The Conservation Element was amended to address several new GMA amendments related to the environment. A new goal statement was added in support of greenhouse gas reduction together with several new policies regarding climate change and the protection of the Deer Creek Springs aquifer that supplies a portion of the Town's water supply. The critical area maps were amended to reflect updated Town boundaries and the Olympic View Sewer and Water District Wellhead Protection Area.

Chapter 4 – Transportation Element

The Transportation Element underwent several minor revisions related to the GMA required 10-year traffic forecast. The major GMA amendments are the inclusion of multi-modal level of service projections (streets, high-capacity transit, rail and sidewalks). The primary transport mode in Woodway is streets with a level of service standard of "A", which is unchanged from the 2015 plan.

The financing strategy lists the various funding sources available to small jurisdictions as well as the Transportation Benefit District options. The only policy revision dealt with maintaining safe streets for bicyclists and monitoring growth to ensure that transportation impacts are appropriately mitigated.

Chapter 5 – Housing Element

The revisions to the Housing Element address recent GMA amendments related to the provision of increasing more affordable housing opportunities and housing supply, especially related to "middle housing". The Planning Commission reviewed the recent legislative enactments in House Bills 1110, 1337 and 2321 and recommended several new policies to comply with the new statutes. The new policies provide for the future revision to the Town's zoning regulations to allow two dwelling units per lot, accessory dwelling units, and design standards that complement the Town's existing neighborhood character.

The Housing Element also includes updated housing forecasts and targets for the 2044 planning period. The capacity analysis, derived from the Snohomish County Buildable Lands Report and the Snohomish County Housing Characteristics and Need-2023, finds that Woodway can accommodate the projected 20-year increase of 406 new housing units with the current land use and zoning district designations.

Chapter 6 – Capital Facilities/Utilities Element

The revisions to the Capital Facilities/Utilities Element focused on updating the inventory of facilities and utilities that serve the Town, including the transportation improvement plan and revising the maps to reflect the new Town boundaries. A new policy is added in support of Olympic View Sewer and Water District wellhead protection safeguards. No changes to goals or other policies.

Chapter 7 – Parks, Recreation and Open Space Element

The Commission reviewed the parks plan that was prepared by the Parks Committee in 2005 and updated the data and inventory section to include Deer Creek Park and the renaming of the Woodway Reserve to the Carla Nichols Reserve. The entire parks plan is now incorporated into the comprehensive plan as a specific element. Although there were no policy changes, several policies were relocated to the land use element.

Chapter 8 – Comprehensive Plan Amendments

The final section of the plan addresses the importance of keeping the plan and development regulations up to date. As stated above, GMA requires comprehensive plans and development regulations to be periodically reviewed on a regular schedule. The plan references section 15.04 of the Town's code that defines the regulatory process to amend the plan and related development regulations pursuant to established amendment criteria. The Planning Commission will be reviewing and recommending amendments to the Town's development regulations (zoning and subdivision regulations) in the upcoming months with consideration by the Town Council thereafter to comply with the GMA adoption date of June 30, 2025.

Part V: Findings and Conclusions

Staff has reviewed the proposed comprehensive plan amendments and makes the following findings and conclusions:

1. The Washington State Growth Management Act (GMA) requires local governments to periodically update their comprehensive plans and development regulation pursuant to the schedule set forth in RCW 36.70A.130. Snohomish County and its cities are required to adopt their respective comprehensive plans by December 31, 2024.

2. In order to undertake the review and update process, the Town applied for and received a $100,000 grant from the Department of Commerce.

3. The Woodway Planning Commission prepared a process to update the plan consistent with the Department of Commerce Periodic Update Checklist that listed the most recent legislative amendments to GMA.

4. The Planning Commission conducted twenty-three public work sessions between August 2022 and June 2024 to review, discuss and where appropriate, prepare proposed plan revisions. All work sessions were advertised in advance on the Town's website, posted in public places, and open to the public.

5. The Planning Commission completed its review on June 26, 2024 and authorized the plan amendments to be readied for public hearing.

6. Town staff prepared and forwarded the 60-day notice of adoption to the Washington State Department of Commerce on September 6, 2024.

7. The SEPA official prepared, issued, and sent a Declaration of Non-Significance on September 6, 2024 to the Dept. of Ecology, agencies with jurisdiction, and parties listed on the Town's SEPA mailing list. No appeals were received.

8. A notice of public hearing was published in the Everett Herald on September 7, 2024, and posted in public places in the Town.

9. The proposed amendments to the Woodway Comprehensive Plan are consistent with the applicable provisions of the Washington State Growth Management Act, the Puget Sound Regional Growth Strategy - Vision 2050, and the Snohomish Countywide Planning Policies.

10. The proposed amendments to the comprehensive plan are in the public interest and provide guidance for the development and servicing of land consistent with the vision, goals, and policies set forth in the comprehensive plan.

Part VI: Recommendation

Based on the above findings and conclusions, staff recommends that the Woodway Planning Commission recommend approval of the Woodway Comprehensive Plan Update 2024 (Exhibit B to Planning Commission Resolution PC-2024-009) to the Town Council for adoption.

TOWN OF WOODWAY
Ordinance 2024-661 | Exhibit C

Town of Woodway

Comprehensive Plan

Update - 2024



Adopted December 2, 2024

TOWN OF WOODWAY

COMPREHENSIVE PLAN UPDATE - 2024

TABLE OF CONTENTS

Forward – Contributors & Adoption Documents i
Contributors i
Planning Commission Resolution #PC-2024-009 ii
Ordinance 2024-661 iv
Figure 1-1: Orthographic Image of Woodway vii
Chapter 1: Introduction 1
Figure 1-2: 2024 Comprehensive Plan & Development Regulations Update Planning Process 9
Chapter 2: Land Use Element 14
Table 2-1: Land Use Categories and Zoning Districts 15
Table 2-2: Population Increase: 1958 to 2044 17
Land Use Goals and Policies 17
Figure 2-1: Future Land Use Map 20
Figure 2-2: Zoning Map 21
Point Wells Subarea Plan and Policies 22
Subarea Goals and Policies 26
Figure 2-3: Subarea Land Use Plan Designations 28
Figure 2-4: Subarea Zoning Districts 29
Chapter 3: Conservation Element 34
Conservation Goals and Policies 38
Figure 3-1: Critical Areas 43
Figure 3-2: Critical Areas: Fish and Wildlife 44
Figure 3-3: Wellhead Protection Areas 45
Figure 3-4: Native Growth Protection Areas 46
Chapter 4: Transportation Element 47
Table 4-1: Motorized Classification System & Condition 48
Figure 4-1: Roadway Inventory 49

Figure 4-2: Bicycle Routes 51
Figure 4-3: Shared Lanes 52
Table 4-2: Fixed Route Service* 53
Table 4-3: Intersection Delay Time 54
Table 4-4: Level of Service Assessment/Standard for Town Intersections* 55
Table 4-5: Woodway 2033 Traffic Forecast 55
Transportation Goals & Policies 58
Chapter 5: Housing Element 61
Table 5-1: Woodway Housing Conditions 65
Table 5-2: Woodway Population, Housing Characteristics, & Median Family Income 2010-2020 65
Table 5-3: Total Occupied/Housing Units 2020 66
Table 5-4: Average Household Size 66
Table 5-5: Population Growth Targets 2020-2044 67
Table 5-6: Housing Growth Targets 2020-2044 68
Table 5-7: Additional Residential Capacity 2024 68
Table 5-8: Income Level Distribution per RCW 36.70A.30 69
Table 5-9: Median Household Income 69
Table 5-10: Estimated Supply of Housing Units by Income Band (Percentage of Snohomish County AMI) 2020 70
Table 5-11: Projected 2044 Woodway Housing Units Needed by Income Level 71
Housing Goals and Policies 72
Chapter 6: Capital Facilities/Utilities Element 74
Table 6-1: Street Inventory and Condition 76
Figure 6-1: Additional Town Properties 81
Table 6-2: Utility Service Inventory and Capacities 82
Figure 6-2: Olympic View Wastewater System 84
Figure 6-3: Olympic View Water System 85
Figure 6-4: Town of Woodway Stormwater System 87
Capital Facilities/Utilities Goals and Policies 89
Chapter 7: Parks, Recreation, and Open Space Element 92
Parks, Recreation, & Open Space Goals and Policies 98
Figure 7-1: Vicinity Map 100

Figure 7-2: Parks, Recreation, & Open Space Overview 101
Figure 7-3: Carla Nichols Reserve 102
Figure 7-4: Deer Creek Park 103
Figure 7-5: Neighboring Active Recreational Facilities 104
Table 7-1: Neighboring Active Recreational Facilities* 105
Chapter 8: Future Comprehensive Plan Amendments 106

TOWN OF WOODWAY

COMPREHENSIVE PLAN | 2024 UPDATE

Adopted December 2, 2024

Factual representation of the Town of Woodway through June 30, 2024.
Events after this date may not be included.

CONTRIBUTORS

Mayor

Michael S. Quinn

Town Council

John Brock
Elizabeth Mitchell
Dr. Steven Mitchell
Rajeev Thakur
Jim Willet

Planning Commission

Per Odegaard, Chair
Lisa Marquart, Vice Chair
Steve Gunn
Laura Murphy
Jan Ostlund
Teresa Pape
John Rettenmier
John Zevenbergen

Staff

Eric Faison, Town Administrator
Heidi K. S. Napolitino, Clerk-Treasurer
Terrance R. Bryant, Jr., Public Works Director
Collin Harlow, Public Works Director
Kim Sullivan, Deputy Clerk-Treasurer/Permit Coordinator

Consultants

Bill Trimm, FAICP
PACE Engineers

TOWN OF WOODWAY
PLANNING COMMISSION

RESOLUTION PC-2024-009

A RESOLUTION OF THE WOODWAY PLANNING COMMISSION RECOMMENDING TO THE WOODWAY TOWN COUNCIL APPROVAL OF THE *WOODWAY COMPREHENSIVE PLAN UPDATE - 2024*

WHEREAS, The Town of Woodway adopted its first comprehensive plan in 1994 and has subsequently updated its comprehensive plan to reflect local changes and legislative enactments to the Washington State Growth Management Act (GMA) including periodic updates pursuant to RCW 36.70A.130; and

WHEREAS, the Town of Woodway is located within the Central Puget Sound Region and pursuant to said law is required to review and if necessary, update its comprehensive plan by December 31, 2024; and

WHEREAS, the Woodway Comprehensive Plan, amended in 2015 and 2020, should be reviewed to determine if additional revisions are necessary to reflect recent legislative changes in state law, changes in local conditions and be consistent with the Puget Sound Regional Council growth strategy Vision 2050 and the Snohomish Countywide Planning Policies; and

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

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

WHEREAS, the Planning Commission, between August 2022 and June 2024, conducted numerous work sessions to review recent amendments to the Washington State Growth Management Act (GMA) and the goals, vision statement, policies, and data of the 2015 and 2020 comprehensive plan; and

WHEREAS, following their review, the Planning Commission has recommended various revisions to update the comprehensive plan to be consistent with state legislation and regional and countywide policies; and

WHEREAS, the Planning Commission authorized the updated plan to be prepared for a public hearing to be conducted on September 18, 2024; and

WHEREAS, a 60 day notice of pending adoption of comprehensive plan and development regulations was sent to the Washington State Department of Commerce on September 6, 2024; and

WHEREAS, the Town's SEPA Official issued a Declaration of Non-Significance and forwarded the declaration to the Department of Ecology and agencies with jurisdiction on September 6, 2024; and

WHEREAS, a notice of public hearing was published in the Everett Herald on September 7, 2024 and posted in public places in the Town on September 6, 2024; and

WHEREAS, the proposed amendments to the Woodway Comprehensive Plan referred to as the Town of Woodway Comprehensive Plan Update - 2024, is consistent with the applicable provisions of the Washington State Growth Management Act, the Puget Sound Regional Growth Strategy - Vision 2050 and the Snohomish Countywide Planning Policies; and

WHEREAS, the proposed amendments to the Town's Municipal Code to implement the comprehensive plan policies will be prepared for adoption no later than June 2025 pursuant to GMA timelines; and

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

NOW, THEREFORE, the Planning Commission of the Town of Woodway does hereby resolve as follows:

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

Section 1. The Planning Commission recommends to the Woodway Town Council the adoption of the Town of Woodway Comprehensive Plan Update - 2024. attached hereto as Exhibit B.

PASSED this 18th day of September 2024 by the Planning Commission of the Town of Woodway.

TOWN OF WOODWAY

Per Odegaard, Chair

ATTEST:

Kim Sullivan, Planning Commission Secretary

ORDINANCE 2024-661

TOWN OF WOODWAY

ORDINANCE 2024-661

AN ORDINANCE OF THE TOWN OF WOODWAY ADOPTING THE TOWN OF WOODWAY COMPREHENSIVE PLAN UPDATE - 2024; PROVIDING FOR SEVERABILITY; ESTABLISHING AN EFFECTIVE DATE; AUTHORIZING SUMMARY PUBLICATION BY ORDINANCE TITLE ONLY; AND DIRECTING SENDING A COPY TO THE STATE DEPARTMENT OF COMMERCE.

WHEREAS the Town Council of the Town of Woodway adopted its first comprehensive plan in 1994 and has adopted required updates to the plan in April 2004 and June 2015 pursuant to the timelines set forth in the Washington State Growth Management Act (GMA); and

WHEREAS the Town of Woodway is located within the Central Puget Sound Region and, pursuant to RCW 36.70A.130, is required to review and, if necessary, update its comprehensive plan by December 31, 2024 and development regulations to implement the plan by June 30, 2025; and

WHEREAS the Woodway Comprehensive Plan, amended in 2015, should be reviewed to determine if additional revisions are necessary to reflect recent legislative changes in state law, changes in local conditions and be consistent with the Puget Sound Regional Council growth strategy Vision 2050 and the Snohomish Countywide Planning Policies; and

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

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

WHEREAS the Planning Commission, between August 2022 and June 2024, conducted numerous work sessions to review recent amendments to the Washington State Growth Management Act (GMA) and the goals, vision statement, policies, and data of the current 2015 comprehensive plan; and

WHEREAS following their review, the Planning Commission has recommended various revisions to update the comprehensive plan to be consistent with state legislation, regional multicounty and countywide policies; and

WHEREAS the Planning Commission authorized the proposed updated plan to be prepared for an open public hearing to be conducted on September 18, 2024; and

WHEREAS a 60-day notice of pending adoption of the comprehensive plan was sent to the Washington State Department of Commerce on September 6, 2024; and

WHEREAS the Town's SEPA Official issued a Declaration of Non-Significance and forwarded the declaration to the Department of Ecology and agencies with jurisdiction on September 6, 2024; and

WHEREAS, a notice of public hearing was published in the Everett Herald on September 7, 2024, and posted in public places in the Town on September 6, 2024; and

WHEREAS the proposed amendments to the Woodway Comprehensive Plan referred to as the Town of Woodway Comprehensive Plan Update - 2024, is consistent with the applicable provisions of the Washington State Growth Management Act, the Puget Sound Regional Growth Strategy- Vision 2050, and the Snohomish Countywide Planning Policies; and

WHEREAS the proposed amendments to the Town's Municipal Code to implement the comprehensive plan policies will be prepared for adoption no later than June 2025 pursuant to GMA timelines; and

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

NOW, THEREFORE, the Town Council of the Town of Woodway does hereby ordain as follows:

Section 1. The above recitals, Planning Commission Resolution #PC-2024-009 (as set forth in Exhibit A), and the staff report dated 9/18/2024 (as set forth in Exhibit B) are adopted as findings of fact in support of this ordinance.

Section 2. The Town of Woodway Comprehensive Plan Update – 2024, as set forth in Exhibit C, is hereby adopted.

Section 3. If any part or portion of this Ordinance is declared invalid for any such reason, such declaration of invalidity shall not affect any remaining portion.

Section 4. This Ordinance shall take effect 5 days after date of publication by ordinance title only.

Section 5. Transmittal to Department of Commerce. The Clerk-Treasurer is directed to send a complete and accurate copy of the adopted comprehensive plan to the Washington State Department of Commerce within ten days after adoption for compliance with RCW 36.70A.108(2).

PASSED this 2nd day of December 2024 by the Town Council of the Town of Woodway.

TOWN OF WOODWAY

Michael S. Quinn, Mayor

ATTEST:

Heidi K. S. Napolitino, Clerk-Treasurer

APPROVED AS TO FORM:

Greg Rubstello, Town Attorney

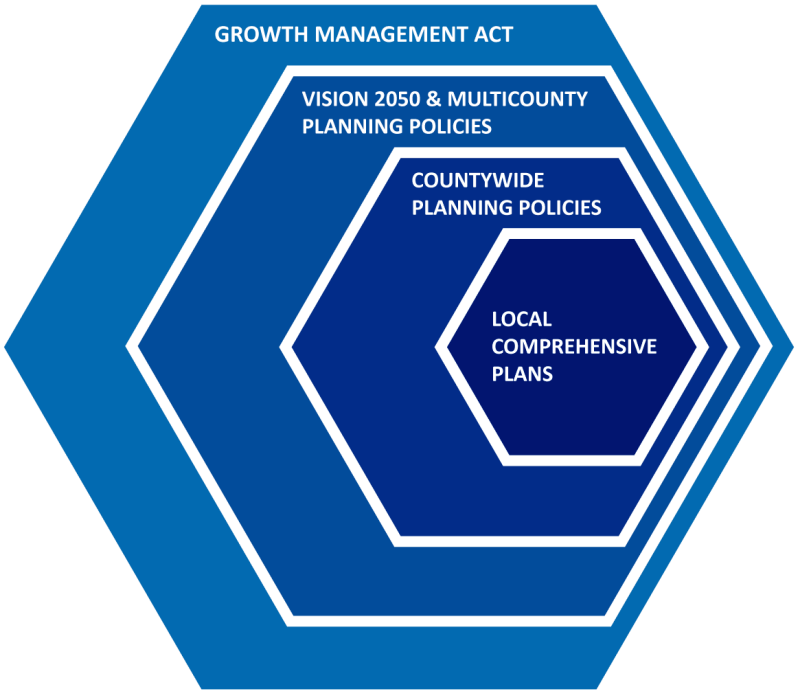
Date Passed by the Town Council: 2 DECEMBER 2024
Date Published: 5 DECEMBER 2024
Effective Date: 10 DECEMBER 2024
Date Forwarded to Dept of Commerce: 12 DECEMBER 2024

Figure 1-1: Orthographic Image of Woodway



CHAPTER 1: INTRODUCTION

The Woodway Comprehensive Plan is the official document of the community to be used by both the public and private sectors when formulating decisions about the future use and servicing of land and facilities. The Comprehensive Plan and corresponding elements are required by the 1990 Washington State Growth Management Act, as amended (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 natural resources. A key element of the GMA is to ensure consistency among the state, region, and local jurisdictions when planning for future growth and conservation of valuable resources. To that end, the Act sets up a hierarchy of planning goals illustrated in the image below. The GMA includes statewide goals providing direction for regional and countywide goals and policies. Local plans and polices are intended to be consistent with both the regional policies and the countywide policies.



Washington Growth Planning Framework

The following provides an overview of the state GMA goals, multi-planning policies of the regional growth strategy *Vision 2050* and the Snohomish countywide planning policies.

The State: 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 implement the goals set forth in the legislation.

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

1. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

2. Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

3. Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

4. Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

5. Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans.

6. Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

7. Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and agricultural lands, and discourage incompatible uses.

9. Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

10. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

12. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

13. Historic preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

14. Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

15. Shorelines. Preserve, protect and restore the ecological functions necessary to maintain shoreline natural resources while encouraging beneficial uses of the shoreline for the community.

The Region: Multi-County Planning Policies

The Puget Sound Regional Council (PSRC) is the Central Puget Sound regional planning authority. GMA requires the regional planning authority to prepare a growth, transportation, and economic development strategy for the four-county region including King, Kitsap, Pierce, and Snohomish Counties. The strategy is encompassed in the document entitled *Vision 2050* and includes multicounty planning policies, actions, and a regional growth strategy that guides how and where the region will grow through 2050.

The multi-county planning policies serve three key roles: implementing the Regional Growth Strategy, creating a common planning framework for local plans, and providing policy structure for other regional plans including the Regional Transportation Plan and Regional Economic Strategy.

Multicounty planning policies call for concentrating growth within the region's designated urban growth areas and limiting development in natural resource and rural areas.

To move toward meeting these policies, *Vision 2050* provides for planning and projecting growth in several distinct types of geographic places referred to as the Regional Growth Strategy (RGS). Based on the overarching GMA goal of channeling growth to urban growth areas and preserving and conserving rural and resource lands, the RGS creates the following places.

Metropolitan Cities: (5 cities) Seattle, Everett, Bellevue, Bremerton and Tacoma. These cities will capture most of the population (36%) and employment (40%) growth in the four-county region.

Core Cities: (16 cities): Auburn, Bothell, Burien, Federal Way, Issaquah, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale, Tukwila, and University Place. These cities will accommodate 20% of the population and 35% of the employment.

High-Capacity Transit Communities: These communities include cities and unincorporated municipal urban growth areas (MUGA) connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. Within Snohomish County they include Arlington, Mukilteo, Mill Creek, Edmonds, Lynnwood, Mountlake Terrace, Everett, Bothell, and Marysville. These areas and others in the King, Pierce and Kitsap counties are planned to accommodate 24% of the population and 13% of the employment by 2050.

Cities and Towns: (42 cities and towns) In Snohomish County these include Lake Stevens, Gold Bar, Sultan, Index, Darrington, Snohomish, Stanwood, Monroe, and Woodway. The region's 42 Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term. Many Cities and Towns are served by local transit options, but similar to Woodway, these jurisdictions are not connected to the regional high-capacity transit system. The Regional Growth Strategy calls for 42 Cities and Towns to accommodate 6% of the region's population growth and 4% of its employment growth by the year 2050.

Urban Unincorporated Areas: This categorical place includes land within urban growth areas that may annex to an affiliated city or town. In Snohomish County these areas include the unincorporated areas of Silver Firs east of Mill Creek, and the Lake Stickney area between Lynnwood and Everett.

Rural Areas and Natural Resource Lands: These land areas are located outside of the Urban Growth Areas. The rural areas are planned to maintain the long-term use of rural cultural, economic cottage industries and lifestyles with limited low-density housing supported by rural levels of service. The natural resource lands are planned to be retained for farming and forestry, recreation, cottage industries, and mining.

Vision 2050 Multicounty Planning Policies

Vision 2050 is the result of a process undertaken by the region's elected officials, public agencies, interest groups, and individuals. It was adopted in 2020 and establishes the regional vision, sets the Regional Growth Strategy (RGS), and provides guidance to the CPPs. *Vision 2050* describes itself with the following excerpt:

Vision 2050 is the shared regional plan for moving toward a sustainable and a more equitable future. It encourages decision-makers to make wise use of existing resources and planned transit investments while achieving the region's shared vision. Vision 2050 sets forth a pathway that strengthens economic, social, and environmental resiliency, while enhancing the region's ability to cope with adverse trends such as climate change and unmet housing needs. As the region experiences more growth, Vision 2050 seeks to provide housing, mobility options, and services in more sustainable ways. Most importantly, Vision 2050 is a call to action to meet the needs of a growing population while considering the current needs of residents. Vision 2050 recognizes that clean air, health, life expectancy, and access to jobs and good education can vary dramatically by neighborhood. Vision 2050 works to rectify the inequities of the past, especially for communities of color and people with low incomes.

The County: 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 regional growth strategies. The most recent amendments were adopted in July 2023 following review and comments by members of the Snohomish County Tomorrow Steering Committee including a representative from Woodway.

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

General Framework

The General Framework Policies acknowledge the role of the GMA and *Vision 2050* in setting the goals and direction for the overall Countywide Planning Policies (CPPs). They also address the need to plan for projected population and employment growth through a collaborative process while recognizing the prerogative of each jurisdiction in the County to address local issues. Woodway has been a participant in the Snohomish County Tomorrow policy committee to coordinate and integrate population and employment forecasts together with applicable regional and county planning policies into the Woodway Comprehensive plan.

Joint Planning

The Growth Management Act requires that Countywide Planning Policies (CPPs) address joint County and city planning in urban growth areas. Coordination of planning for future annexation and servicing is essential to achieving a smooth transition between unincorporated County lands to city/town urban environments.

Snohomish County and Woodway have participated in planning for Point Wells for many years. Following a developer-initiated proposal for a mixed used project in 2011, Snohomish County, the City of Shoreline, the Richmond Beach neighborhood, and Woodway have all participated in

defining their respective interests for Point Wells. Those collective efforts have culminated in each jurisdiction preparing land use plans that would be applicable either upon development in the County or after annexation to a particular jurisdiction. Woodway and Shoreline participated in a coordinated planning effort in 2020 to define each jurisdiction's respective interests at Point Wells. The joint planning effort culminated in coordinated plans and development regulations for Point Wells together with an interlocal agreement defining the terms addressing services, infrastructure, mitigation, impacts, and related issues related to development or redevelopment of Pont Wells. The Town has and will continue to coordinate with the County and surrounding jurisdictions through interlocal agreements related to the provision of urban services at Point Wells, following the Town's annexation of Point Wells in May 2024.

Urban Growth

The Countywide Planning Policies include a map of the Southwest Urban Growth Area wherein Point Wells was designated as Woodway's Municipal Urban Growth Area (MUGA). Woodway adopted the *Point Wells Subarea Plan 2020* and attendant development regulations in December 2020 and annexed Point Wells in May 2024. The 2044 population allocation for the Town, including Point Wells, can be accommodated within the Town's planned distribution of land uses.

Contiguous and Orderly Development and Provision of Urban Services

The Woodway Comprehensive Plan allows for infill development at urban level densities with the provision of urban services.

Development Patterns

The Woodway Land Use Element is consistent with the goals and relevant policies set forth in the CPPs related to Development Patterns. The Town's policies provide for the distribution and servicing of urban land uses and attendant facilities. The Land Use Element includes specific policies covering the Town, including Point Wells, all of which are planned for urban level uses and services. The land use plan map illustrates the distribution of residential uses ranging from low density in Woodway's historical neighborhoods to medium density planned for Point Wells.

Housing

The Woodway Housing Element recognizes the GMA housing goal that the Town's comprehensive plan and development regulations plan for and accommodate housing affordable to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. The Town's plan and development regulations can accommodate housing capacity as set out in the initial growth targets as provided in Appendix B of the CPPs. Given the Town's historical residential patterns, limited vacant or re-developable land supply, and Woodway's location away from employment centers and transit corridors, siting new medium density housing within the pre-annexation Town limits as provided in the CPPs is challenging. Instead, the Town's Point Wells Subarea plan provides for urban level densities and a range of housing types. The Town has and should continue to support local housing programs, while conforming to state mandated housing initiatives that address housing affordability and supply.

Capital Facility Siting

The Capital Facilities Element includes goals and policy statements that provide for a full range of urban services and financing over the planning period.

Environment and Climate Change

Although the CPPs related to the natural environment and climate change are not GMA required policies in local comprehensive plans, Woodway has included specific goals and actions to protect and preserve the Town's natural environment and resources. The goals and policies of the Conservation Element reflect the essence of the CPPs to protect, preserve, and enhance the natural environment. The Town's development regulations implement the Conservation Element policies and CPPs by retaining and increasing the Town's expansive forest cover to help sequester greenhouse gas emissions, minimize impervious surfaces, improve air, water quality, and preserve wildlife corridors. The policies also recognize the Town's long-standing tradition of civic and environmental stewardship.

Economic Development

The GMA requires counties to prepare economic development policies within their CCPs and that local comprehensive plans include an economic development element. Given that Woodway has chosen to be a predominately "residential community," the Town is exempt per RCW 36.70A.070 (7) from preparing an economic element in the comprehensive plan. Although not required to prepare an economic element, the Town does support the Regional and the County's economic development strategy of encouraging coordinated, sustainable economic growth by building on the strengths of the county's economic base and diversifying it through strategic investments in infrastructure, education and training, and sound management of land and natural resources.

Transportation

The Woodway Transportation Element recognizes the existing and planned low population levels for the Town and provides facilities that support the population and residential character. The planned transportation facilities include only local access streets with bicycle facilities. The Element also provides concurrency level of service standards for local streets as set forth in the Countywide transportation policies TR 7 and 8.

The Town: Woodway Comprehensive Plan

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 to attain the various goals. In addition, the plan includes a set of maps that geographically depict the array of planned land uses, the transportation network, the general location of critical areas and the capital facilities and utilities that will service the planned land areas throughout the planning period (2024). The goals, policies, and associated maps are contained within six elements, or chapters, which include Land Use; Conservation; Transportation; Housing; Capital Facilities/Utilities; and Parks, Recreation, and Open Space.

Planning and Woodway's History

Woodway was established in 1912 when David Whitcomb, Sr. purchased the original 320-acre site and platted the land for two-acre residential lots for people who desired "country living". When nearby development in the 1950's threatened the annexation of Woodway into other cities, residents of the Town incorporated as a town in 1958, which provided development protection and independence as a community. While the Town changed its classification to a Code City in the mid-1980s, it continues to be known as Town of Woodway. These historical beginnings continue to guide present day policies.

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

Comprehensive Plan Updates: 1994, 2000, 2004, 2013, 2015, and 2020

The initial 1963 community plan was revised in 1994 and then amended in 2000 to be compliant with several provisions of Washington State Growth Management Act (GMA). The state legislature adopted amendments to the Act in 2001 that required all counties and cities planning under the act to prepare and complete updates of their original plans on an eight-year cycle in order to plan for growth for the ensuing 20-year planning period. Consistent with the state legislation, the Town's comprehensive plan and development regulations have been subsequently updated in 2004 and 2015 and will be updated again with the adoption of the 2024 plan contained herein. The Point Wells Subarea Plan was created in 2013 and updated in 2020.

To address the current plan update, the Woodway Planning Commission embarked on a process in 2022 to review and update the existing Comprehensive Plan. This current Comprehensive Plan update reflects their work and has been prepared to comply with the requirements for comprehensive plans set forth in the Growth Management Act with guidance and assistance by the Department of Commerce, Growth Management Division.

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

The goals and policies contained in this Plan's elements are implemented through the application of development regulations. Development regulations include the zoning and subdivision ordinance, environmentally critical areas ordinance, engineering standards, and other regulatory provisions set out in the Town's municipal code. For example, where a policy in the Plan's Land Use Element states that a residential density is established in a certain portion of the Town, the zoning ordinance and map designate the general location for that residential density. Further, if vacant land is proposed for development, the critical areas ordinance defines sensitive land areas

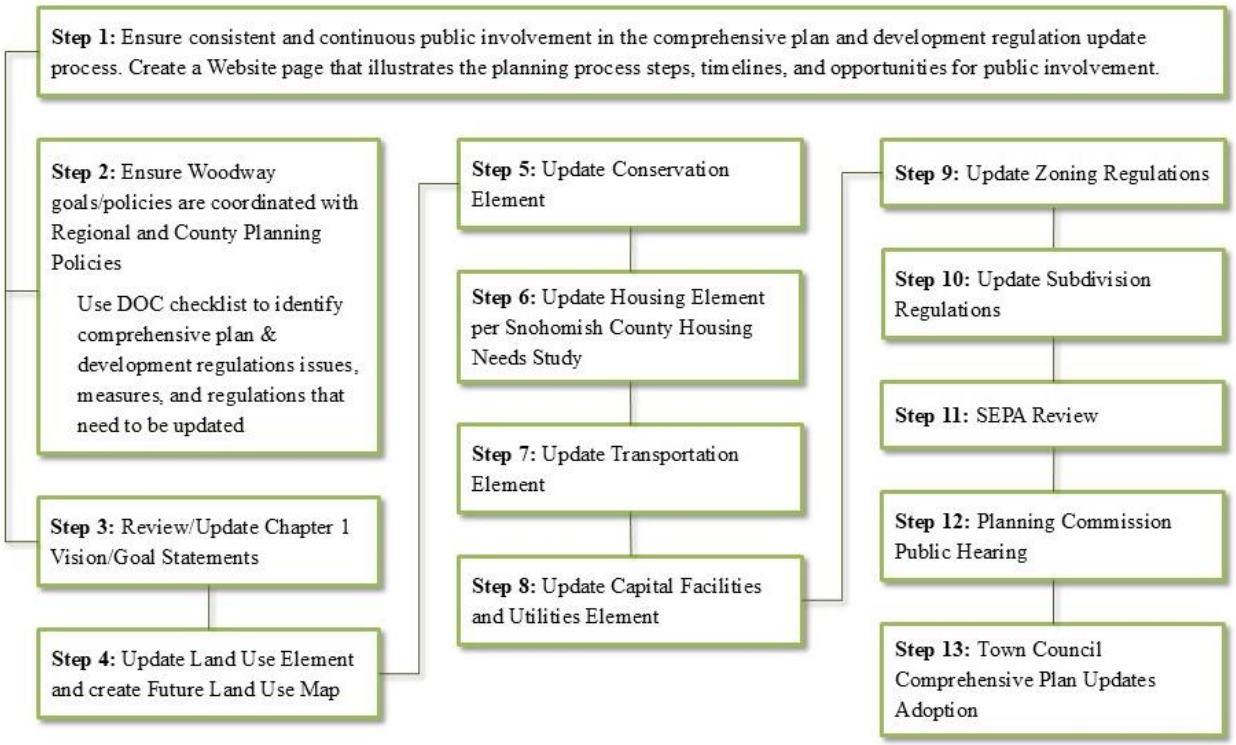
that may present constraints to development; the subdivision ordinance and engineering standards are used to create buildable parcels that respect environmental constraints.

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

2024 Comprehensive Plan Update Processes

The 2024 Woodway Comprehensive Plan update has been prepared with the assistance of a grant from the State Department of Commerce-Growth Management Division (DOC). The Planning Commission has utilized a planning process, based on the department's Periodic Update Checklist for Fully Planning Cities. The checklist was helpful in identifying key components of the Town comprehensive plan and development regulations that needed to be updated to comply with changes in the GMA since the last update was completed in 2015. Figure 1-2 illustrates the sequential steps of the planning process.

Figure 1-2: 2024 Comprehensive Plan & Development Regulations Update Planning Process



Comprehensive Plan Format

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

Land Use

Conservation

Transportation

Housing

Capital Facilities/Utilities

Parks, Recreation, and Open Space

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

- An introduction that describes the purpose or intent of the element
- An inventory and analysis of the existing conditions of the built or natural environment
- A discussion of consistency with applicable state legislative provisions
- A set of goals that define the expectations of the Town relative to the element's purpose
- A set of policies that are specific courses of action to follow to move toward attaining the goals

The plan also includes a series of maps that designate future land use, the planned transportation network, general critical areas, and an implementing zoning map. The *Point Wells Subarea Plan 2020* is incorporated into the Land Use Element.

Overarching Community Values, Goals, and Vision Statements

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

<u>Community Values</u>
Woodway historically has been a community characterized by low density residential neighborhoods situated in a forested environment adjacent to Puget Sound. The Town's logo includes the slogan "The Quiet Place," which accurately describes the sensory mood of the

community when compared to more urban environs that surround the Town. Community values and community qualities listed by the Planning Commission include the following:

- Quiet residential neighborhoods situated among a physical setting of natural landscapes characterized by a Northwest forested environment exemplified by mature vegetation, abundance of wildlife, expanses of tall trees, and open space.

- An appreciation of, and the impetus to, preserve the Town's unique physical setting of residential neighborhoods while being surrounded by jurisdictions with more intense urban development.

- A strong "sense of community" and active volunteerism.

- A well-recognized pedestrian environment distinguished by its expansive walking paths and bikeways.

- Local residential streets with low traffic volumes devoid of congestion.

- Preservation of the nighttime environment with low lighting levels, and

- A legacy of independent local government with active participation in regional issues.

Community Goals

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

Character

Preserve Woodway's unparalleled physical setting and its historical pattern of residential neighborhoods. Respect the character of existing homes, neighborhoods, land uses and community aesthetics when considering new development.

Guidance

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

Land Use

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

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

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

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

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

Vision Statement

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

- Woodway is a regional ecological resource that is also home to a stable, sustainable residential community. The Town includes significant native forests, wetlands, marine bluffs, wildlife corridors, and environmentally restored shorelines. These features, as well as a commitment to environmental stewardship, define the Town's identity.

- Woodway's natural resources are accessible to community residents and visitors from throughout the region. Environmental awareness and stewardship are important aspects of public land protection and restoration. Town actions, volunteer work, and individual residential activities all serve to reduce human impacts to the ecology. New development and infrastructure adhere to low-impact development practices.

- While the Town's governmental activities are restricted to those actions necessary to protect the general health, safety, and public welfare of the community's interests and maintain public services to all residents, volunteer efforts are an important source of civic energy and provide much of the community's inclusive cohesion and collective identity. Woodway's mission is to provide efficient and accessible municipal services and responsible stewardship of land and resources to all residents.

- Any new residential development at Point Wells should benefit the Town financially, add to the Town's identity, and should be planned and designed to complement the Town's existing character and development patterns.

- Point Wells is developed for a combination of desired mixed land uses on the waterfront, a restored shoreline ecology, substantial public access, and recreational opportunities consistent with the Point Wells Subarea Plan 2020.

CHAPTER 2: LAND USE ELEMENT

Introduction

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

General Setting of Woodway

Existing Community

The Town consists of 846 acres, including tidelands. A system of public streets connects Woodway to the City of Edmonds in Snohomish County and the City of Shoreline in King County. Residential uses range from multi-acre residential tracts situated within preserved urban forests to low-density subdivisions. An array of public open space exists throughout the Town, including the 13-acre Carla Nichols Reserve located along the Town's southern main roadway.

Woodway's land use distribution is predominantly single-family residential. The Town's zoning districts allow for single-family development on 7,000 square foot, one-quarter acre, one-third acre, one acre, and two acre lots. Residential uses cover approximately 90% of the Town's total land area while the only non-residential uses in the Town are public uses that include the Town Hall, several open space parcels, and the existing industrial use at Point Wells.

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

The tidelands and associated shoreline are governed by the 2013 Woodway Shoreline Master Program (SMP). The Shoreline Master Program is a stand-alone document that includes goals, policies, and development regulations for the land area within 200 feet of the ordinary high-water mark of Puget Sound. There are three environmental designations set out in the master program that include aquatic, urban conservancy, and Point Wells Urban.

Point Wells

Located adjacent to Puget Sound and surrounded on three sides by the Town's residential zones, Point Wells is a 62-acre site that was annexed to the Town in May 2024. Most of this area includes property currently used as an industrial facility. The area also includes railroad right-of-way owned by BNSF and the outfall portal for King County's Brightwater sewer treatment

system. Primary access to Point Wells is via Richmond Beach Drive Northwest through the Town and the City of Shoreline.

Snohomish County, City of Shoreline, and Woodway have participated with the property owners and surrounding neighborhoods in planning for a future urban village at Point Wells. The Town adopted the Point Wells Subarea Plan 2020 to provide guidance for future development of the area upon annexation to Woodway. The subarea plan and policies are incorporated into the Land Use Element as a separate section.

Land Use Services

Woodway provides municipal urban services through a combination of Town employees and through contractual services. The Capital Facilities Element details the provision of both contracted and direct municipal services.

Domestic water and sanitary sewer services are provided to Woodway through agreements between the Town and Olympic View Water and Sewer District. Olympic View's water source includes a series of wells, one of which is situated in the 22-acre Deer Creek watershed located within the boundaries of Woodway. This area is protected by a Conservation zone designation.

The Town owns several parcels, which are outlined in the Conservation Element (Figure 3-4), the Capital Facilities/Utilities Element (Figure 6-1), and the Parks, Recreation, and Open Space Element (Figure 7-2).

Existing Conditions

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

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

Table 2-1: Land Use Categories and Zoning Districts

Category	Acres (includes tidelands) *	% of Total
Single-Family Residential:		

Forest Residential Park (R-87 & R-43)	512.4	56.4
Suburban Residential (R-14.5)	100.3	11.0
Urban Restricted (UR)	68.7	7.6
Urban Village (UV)	62.0	6.8
Conservation (C):	49.0	5.4
Public & BNSF Rights-of-Way:	116.7	12.8
Totals:	**909.1**	**100**

Source: Snohomish County Assessor

*Approximate acreage

Land Use Character and Planned Residential Densities

The Growth Management Act requires communities to plan for their respective share of the anticipated growth provided by the state and county population allocation. Woodway has participated in the process with other Snohomish County jurisdictions by allocating population growth to the planning year of 2044. Based on the availability of vacant developable land, Woodway can adequately accommodate its anticipated 2044 population of 1,751 as presented in Table 2-2 below and 5-7 of the Housing Element.

Woodway has a historical pattern of low-density residential neighborhoods with zoned lot sizes ranging from 7,000 square feet up to two acres in size. It is important to point out that the GMA does not require that these historical land use patterns be redeveloped to higher densities. However, the GMA does require that the Town meet its 20-year population forecasts with a range of densities set out in the Land Use Element. Based on the distribution of developed and undeveloped land in the Town's zoning districts, Woodway can meet its 2044 population target of 1,751. This population target was adopted by the Snohomish County Council as an element of the Snohomish Countywide Planning Policies in March 2022.

Future Population and Employment Projections

Population

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 based on the Town's zoning. Individual residents may operate home-based businesses consistent with the Home Occupation provisions of the Woodway Municipal Code.

Since incorporation in 1958, Woodway's population has increased from 400 to 1,345 as of April 1, 2024. According to the Snohomish County Tomorrow Estimates and Population Targets, Woodway's population is expected to increase to 1,751 by the year 2044. supported by the Town's available land supply.

Table 2-2: Population Increase: 1958 to 2044

Incorporation				Current	Projected
Year	1958	1980	2010	2024	2044
Population	400	832	1,307	1,345	1,751

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

Employment

The Town's 2019 employment estimate was 68 employees and the 2044 employment target for the Town is 80 employees. Point Wells is planned and zoned for Urban Village uses that allows for a blend of uses including office, retail, and commercial uses. If developed at its full potential of urban mixed uses, the Snohomish County Buildable Lands Report projects an employment capacity of 119 employees.

LAND USE GOALS AND POLICIES

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

Land Use Goals

LUG-1 To preserve the Town of Woodway's natural and scenic character, park-like atmosphere, and the privacy of individual residences.

LUG-2 To preserve and protect the Town of Woodway's historical development patterns through strict enforcement of the Town's development regulations.

LUG-3 To provide development regulations that allow for innovation and flexibility in the development of new single-family, accessory dwelling, additional affordable units, and mixed-use land uses, while preserving the character, natural environment, and environmentally sensitive areas of the Town.

LUG-4 To discourage development in areas where there are inadequate public facilities and/or environmentally sensitive areas determined to be potentially hazardous to public safety.

LUG-5 To preserve and maintain the views of the nighttime skies and the visual character of Woodway by ensuring that nighttime lighting levels are designed to avoid light spillage off-site and upward into the nighttime sky.

Land Use Policies

LUP-1 To limit development to areas with adequate levels of public utility and facility services.

LUP-2 To guide and regulate land development by the application of zoning, subdivision standards, and environmental policies and regulations that address the cumulative impacts of development on Town resources and consistency with the Growth Management Act.

LUP-3 To designate residential densities based on the land's natural capacity for development, historical development patterns, applicable state laws, the ability to provide required public facilities and services, the protection of environmentally sensitive areas, adopted population targets and compatibility with surrounding land uses.

LUP-4 To regulate redevelopment to higher densities by such factors as compatibility with surrounding residential uses, adequacy of public facilities and services, traffic patterns, Town character, and the project's cumulative impacts on the surrounding natural areas including the urban forests, bluff, tidelands, and stream corridors, and the protection of and minimizing impacts on environmentally sensitive areas.

LUP-5 To ensure that residential infill development and redevelopment in established residential areas shall be designed to protect and enhance Town's character, historical development patterns, and the natural environment.

LUP-6 To ensure that new residential development and substantial remodels shall address the following minimum improvements in accordance with state and local regulations:

i. Paved streets.
ii. Off-street parking.
iii. Storm drainage control, including stormwater conveyance and detention facilities.
iv. Public water supply.
v. Public sanitary sewers.
vi. Circulation and traffic patterns for the development.
vii. Open space.
viii. Environmentally critical areas.

ix. Underground wiring.

LUP-7 To ensure that new development and redevelopment within the Town shall provide for and/or contribute its proportionate fair share of expenses associated with the provision or maintenance of established urban Levels of Service, in accordance with applicable state statutes and local regulations. Urban Levels of Service include streets, emergency services (police and fire protection), schools, stormwater and water quality management, open space, and municipal sewer and water services.

LUP-8 To ensure that the provision of off-site improvements shall be provided concurrent with the development of the proposed project, in accordance with state and local regulations, if applicable. In the case of an approved phased development, off-site improvements and/or fair share contributions may be provided concurrent with each phase, provided that for each phase adopted levels of service standards are maintained.

LUP-9 To establish standard methodologies be used to determine the appropriate fair share contribution to be paid by new development for those off-site improvements that are associated with a proposed project.

LUP-10 To periodically review all applicable development related sections of the Woodway Municipal Code and amend as necessary to ensure consistency with the adopted Comprehensive Plan and Growth Management Act.

LUP-11 To ensure that residential, public, and other uses shall provide outdoor lighting fixtures that shield the light source and do not cast light upward into the nighttime sky.

LUP-12 To ensure that private property is respected and 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.

LUP-13 To ensure that all residents, regardless of race, ethnicity, and socioeconomic background, have fair protection from environmental and health hazards, as well as equal access to the decision-making processes behind environmental policies and development.

Figure 2-1: Future Land Use Map

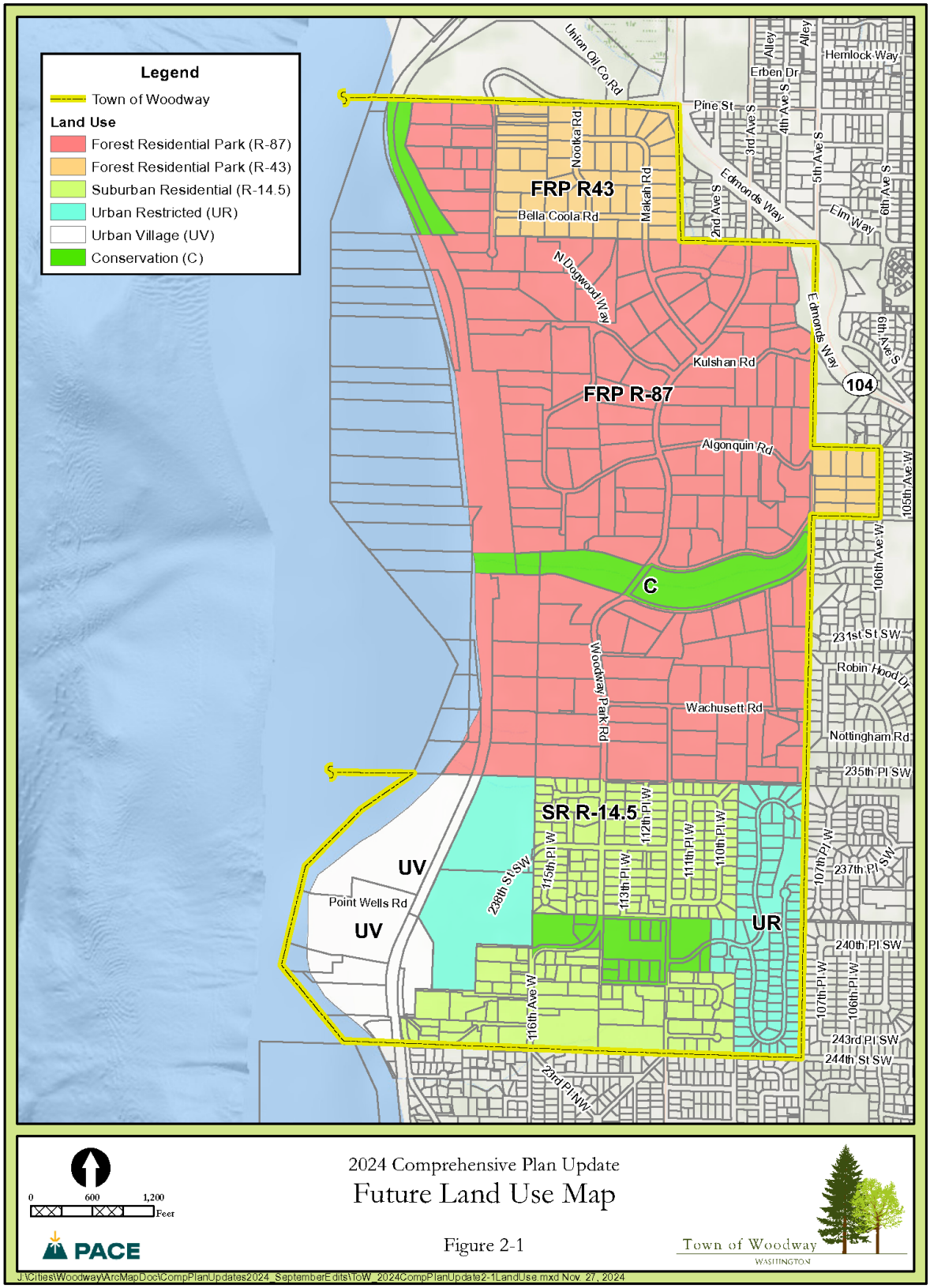
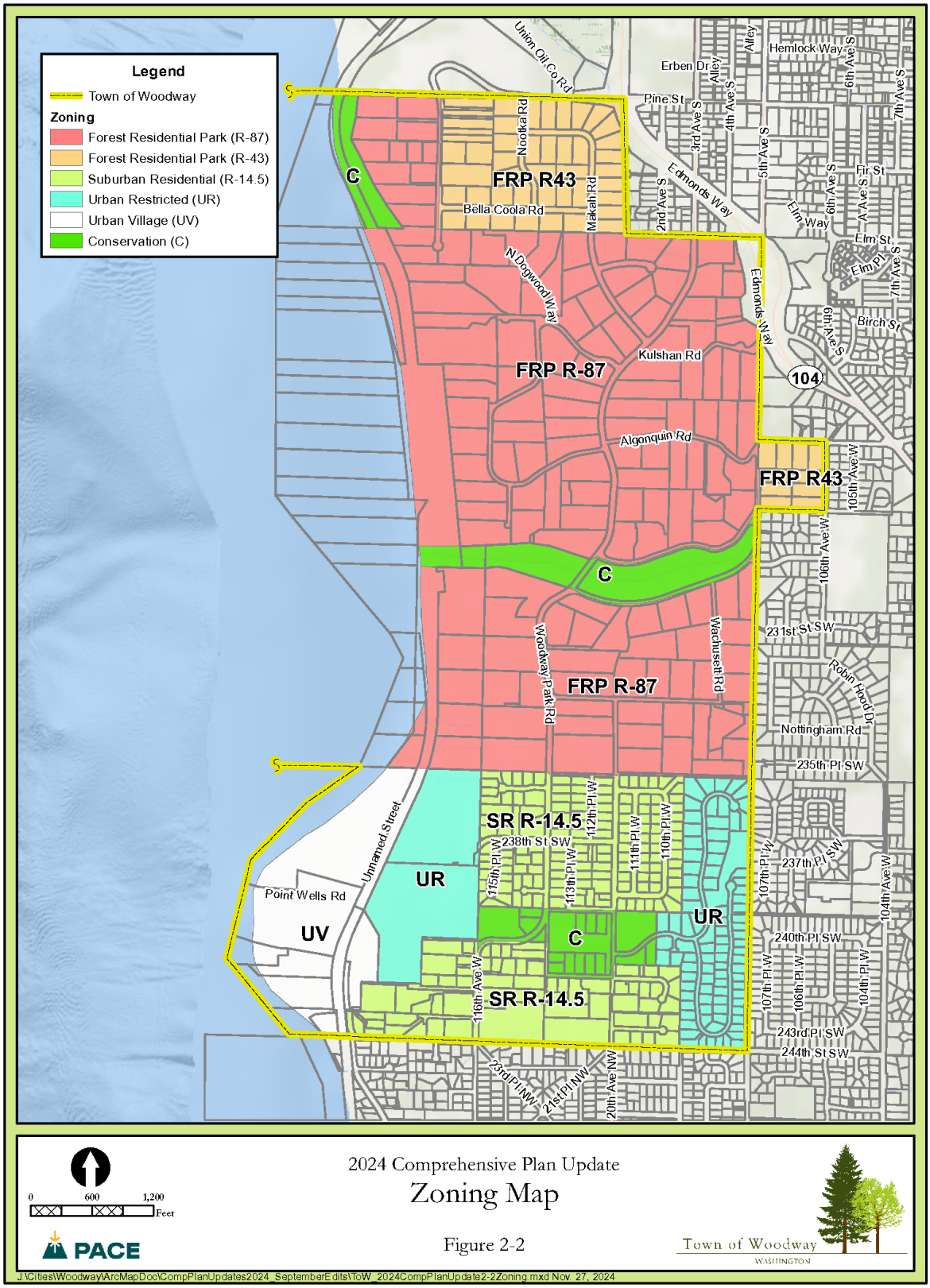


Figure 2-2: Zoning Map



POINT WELLS SUBAREA PLAN AND POLICIES



Context:

Prior to the annexation of Point Wells in May 2024, Point Wells was situated within Woodway's Municipal Urban Growth Area (MUGA) as designated in the Snohomish County General Policy Plan and the City of Shoreline's Future Service and Annexation Area (FSAA) as designated in the King County General Plan. A subarea plan for Point Wells was adopted in April 2013 by the Woodway Town Council and incorporated into the Snohomish County General Policy Plan in 2015. The Point Wells Subarea Plan for Shoreline was adopted by the Shoreline City Council in 2011.

The Woodway Point Wells Subarea Plan was amended in 2020 to reflect coordinated policies with the City of Shoreline. For the current 2024 plan update, the background, goals, and policies are incorporated into the Land Use Element as a separate section entitled *Point Wells Subarea Plan and Policies.*

The Woodway MUGA contained two distinct geographic areas: Point Wells and the land area located east of the BNSF railroad right of way commonly referred to as the Woodway Upper Bluff. The Upper Bluff was annexed into the Town in June 2015 and is planned and zoned for residential development. The Point Wells portion of the MUGA was annexed into the Town in

May 2024 and is 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.

County and Regional Context

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

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

The Puget Sound Regional Council's adopted regional growth strategy, *Vision 2050,* directs unincorporated lands to annex to affiliated cities with services provided by the adjacent municipality. The *Vision 2050* goal for unincorporated urban growth areas states that *"all unincorporated lands within the urban growth area will either annex into existing cities or incorporate as new cities."* Multicounty policies provide for unincorporated lands adjacent to cities to be affiliated with such cities and that annexation is preferred over incorporation. Additional policies support the provision of municipal services to unincorporated urban areas by the adjacent city. Pursuant to the Snohomish County Planning Policies and *Vision 2050,* Woodway effectively implemented both directives by annexing Point Wells into the Town in May 2024.

Thus, the Point Wells Subarea Plan draws on the adopted goals and policies of both the County and Region in creating the plan's stated vision, goals, and policies.

Woodway/Snohomish County/Shoreline Planning Background

The Town has been engaged in planning for the subarea for many years. In 1999, the Point Wells Advisory Committee was created to work with property owners, residents, and surrounding jurisdictions to prepare for the eventual conversion of the industrial asphalt use to an urban non-industrial use. The Advisory Committee prepared several alternatives for consideration by the Town Planning Commission and Council. The alternatives prepared by the Planning Commission focused on residential uses and passive open space for the Upper Bluff and a variation of three mixed-use land patterns with varying urban uses and densities for Point Wells. The separate alternative desired by the Point Wells landowner (Chevron-Texaco in 2000) was to

maintain the current Industrial land use designation as set forth in the Snohomish County comprehensive plan. The Advisory Committee recommended that the Planning Commission select the residential alternative for the Upper Bluff and maintain the industrial alternative for Point Wells. The Town Council adopted the Planning Commission's recommendation with a specific policy in the 2000 Comprehensive Plan that stated the industrial designation would be used for the near-term but may be amended with a more intensive use when geo-political conditions warrant.

In 2011, Snohomish County received an application to amend its comprehensive plan for Point Wells from Industrial to Urban Center. As part of the Urban Center comprehensive plan designation, the County received an application for the development of a mixed-use urban center. Following a ruling by the Central Puget Sound Growth Hearings Board that the Point Wells Urban Center designation did not meet the County's criteria for an Urban Center, the County re-designated Point Wells in 2012 to the Urban Village future land use designation. Pursuant to the County's General Policy Plan, Urban Villages are typically smaller and less intensive than an Urban Center.

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

As stated above, the City of Shoreline also prepared a plan for Point Wells. The city prepared a subarea plan for Point Wells in 2011, given that the primary access to Point Wells is via Richmond Beach Drive and that the majority of future transportation trips from Point Wells will impact Shoreline. The City's subarea plan recognizes the Snohomish County development application of an intensive mixed-use proposal and seeks to mitigate land use, environmental, aesthetic, servicing, and transportation impacts. The subarea plan provides to mitigate transportation impacts through the preparation of a transportation corridor study and proposes to provide municipal services to the area following a potential 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 was identified as a future annexation area for both the City of Shoreline and Town of Woodway in each jurisdiction's Comprehensive Plan. Both plans included 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 was 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 agreed that it was 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. This Agreement was amended several times, with the most recent amendment occurring in October 2023 as part of a four-party annexation interlocal agreement between the Town, Shoreline, Snohomish County, and Olympic View Water & Sewer District.

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's Point Wells Subarea Plan - 2013) and replace them with the applicable vision, goals, and policies provided herein.

Vision Statement

The current planning horizon for the Woodway and Shoreline Comprehensive Plans extends to 2044. The vision listed below is intended to guide land use decision-making throughout the planning period and provide the basis of a series of land use, servicing, governance, and environmental policies that will be implemented with the application of practical development regulations and design standards.

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

> To create a unique, primarily residential, Puget Sound community compatible with surrounding neighborhoods. Any mixed-use buildings will be pedestrian-oriented and incorporate exceptional architecture, environmentally sustainable design, and building heights that preserve public view corridors. The community will be designed and developed with low-impact, environmentally sustainable development practices and infrastructure, and

include a restored natural environment, well-designed public gathering spaces, and a waterfront that emphasizes habitat restoration and public access. Point Wells will be designated as an Urban Village and provided with a full range of municipal services.

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

To create a well-designed single-family residential neighborhood that complements adjacent neighborhood character and preserves public view corridors and environmentally critical areas.

Subarea Goals and Policies

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

Land Use Goals

LU.Goal-1 The Upper Bluff, annexed to the Town in June 2015, is developed as a low-density residential neighborhood with high quality architectural design, while preserving public open space and view corridors to the Olympic Mountains and Puget Sound.

LU.Goal-2 Point Wells, annexed to the Town in May 2024, is planned as an Urban Village based on a coordinated planning effort and incorporated into the Town's Comprehensive Plan. Development of Point Wells occurs pursuant to a master plan approved through a development agreement enabled by the Town's urban village zone district. The master plan is prepared by development applicants and includes a primarily residential community that is compatible with surrounding neighborhoods.

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

Land Use Policies

LU.Policy-1 Coordinate with the property owner to plan for the design and development of a new residential neighborhood situated on the Upper Bluff. The new neighborhood will be developed with sustainable site improvements, conform to environmentally critical area regulations, and be connected to and complementary with existing neighborhoods. The maximum residential density will be five dwelling units per acre.

LU.Policy-2 Designate the Upper Bluff, including the steep slopes and environmentally critical areas, as Urban Residential on the Comprehensive Plan Land Use

Map. The Urban Residential designation will be implemented with the Town's Urban Restricted zone district, as amended.

LU.Policy-3 Characteristics of the Urban Village designation include a mix of land uses, integrated into a pedestrian-scaled pattern with sustainable site improvements, infrastructure, buildings, and open spaces. The predominant use is residential, with any medium density multi-family residential housing situated in multi-story buildings of varying heights, strategically sited to preserve and enhance view corridors. The maximum allowable residential density is 44 units per net developable acre, with attendant uses including retail, office, transit facilities, structured parking, and public spaces. Site design emphasizes defined building envelopes separated with open space corridors, pedestrian circulation throughout the site, and public access to a restored shoreline.

LU.Policy-4 Implementation of the Urban Village designation will occur through the adoption of an Urban Village zone district that will best implement the vision and goal of the Urban Village Plan. The implementing zone district should address at a minimum: permitted land uses, building mass and height, open space requirements, bulk standards, parking, and master plan requirements. A development agreement enabled by RCW 36.70B will serve as the entitlement for development approval of the master plan. The Town's development regulations, including zoning, subdivision standards, critical area regulations, stormwater regulations, floodplain regulations, and shoreline master program regulations, will be used to implement the applicable policies.

LU.Policy-5 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.

Figure 2-3: Subarea Land Use Plan Designations

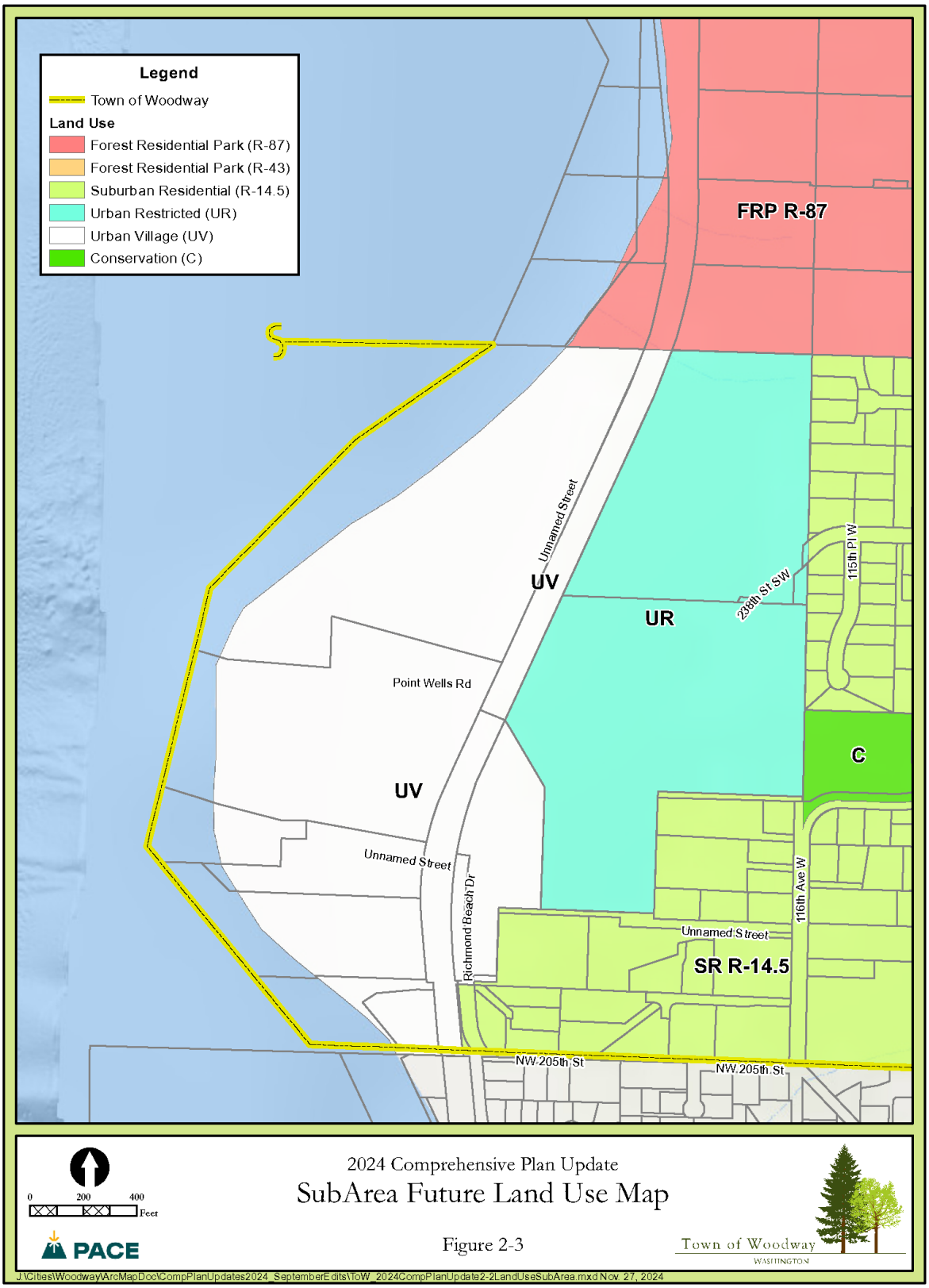
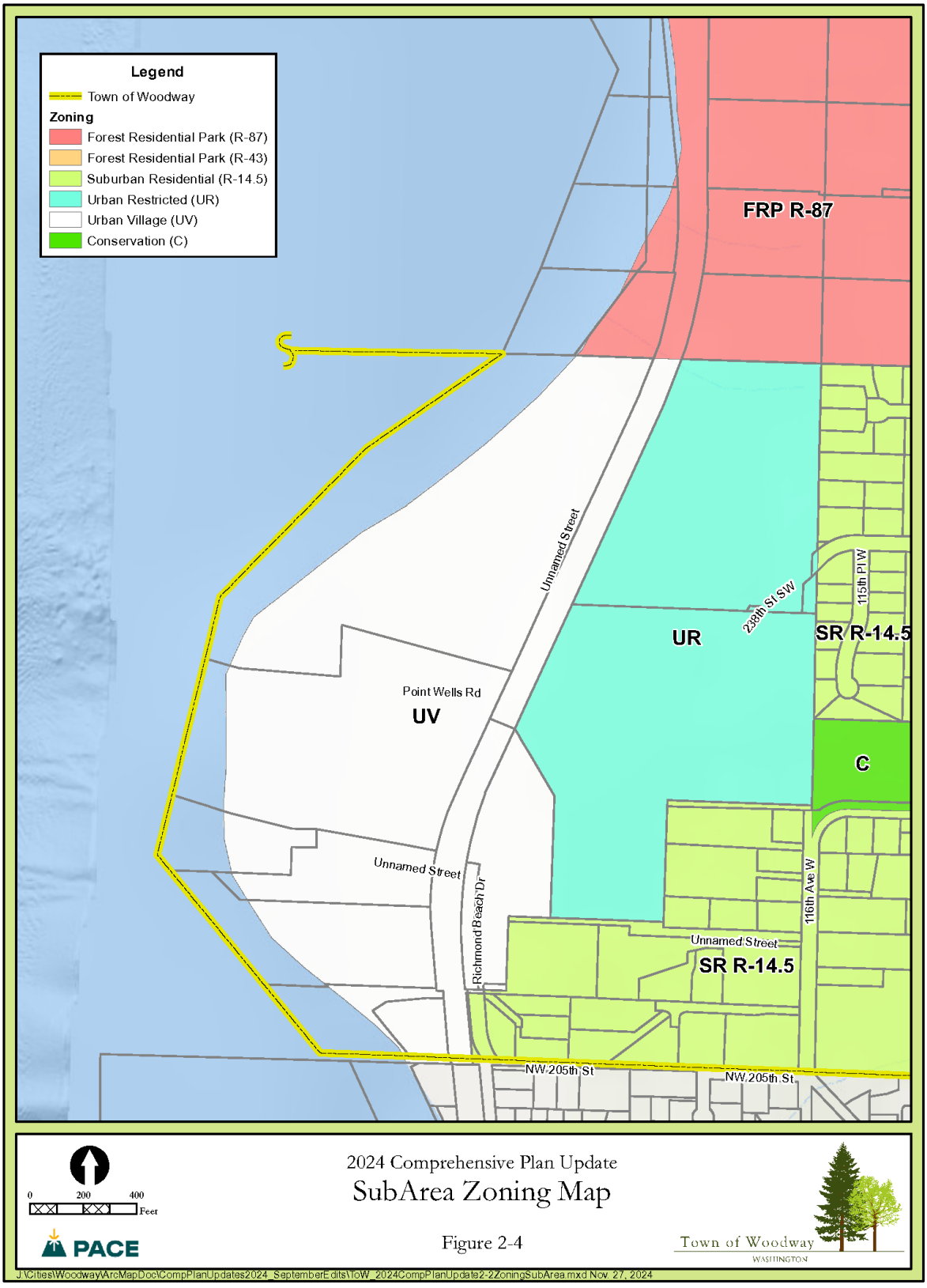


Figure 2-4: Subarea Zoning Districts



Capital Facilities/Utilities Goal

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

Capital Facilities/Utilities Policies

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

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

CF/U.Policy-3 The Town may negotiate with development proponents to determine which, if any, required new capital facilities will be dedicated to the Town and which, if any, will remain private. All planned capital facilities for Point Wells shall be coordinated with the Town's current service providers.

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

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

Transportation/Circulation Goal

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

Transportation/Circulation Policies

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

T/C.Policy-2 A transportation corridor study and mitigation plan for Point Wells 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 should be prepared by each jurisdiction with an emphasis on identification of impacts and mitigating measures on transportation facilities, including the Woodway bridge, design improvements and associated costs, needed services, including design and financing for any multimodal solutions to improve mobility within the surrounding neighborhoods and communities.

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

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

T/C.Policy-5 The development of any combination of residential and/or commercial uses that would generate 250 or more average daily trips from Point Wells will cause the provision of a general-purpose public access road within the Town that connects into Woodway's transportation network and provides a full second vehicular access point from Point Wells.

T/C.Policy-6 The Town will coordinate with the City of Shoreline, the Richmond Beach Neighborhood, and affected property owners to ensure that transportation improvements related to the development within the Woodway Urban Village zoning district are compatible with the existing adjacent residential neighborhoods.

Environmental Preservation/Protection Goal

EP/P.Goal-1 Point Wells is a unique landform on Puget Sound with sensitive environmental features that are identified and protected through federal, state, and local legislative edicts. The current site conditions and

contamination is remediated and monitored to provide for a clean and safe environment for residents, visitors, flora, and fauna. Low-impact development techniques are incorporated into site development and the near shore environment is preserved consistent with the goals, policies, and regulations of the Town's Shoreline Master Program.

Environmental Preservation/Protection Policies

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

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

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

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

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

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

EP/P.Policy-7 The redevelopment of Point Wells from the current industrial petroleum-related use to a future mixed-use urban village will require an extensive environmental clean up to ensure its 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 mitigated consistent with the Washington State Model Toxic Control Act prior to any permit issuance by the Town.

EP/P.Policy-8 Site development and building construction shall adhere to the highest level of sustainability certification (US Green Building Council) for the design, construction, and operation of buildings, homes, and neighborhoods.

Governance Goal

G.Goal-1 Planning for future development of Point Wells has been and will continue to be of interest to all three affected local jurisdictions - Snohomish County, Shoreline and Woodway. Pursuant to GMA, *Vision 2050*, and Countywide Planning Policies, Point Wells was annexed to Woodway in May 2024 and provided with municipal services. Woodway has coordinated all aspects of any proposed development with affected jurisdictions and agencies to assure each jurisdiction's respective interests are appropriately addressed.

Governance Policy

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

Future Subarea Plan Amendments

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

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

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 Conservation Element is an optional element of the comprehensive plan and includes a discussion of key environmental components together with a set of goals and policies to guide public and private decisions aimed at the preservation of the Town's natural resources

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

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

The second major drainage way is Willow Creek, located in the north end of the Town. Willow Creek supplies the water source for the Deer Creek Hatchery, located just north of the Woodway

Town limits in the City of Edmonds. The Deer Creek Hatchery raises salmon for release into Puget Sound waters.

Priority Habitats and Species

The aquatic area of the Town's shoreline, Deer Creek and Woodway Bluff are listed as Riparian Habitat Areas by the Washington Department of Fish and Wildlife (WDFW). Riparian habitat areas are defined as the area adjacent to aquatic systems with flowing water (e.g., rivers, perennial or intermittent streams, seeps, springs) that contain elements of both aquatic and terrestrial ecosystems which mutually influence each other. Riparian habitat encompasses the area beginning at the ordinary high-water line and extends to that portion of the terrestrial landscape that directly influences the aquatic ecosystem by providing shade, fine or large woody material, nutrients, organic and inorganic debris, terrestrial insects, or habitat for riparian-associated wildlife. It includes the entire extent of the floodplain and encompasses the entire extent of vegetation adapted to wet conditions as well as adjacent upland plant communities that directly influence the stream system.

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 soil is poorly drained, characterized by perched water table conditions during the winter months.

Vegetation and Wildlife

The Town of Woodway is best described as an example of a Puget Sound Lowland Douglas Fir/Salal plant community. A plant community of this type is characterized by the predominance of coniferous trees such as Western Hemlock (*Tsuga heterophylla*), Western Red Cedar (*Thuja plicata*), Douglas Fir (*Pseudotsuga menziesii*), and Grand Fir (*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 vitifolus*), 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 plant community has limited the number of species as well as the fact that the Town lies adjacent to a densely

urbanized area. Within the Town's undisturbed natural areas, particularly the bluff along Puget Sound, one might encounter deer, raccoons, opossum, coyotes, squirrels, mountain beaver, and other assorted small rodents. These areas provide habitat and an irreplaceable natural corridor through which wildlife can pass. The Deer Creek basin also provides an east-west corridor for wildlife to access Puget Sound and connect to the bluff area, which provides additional wildlife 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, as well as Woodpeckers, Jays, Band-Tailed Pigeons, Blue Herons, and Quail. Migratory songbirds and resident waterfowl are present to the extent there is available habitat such as wetland areas with open water. Birds Connect (formerly the Puget Sound Audubon Society) has recorded 78 bird species present within the Town including Bald Eagles and Pileated Woodpeckers, which are listed on the state and federal endangered/threatened species list.

The drainage basins within the Town may provide habitat for salmonid species (i.e., Trout and Salmon), particularly the creeks in the north end of Town that flow to the Deer Creek Hatchery located in Edmonds, and then out to the Sound. Natural drainage basins within the Town are generally well shaded and surrounded by native vegetation such that if sufficient flows are present and the basin gradient is not too steep, creeks within these basins may support native fish populations. 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 Endangered Species Act 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 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.

<u>Surface and Groundwater Resources</u>
Woodway has four groundwater drainage basins:

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

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

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

Environmentally Critical Areas

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

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

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

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

Native Growth Protection Areas

Woodway owns two parcels that have been designated as native growth protection areas. A native growth protection area (NGPA) is an area which is to be left permanently undisturbed in a substantially natural state and in which no clearing, grading, filling, building, or construction of any kind is allowed. An exception may be made for fencing or similar protective barriers. See Figure 3-4.

Olympic NGPA

When the original subdivision plat was filed in 1905, Snohomish County accepted a land donation of "Olympic Park". When the Town was incorporated in1958, 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 NGPA contains approximately ten acres and is divided by the Burlington Northern Railroad right of way that runs along the shoreline.

There is no public access to the Olympic NGPA due to steep terrain and years of erosion. At one time, there was a beach at the base of the bluff and stairs to facilitate access. However, the stairs have disappeared, and the beach has been eroded.

Highlands NGPA
When the Town Council approved the Woodway Highlands subdivision, several areas of the subdivision were identified as NGPAs. While many of them were incorporated into the Carla Nichols Reserve, one remains a separate NGPA.

CONSERVATION GOALS AND POLICIES

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, riparian habitat areas and other critical and sensitive areas play in our ecosystem through the administration of the Town's Critical Areas Ordinance.

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

CG-4 To protect the Town's aquifer recharge areas.

CG-5 To protect and enhance the Town's streams and the functions and values of wetlands.

CG-6 To administer the Town's adopted development regulations to prevent water quality degradation and fish and wildlife habitat loss and minimize the loss of public and private property in geologically hazardous areas.

CG-7 To coordinate with Snohomish County additional stakeholders, local tribes, 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-8 To integrate information from local watershed planning processes, salmon recovery plans, climate change plans, ecosystem recovery plans, and relevant tribal plans to identify important habitats and species of local and tribal importance.

CG-9 To utilize the substantive authority of the State Environmental Policy Act (SEPA) to condition development proposals to identify environmental impacts on the Town's natural and built resources and require attendant mitigation measures.

CG 10 To support actions that substantially reduce greenhouse gas emissions in support of state and regional goals and planning policies set out in *Vision 2050*.

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.

LCP-2 To administer the Town's tree preservation ordinance aimed at preserving and enhancing the Town's natural wooded character and promoting vegetative management practices that will maintain the Town's unique natural setting and open space. New development and re-development proposals should include efforts to preserve existing trees as part of the site design.

LCP-3 To identify the general location of the Town's Critical Areas, including fish and wildlife habitat areas, aquifer recharge areas, geologically hazardous areas, wetlands, and streams, on the official critical areas map.

LCP-4 To protect and restore environmental quality through land use plans, surface water management plans and programs, and development review. Use Best Available Science techniques to ensure the success of protection and restoration efforts, including, but not limited to, low impact development or other strategies approved or endorsed by the state's resource agencies.

LCP-5 To retain native vegetation and coniferous and deciduous trees in rights-of-way, in some setback and buffer areas, in open space areas and, to the extent possible, on the developable areas of individual lots.

LCP-6 To require new development activity to protect and preserve identified critical and sensitive areas.

LCP-7 To promote innovative design and planning that ensures the protection of critical and sensitive areas while allowing for reasonable use and development of property.

LCP-8 To amend the zoning code and other development regulations as necessary based on the Best Available Science to provide for protection of critical and sensitive areas while allowing for reasonable use and development of property.

LCP-9 To cooperate with Olympic View Water and Sewer District to implement specific measures for the protection of water quality including the designation of wellhead protection areas related to the Deer Creek.

LCP-10 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.

LCP-11 To coordinate with Snohomish County when updating the Hazard Mitigation Plan for Woodway to include wildfire as a significant risk factor and to promote community awareness and preparedness related to wildfire mitigation.

Air Quality Policies

AQP-1 To maintain significant vegetation that will enhance air quality and to minimize the potential of air pollution from land uses that generate high volumes of vehicular traffic.

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

WRP-1 To designate Deer Creek Springs as a Wellhead Protection Area and protect the Deer Creek Watershed through prohibition of uses and encroachments that may harm water resources.

WRP-2 To promote environmentally sound stormwater management and water resource practices to protect groundwater and manage surface waters from pollution.

WRP-3 To permit a range of wastewater disposal systems (private on-site septic and public sewer) intended to reduce the flow of effluent to Puget Sound. In the event that on-site systems fail and threaten water quality, facilitate the extension of sewer lines.

WRP-4 To preserve the functions and values of wetlands, streams and terrestrial habitats through the administration of the Town's development regulations.

WRP-5 To retain native vegetation within riparian corridors and enable re-vegetation to protect and enhance the corridor's function and values and encourage the removal of invasive vegetative species.

WRP-6 To administer the Town's Critical Area Ordinance applicable to wetlands, streams, and aquifer recharge areas for land development activities to ensure the protection of water resources.

WRP-7 To protect wetlands by maximizing stormwater infiltration opportunities where possible and promoting the conservation of forest cover and native vegetation.

WRP-8 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-9 To identify and regulate land uses that could have a potential significant adverse impact on groundwater quality and/or quantity.

Geologically Hazardous Area Policies: Landslides and Steep Slopes

GHAP-1 To coordinate with Snohomish County, Washington State Department of Ecology, State Department of Natural Resources (DNR), and other agencies with specific knowledge, to identify and designate areas of geological hazards.

GHAP-2 To administer the Town's Critical Areas Ordinance for land use proposals located in geological hazardous areas to ensure that site work and structures are properly designed to minimize the risk of property damage, injury to occupants, and environmental degradation.

GHAP-3 To require geotechnical studies to evaluate seismic risks and to identify appropriate measures to reduce such risks.

GHAP-4 To require development adjacent to sensitive areas to preserve native vegetation, including unique habitat areas.

GHAP-5 To apply the Town's critical area regulations to proposed developments adjacent to or within landslide hazard area to minimize risk, protect the environmental critical area and promote public safety.

Fish and Wildlife Habitat Policies

FWHP-1 To designate the Woodway bluff and Deer Creek corridors as priority habitats as identified on the Department of Fish and Wildlife Conservation Priority Habitat map as critical wildlife and terrestrial and aquatic 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 fucus*
Myotis Bat	*Myotis sp.**(*WA priority species)*
Sea Otter	*Enhydra lutris**(*WA priority species)*
Bald Eagle	*Haliaeetus leucocephalus**(*WA priority species)*

Band-tailed Pigeon	*Columba fasicata*
Barred Owl	*Strix varia*
Belted Kingfisher	*Ceryle alcypn*
Cooper's Hawk	*Accipeter 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	*Accipeter stratus*
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 Policy

NAP-1 To enhance and/or maintain natural wooded areas to buffer residential areas from the Town's streets or other obtrusive noise generating sources.

Plants and Wildlife Policies

PWP-1 To protect natural habitats from destruction or disruption.

PWP-2 To maintain a plant and wildlife inventory of current flora and fauna habitats and species and to monitor changes as development occurs.

PWP-3 To develop a noxious weed abatement program applicable to both public and private properties.

Climate Change Policies

CCP-1 To protect and restore the Town's natural resources that sequester and store carbon such as forests, wetlands, estuaries, and tree canopy.

CCP-2 To support PSRC's and Snohomish County's climate change policies directed at the reduction of regional greenhouse gas emissions and vehicle miles traveled.

Figure 3-1: Critical Areas

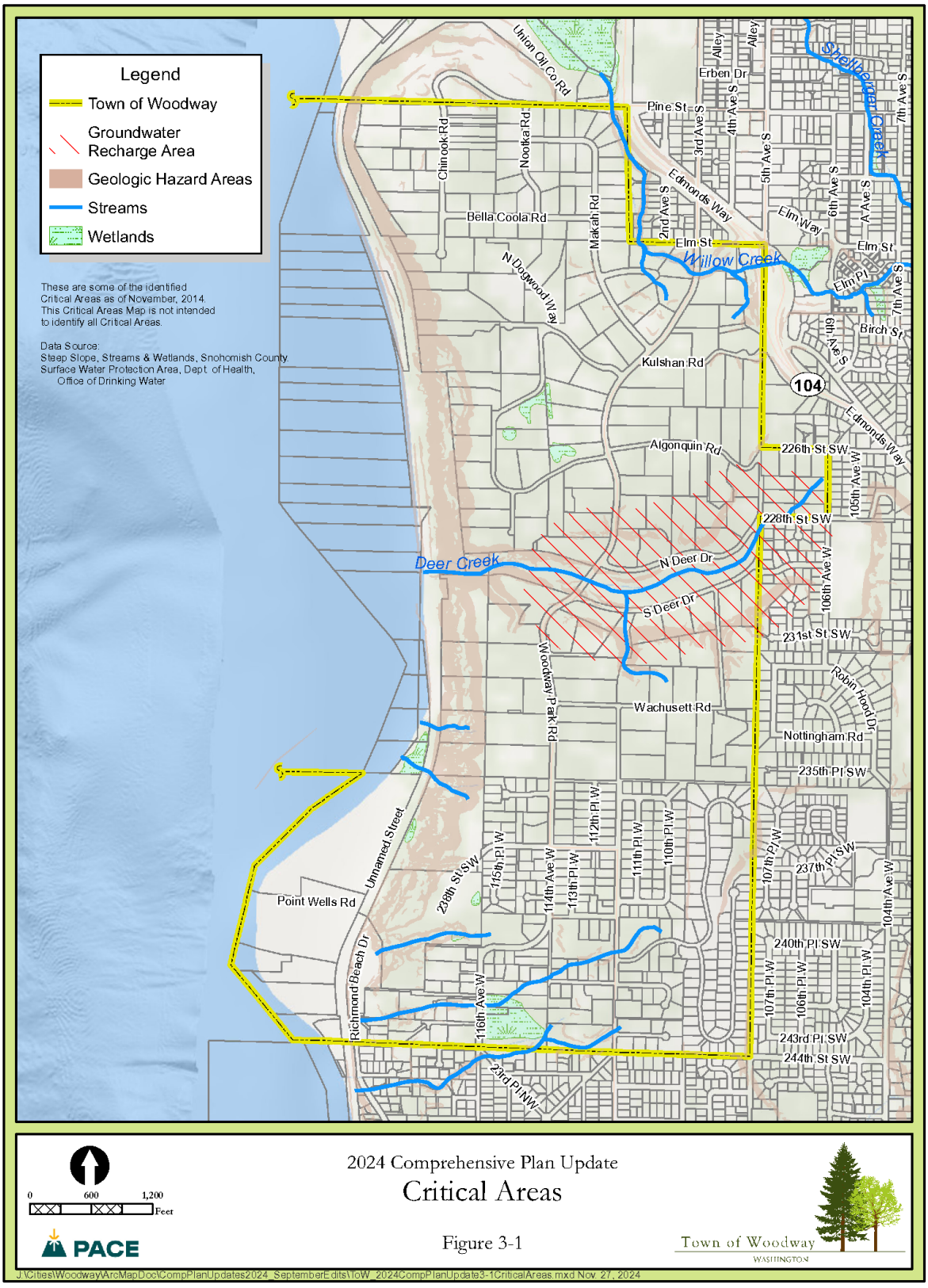


Figure 3-2: Critical Areas: Fish and Wildlife



Figure 3-3: Wellhead Protection Areas

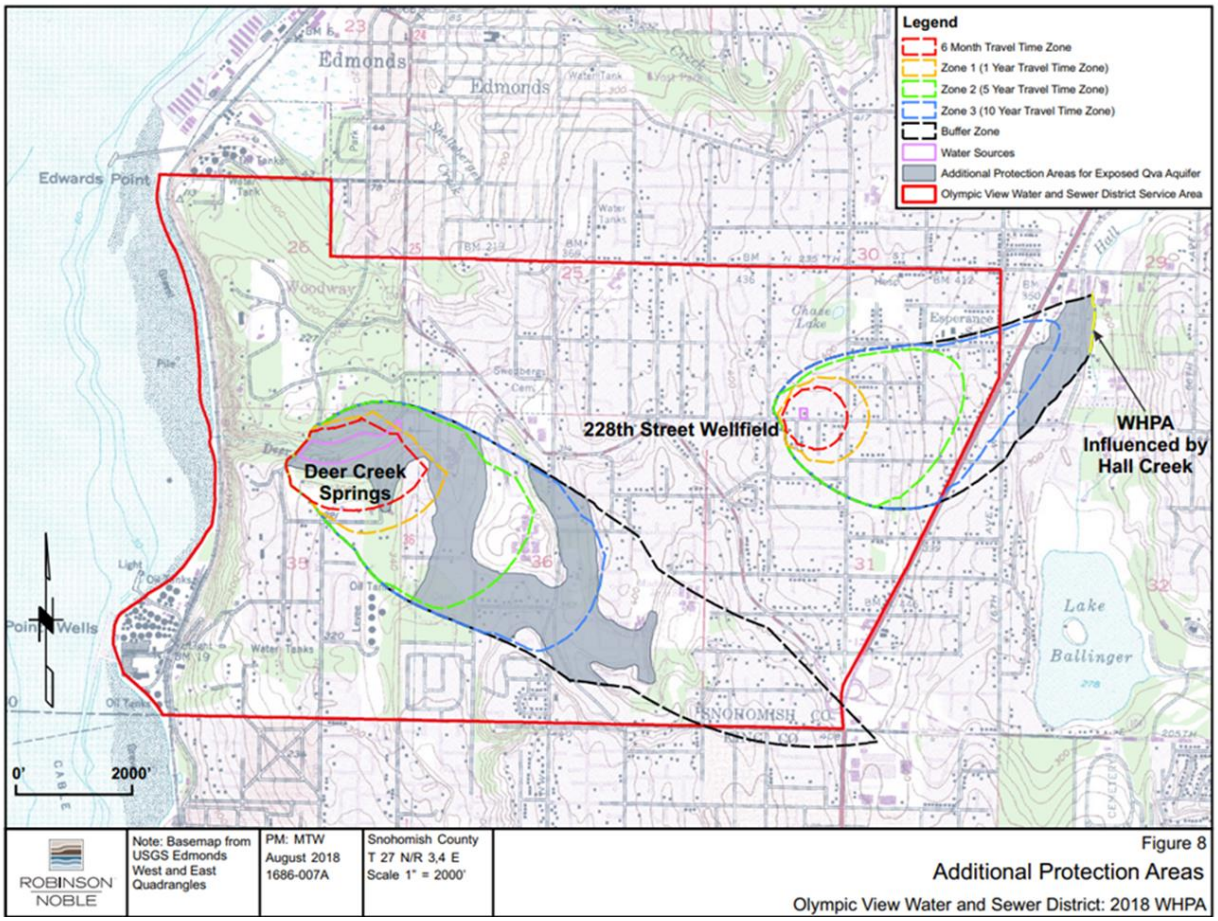
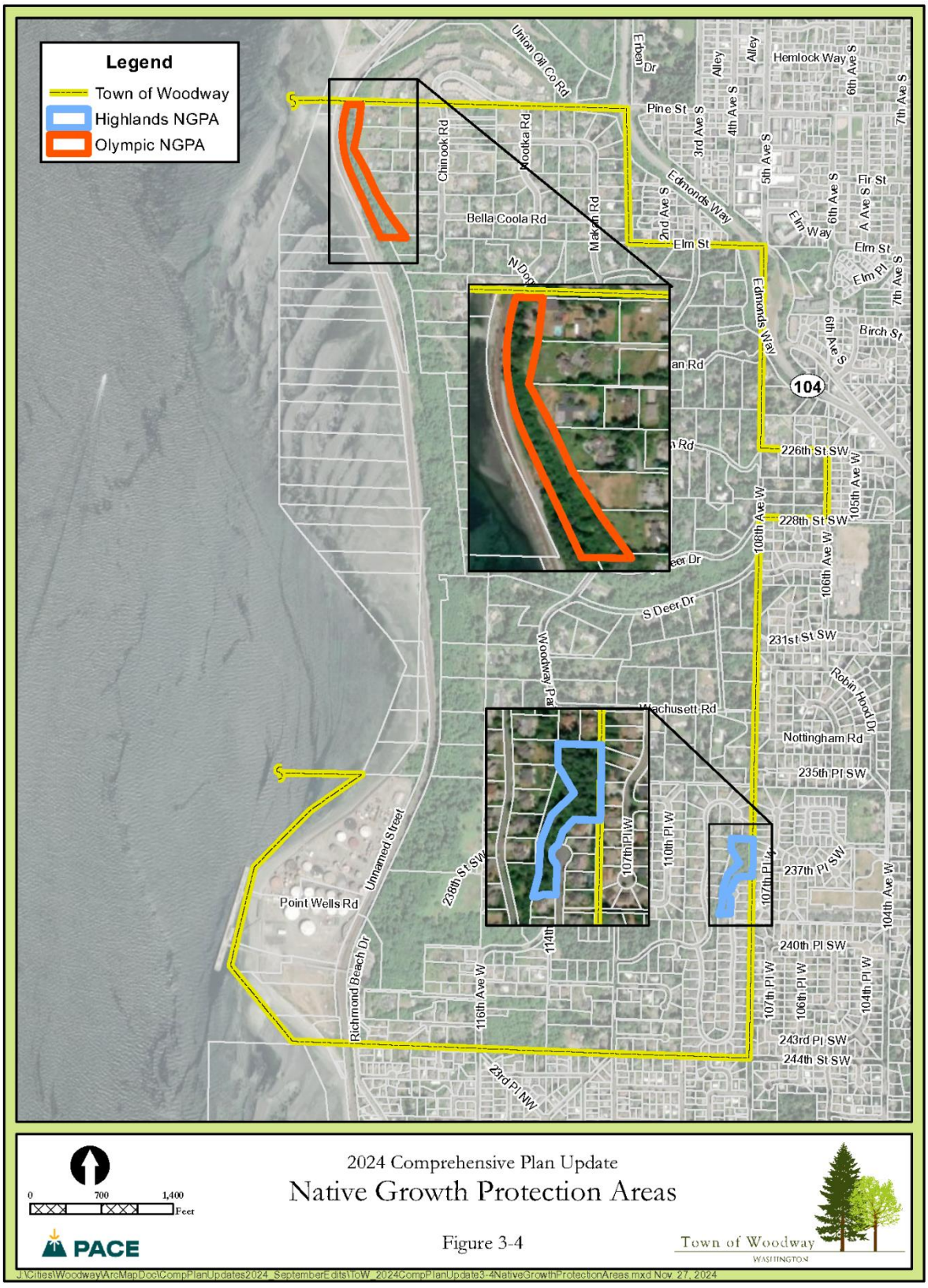


Figure 3-4: Native Growth Protection Areas



CHAPTER 4: TRANSPORTATION ELEMENT

Introduction

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

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

Roadway Classification System

The Functional Roadway Classification System is a standard used by traffic engineers 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.

- Street rights-of-way provide circulation throughout the Town and to neighboring jurisdictions for bicyclists.

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

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

State Route 104 serves as the primary travel route between the Edmonds ferry terminal and State Route 99 and Interstate 5. The right-of-way of this route encroaches into portions of the northeasterly corner of the Town. Level of service standards for the adjacent State Route 104 are outside of the Town's jurisdiction. Traffic-related impacts to the adjacent state-owned transportation facilities are and will be minimal due to the residential nature of the Town and its relatively small population. Table 4-1 describes the condition of the Town's transportation system as determined by the Town's Public Works Director.

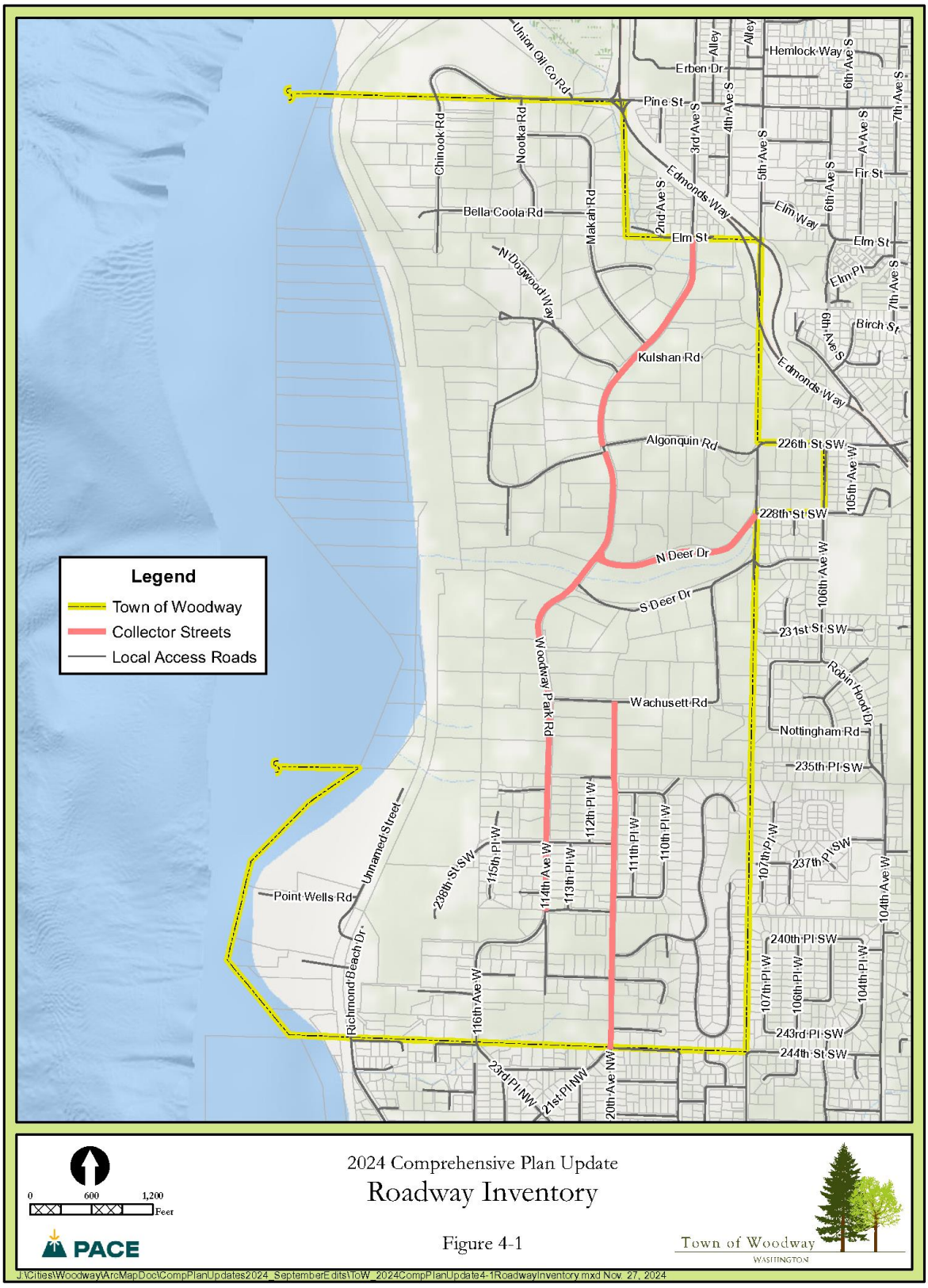
Table 4-1: Motorized Classification System & Condition

Classification	Street	Condition
Collector Street	Timberlane, Woodway Park Road, and North Deer Drive	Good
Local Access Road	All other public roads	Good

Inventory and Analysis

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

Figure 4-1: Roadway Inventory



Transportation Demand Management Strategies

The GMA requires transportation elements to include transportation demand management (TDM) strategies to help meet a community's travel needs and make more efficient use of existing transportation systems. TDM strategies have proved to be an effective way to reduce the need for costly roadway capacity improvements, especially if congestion occurs primarily during peak hours.

Given Woodway's geographic location adjacent to Puget Sound and outside of major arterial connections to employment and high-capacity transit corridors, the major TDM strategy for the Town is to focus on non-motorized transportation modes that may reduce the need for motorized travel altogether.

Woodway's streets provide a link from the City of Shoreline/King County bicycle system to the City of Edmonds and Snohomish County system. From Shoreline, the principal route follows 20th Avenue Northwest to Timber Lane, 238th Street Southwest and north on Woodway Park Road to 3rd Avenue South in Edmonds. This route receives significant amounts of bicycle traffic as 20th Avenue Northwest is identified in the King County Bicycling Guide map and 3rd Avenue is a connector to the surrounding Edmonds and Snohomish County bicycle route system as identified in the City of Edmonds 2015 Bikeway Comprehensive Plan.

Figure 4-2 illustrates the bicycle route through the Town. Providing dedicated bike lanes was not feasible due to limited right-of-way, topographic constraints, impacts to landmark trees, and cost. Shared lanes have become the nationally accepted method to improve bicycle mobility through urbanized areas. Implementing this alternative is inexpensive and includes pavement markings and signage to notify drivers to expect bicyclists in the travelled lanes, while at the same time educating the bicyclists about where to ride within the travelled lane. Shared lanes are commonly used throughout the Puget Sound in many neighboring jurisdictions. Figure 4-3 illustrates implementation of Shared Lane pavement markings and signage along Woodway Park Road bicycle routes through the Town.

Figure 4-2: Bicycle Routes

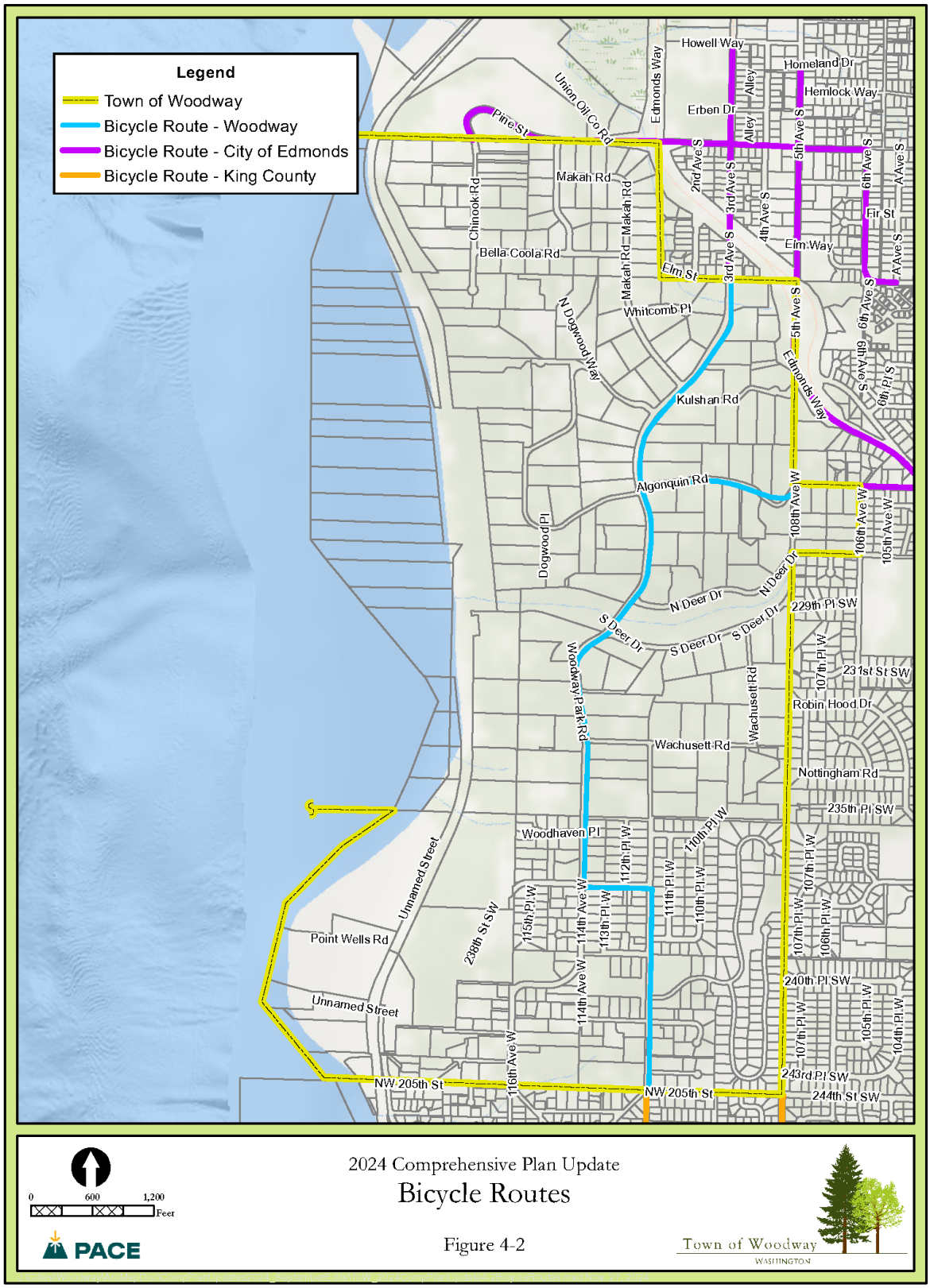
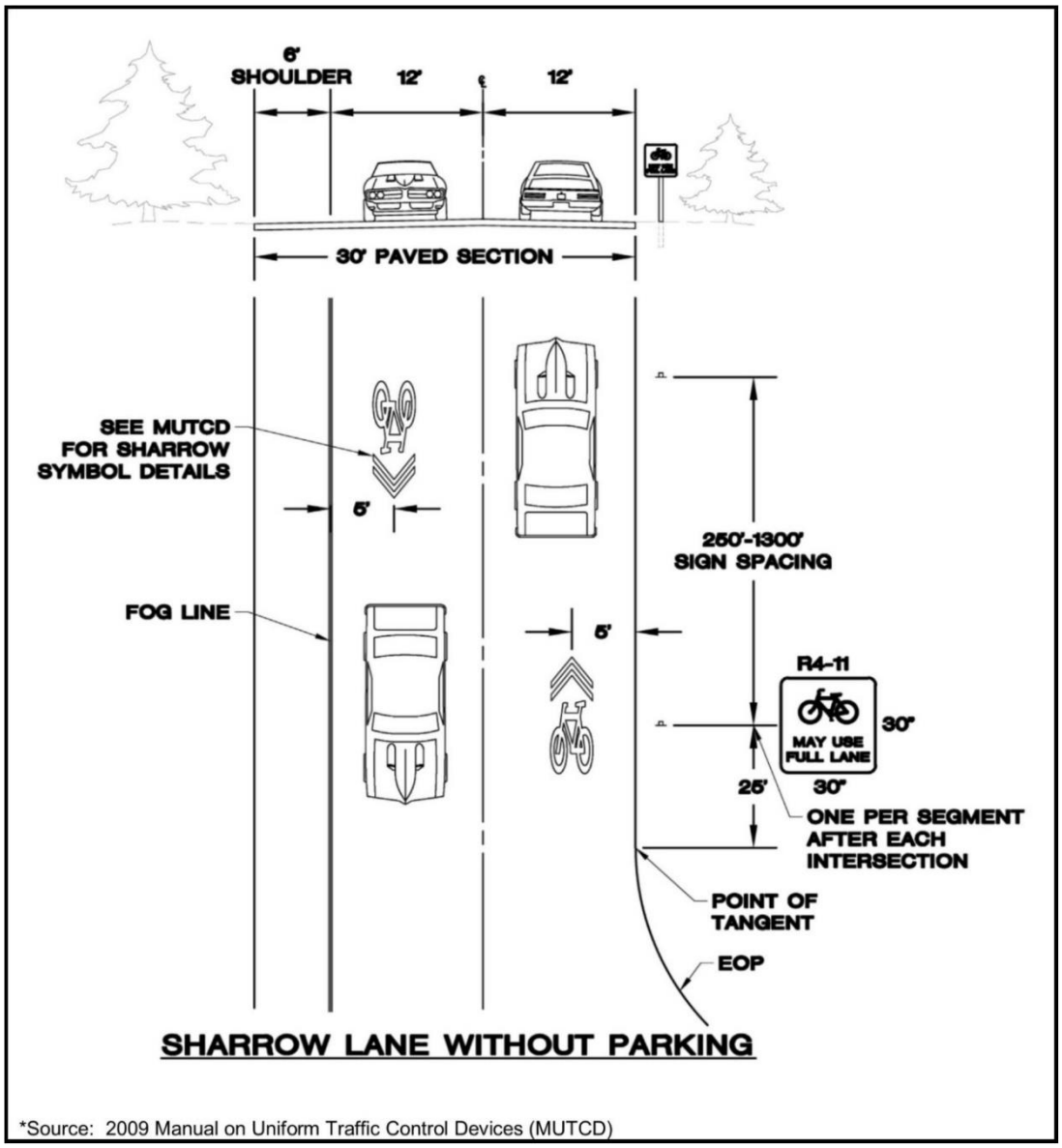


Figure 4-3: Shared Lanes



WOODWAY PARK ROAD WITH SHARROW LANE



*Source: 2009 Manual on Uniform Traffic Control Devices (MUTCD)

Mass Transit

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

Sound Transit operates a commuter rail station located in Edmonds as part of the Everett-Seattle commuter rail line, which provides commuter rail service between Everett, Seattle, and Tacoma. Sound Transit commuter rail expansion plans between Everett and Seattle include a potential multi-modal station at Edmonds and in conjunction with the Washington State Ferry System and improvements to the Mukilteo station. Parking and access improvements to Edmonds station are planned to be completed in 2034.

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

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

Table 4-2: Fixed Route Service*

All Routes are ADA accessible and have bicycle carrying capacity

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

* Subject to change due to budget constraints.

Multimodal Level of Service Standards

The GMA and *Vision 2050* require jurisdictions to include multimodal level of service standards for its transportation facilities. In Woodway, the facilities include motorized and non-motorized modes. For motorized modes 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.

Motorized

Level-of-service is a qualitative stratification of a performance measure that represents the quality of service experienced by the user. The Highway Capacity Manual defines six levels of service with LOS A the best and LOS F representing failure of the system.

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

Table 4-3: Intersection Delay Time

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

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

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

Table 4-4 presents the current level of service standard for Town intersections and a comparison of the 2015 AM and PM peak hour level of service against the forecasted 2044 level-of-service based on peak hour traffic projections determined from estimated growth in Town population.

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

Intersection	Control	2015		2044	
		AM	PM	AM	PM
Timber Lane at 238th Street Southwest	All-Way Stop Control	A	A	A	A
Woodway Park Road at 238th Street Southwest	All-Way Stop Control	A	A	A	A
Woodway Park Road at Algonquin Road	Stop Control	A	A	A	A

* Source: 2015 Comprehensive Plan

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

Non-motorized

The level of service standard for non-motorized transportation services is limited to bicycle routes. Due to the low traffic volume and minimal bicycle route network, quantifying a level-of-service standard is impractical. Instead, a qualifying standard is used that includes ensuring that the combined system is well maintained with an emphasis on safe accessibility.

Future Growth - Ten Year Traffic Forecast

Since incorporation in 1958, Woodway's population has increased from 400 to 1,345 as of April 1, 2024. The Town's 2044 adopted population target is 1,751 – a growth of 406 people during the 20-year period. This results in a growth rate of approximately 19.3 persons per year, or 01.5 percent per year. This annual growth rate was applied to existing Average Daily Traffic (ADT) and PM peak hour traffic volumes to estimate 2033 (ten-year peak hour volumes) for the Town's two most traveled roads- Woodway Park Road and Timberlane Road

Table 4-5: Woodway 2033 Traffic Forecast

Road	2023 ADT	2023 PM Peak	2033 ADT	2023 PM Peak
Woodway Park Road	9,656	965	11,145	1,114
Timberlane Road	2,100	210	2,431	241

Growth will be limited to residential development outside of the UV zone district. The traffic volumes resulting from the development of new single-family housing opportunities within the Town will be minimal due to the limited number of large parcels that could accommodate

additional residential development. The proposed level of development activity through 2044 within the single-family zone districts is not expected to generate a significant volume of additional traffic nor have an adverse impact on vehicular Level of Service at Town intersections.

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

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

Future Needs and Alternatives

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

Because 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 often used for bicycling. The Town may consider appropriate signage and lane markings to identify the primary bicycle route through the Town as part of the Town's Six-Year Street Plan.

Transportation Improvements - Financing Strategy and Funding Options

The Town reviews its six-year street plan annually to evaluate the identified projects, priorities, and funding sources. Emergency road repairs are done on an as-needed basis. The street plan, funded by the Town's Capital Reserve Fund, identifies improvements to the Town roads. (Note: The Transportation Improvement Plan is referenced in the Capital Facilities/Utilities Element.)

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

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

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

- Small City Pavement Preservation Program (SCPPP) for pavement maintenance. This program only applies to streets designated as arterials by the Transportation Improvement Board.

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

    - Pedestrian and Bicycle Program to improve pedestrian and bicycle safety and mobility.

    - Safe Routes to Schools Program to increase the number of children walking and biking to school safely.

Another method to fund transportation improvements for cities and counties is through a Transportation Benefit District. Transportation Benefit Districts (TBDs) are quasi-municipal corporations with independent taxing authority, including the authority to impose property taxes and impact fees for transportation purposes. RCW 35.21.225 governs formation by cities. TBDs have several revenue options subject to voter approval:

- Property taxes – a one-year excess levy or an excess levy for capital purposes.

- Up to 0.3% sales and use tax.

- Up to $100 annual vehicle fee per vehicle registered in the district with voter approval; and

- Vehicle tolls.

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

1. Annual vehicle fee up to $50, implemented in phases. This fee is collected at the time of vehicle renewal.

2. Up to 0.1% of the 0.3% sales and use tax option.

3. Transportation impact fees on commercial and industrial buildings (residential buildings are excluded).

Although the Town currently does not anticipate a shortfall in funding transportation projects, any unanticipated shortfalls in funding will be addressed as they occur. If the above revenue

sources mentioned above fall short of funding planned street projects, revisions to the TIP or transfers from the general fund will be used to adequately fund specific transportation projects.

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 guiding transportation decisions regarding future improvements and funding. Goals are identified as TG (Transportation Goal) and policies are identified as TP (Transportation Policy):

Transportation Goals

TG-1 To provide adequate streets and circulation for traveling to and from neighborhoods and maintain the adopted Level of Service standards for the Town's transportation facilities.

TG-2 To enhance community livability by providing a connected motorized and non-motorized transportation network.

TG-3 To create desirable and safe streetscapes.

Transportation Policies

TP-1 To meet federal and state air quality requirements and work with state, regional, and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

TP-2 To design and maintain Town streets according to the Town's motorized classification system.

TP-3 To lessen traffic congestion and accidents with appropriate controls including but not limited to:

- Maintenance of existing streets.
- Timely mapping of proposed future streets.
- Proper regulation of streets in new developments.
- Construction, enhancement, and maintenance of bicycle routes.
- Proper setback and other land use regulations affecting streets.

- Reasonable requirements for off-street parking for activities which generate traffic; and
- Enforcement of vehicular traffic regulations.

TP-4 To participate in the planning of regional transportation facilities with surrounding jurisdictions. Further, the Town shall review development projects and strive to mitigate impacts from such projects on Woodway's transportation network.

TP-5 To minimize cut-through traffic on residential streets.

TP-6 To employ appropriate traffic calming measures that will enhance the quality of life and transportation safety for residents by:

- Reducing collision frequency and severity.
- Maintaining the posted speed limits and slowing speeding vehicles,
- Increasing the safety and the perception of safety for non-motorized users of the street(s).
- Reducing the need for police enforcement; and
- Enhancing the street environment (e.g., streetscape).

TP-7 To work with other agencies to pursue funding for streetscape improvements.

TP-8 To recognize the importance of walking in the Town and the contribution walking makes to personal health, mobility, and environmental objectives.

TP-9 To establish design guidelines for streets in Woodway to ensure they are consistent with the Town character.

TP-10 To maintain bicycle routes in coordination with the King County Bicycling Guide map and the City of Edmonds Bikeway Comprehensive Plan.

TP-11 To maintain the Town's adopted Level of Service standard A, as described in the Highway Capacity Manual. This applies to all movements at all intersections and driveways on Town streets.

TP-12 To enact street standards that maintain the existing street width to enhance safety and discouraging high speeds and pass through traffic.

TP-13 To coordinate with the Snohomish County Department of Emergency Management to include critical transportation facilities, such as the Deer Creek bridge, in updates to the Town's Hazard Mitigation Plan.

TP-14 To coordinate with Community Transit and utilize the Town's newsletter and website to inform residents with special and mobility needs of transportation access options from Woodway neighborhoods to regional destinations.

TP-15 To maintain and improve the Town's streets system, with an added emphasis on stormwater management facilities that improve water quality and applicable fish passage habitat.

TP-16 To create an ADA Transition Plan for transportation by evaluating current facilities and creating a program to address deficiencies as required by RCW 36.70A.070.(6) (a) (iii)(G).

CHAPTER 5: HOUSING ELEMENT

Introduction

The purpose of the Housing Element is to provide for the preservation, improvement, and development of housing, ensure that adequate land is available to support the demand for new housing units throughout the planning period (2044) and comply with the legislative amendments to the Growth Management Act affecting the housing element section of local comprehensive plans.

As a mandatory element of the comprehensive plan, the Housing Element is organized as follows:

- A discussion of the general background of the state, regional, and county housing policies that provide guidance for the preparation of the required housing element.
- An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth.
- The identification of sufficient capacity of land for housing including housing for all established income levels.
- Provisions for existing and projected housing needs of all economic segments of the community.
- The identification of social housing issues that result in racially disparate impacts, displacement, and exclusion in housing; and
- A statement of goals and policies that provide for the preservation, improvement, and development of housing, including single-family residences and moderate density housing options consistent with those provided in the Growth Management Act.

State, Regional, and Countywide Housing Planning Policies

The Growth Management Act (GMA) was adopted in 1990 that provides directives to local governments for the preparation of their comprehensive plans. Among these directives are statutes that require all jurisdictions to prepare a housing element as one of the mandatory elements of their comprehensive plan and to update their comprehensive plan every ten years to ensure they can accommodate new 20-year growth forecasts prepared by the state's Office of Financial Management.

In 2022, the Puget Sound Regional Council adopted the regional growth strategy (*Vision 2050*) that includes a set of multicounty planning policies that provides a framework of how the region will grow over the next 20 years. Also in 2022, the Snohomish County Council adopted the

Snohomish Countywide Planning Policies (CPPs) that are consistent with the provisions of *Vision 2050* and provides the framework for the preparation of local comprehensive plans and the required plan elements by the County and its cities/towns.

Related to the GMA housing element requirement, both *Vision 2050* and the Snohomish CPPs provide general policies to address housing needs. The *Vision 2050* housing goal is presented below:

> ***Housing.*** *The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.*

The Multicounty Planning Policies (MPPs) provide a regional policy framework for housing, which includes consideration of affordability, home ownership, housing location, and housing choice. In particular, the Housing chapter of *Vision 2050* identifies the need for local action as a critical component in the provision of affordable housing. It includes policies related to affordability, displacement, and jobs-housing balance and places significant emphasis on locating housing near growth and employment centers and transportation and transit corridors.

The Snohomish Countywide Planning Policies includes the following goal for housing:

> ***Housing Goal:*** *Snohomish County and its cities shall promote fair and equitable access to safe, affordable, and accessible housing options for every resident through the expansion of a diverse housing stock that is in close proximity to employment, services, and transportation options.*

One of the specific housing policies to implement the above goal is for the County, in collaboration with cities, to prepare a report that contains housing-related data to be used in the preparation of each jurisdiction's required housing elements. Countywide Housing Policy HO-5 provides that the county will update its *Housing Characteristics and Needs Report,* that was originally prepared in 2013, to address the following general information that will be used by local jurisdictions to update their required housing elements:

- *The provision of various measures to implement or support CPPs on housing, especially measures taken to support housing affordability.*
- *The supply of housing units, including subsidized housing, by type, tenure, affordability, and special needs populations served.*
- *The supply of land that is undeveloped, partially used/or has the potential to be developed or redeveloped for residential purposes.*
- *The number of housing units necessary to meet the various housing needs for the projected population of households of all incomes and special needs populations.*

- *The evaluation of the risk of physical and economic displacement of residents, especially low-income households and marginalized populations.*

Legislative Amendments to GMA Affecting Comprehensive Plan Housing Elements

In 2021, the Washington Legislature changed the way communities are required to plan for housing. House Bill 1220 (HB 1220) amended the Growth Management Act housing goal to "plan for and accommodate" housing affordable to all income levels. Whereas the previous goal required local jurisdictions to "encourage" housing affordable to all income levels, the amended goal now requires local jurisdictions to "accommodate" affordable housing to all income levels. The recent amendment significantly changes how jurisdictions are to plan for housing in the housing element of their comprehensive plans.

The GMA (RCW 36.70A.070) now requires housing elements to:

1. *Include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;*

2. *Include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options;*

3. *Identify sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households;*

4. *Make adequate provisions for existing and projected needs of all economic segments of the community, including:*

    a. *Incorporating consideration for low, very low, extremely low, and moderate-income households;*

    b. *Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;*

    c. *Consideration of housing locations in relation to employment location; and*

    d. *Consideration of the role of accessory dwelling units in meeting housing needs;*

5. *Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing;*

6. *Identify and implement policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;*

7. *Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and*

8. *Establish anti displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.*

In addition to the 2021 amendments to GMA, the legislature passed two major housing bills in 2022 requiring jurisdictions within urban growth areas to provide additional housing in areas predominantly zoned for single family uses. House Bill 1110 is referred to as the "middle housing" bill and HB 1337 provides for the addition of accessory dwelling units in residential zones. Both additions to GMA are intended to increase housing supply and affordability.

The middle housing bill defines middle housing as those housing types between single-family residences and mid-rise, multi-family development. Middle housing types included in the new state law are duplexes up to sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. The legislation creates three tiers of jurisdictions based on population levels that are required to amend their respective zoning ordinances to allow an array of middle housing types. Woodway is included as a tier III city/town with a population of less than 25,000. As such, the Town's zoning ordinance will be amended to provide for additional housing opportunities to comply with state law.

The accessory housing bill requires cities to allow accessory dwelling units in all residential zones on lots that are not constrained by critical areas, their buffers, or on-site sewerage disposal systems. Accessory dwelling units (ADUs) can be configured as attached to the primary residence or detached such as over a garage. The ADUs are not subject to owner occupancy requirements of the primary residence and can be administered with parking and design review standards that are not more restrictive than those imposed for the primary residence. Implementation of these new bills will be provided in amendments to the Town's zoning regulations that must be adopted by June 2025.

Inventory and Analysis

To address the inventory and analysis requirement, the Woodway housing inventory is presented through a series of tables that display data on housing conditions, housing tenure, household size and household income. The information for Woodway was prepared by Snohomish County from data sources that include the State Office of Financial Management, Department of Commerce, the 2020 US Census and the American Community Survey section of the US Census.

The *2023 Snohomish County Housing Characteristics and Needs Report* mentioned above, provides data to local jurisdictions to use for the inventory and analysis section of their respective housing elements. The report's information for the County and its cities/towns serves as the basis for the projection of housing needs as required by the recent amendments to the GMA.

Beginning with housing conditions, Table 5-1 shows the major Town subdivisions and their respective platting year and condition (the chart does not include smaller short plats that have been approved in earlier years). The Woodway housing composition is in good to excellent condition. Homeowners take pride in their properties and routinely maintain housing structures, which contributes to ensuring the vitality and character of the residential neighborhoods.

Table 5-1: Woodway Housing Conditions

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

Fourteen percent of Woodway's housing stock was built prior to 1950. The following tables display the Town's population, housing, income characteristics from 2010 to 2020 based on US Census data.

Table 5-2: Woodway Population, Housing Characteristics, & Median Family Income 2010-2020

	2010	2020	% Change
Population	1,307	1,318	.84%
Housing Units	466	476	2.1%
% Owned/Rented	96/4	98.1/1.9	2.1/-98%
Average Household Size	2.90	2.88	-3.5%
Median Family Income	$140,000	$196,000	40%

Source: 2023 Snohomish County Housing Characteristics and Needs Report

As presented in Table 5-2 above, between 2010 and 2020, the Town added only 10 new housing units. The average household size in 2010 was 2.9 people per unit and 2.88 in 2020, which is slightly higher than the countywide average household size of 2.62 people per unit. The median family income increased by 40%, from $140,000 in 2010 to $196,000 in 2020. The Snohomish County area median income in 2020 was $89,273.

Table 5-3: Total Occupied/Housing Units 2020

Area	% of Owner-Occupied Units	# of Owner-Occupied Units	% of Renter-Occupied Units	# of Renter-Occupied Units	Total Occupied Units
Woodway	98.1%	448	1.9%	9	457

Source: 2023 Snohomish County Housing Characteristics and Needs Report

Table 5-4: Average Household Size

Area	Owner Households	Renter Households	All Households
Woodway	2.56	4.0	2.88

Source: 2023 Snohomish Housing Characteristics and Needs Report

The US Census estimated the population of Woodway in 2010 at 1,307 and the 2020 population of 1,318, less than 1% growth over the decade. Compared to Snohomish County as a whole, the county population increased by 16.1% from 713,355 to 827,957 in the same period. The number of homes in Woodway occupied in 2020 was 457 with 98.1% being owner-occupied and just 1.9% being renter-occupied. The household size for owner-occupied units was 2.56 and 4.0 for renter-occupied units, and as mentioned above, the average household size for both types of units in 2023 is 2.88 persons per unit.

Population and Housing Targets and Capacities

In addition to the *2023 County Housing Characteristic and Needs Report* addressed above, the GMA requires counties to prepare a report every eight years to review and evaluate whether a county and its cities are achieving planned urban growth by comparing it with actual growth and development that has occurred. The most recent evaluation report, referred to as the *2021 Buildable Lands Report* (BLR), was adopted by Snohomish County in 2022. The report documents the land capacity of each jurisdiction to accommodate its anticipated population and housing targets over the next 20 years. Note: the information included in these two documents had separate numbers for the Town (pre-annexation) and its MUGA. For ease of reference, the numbers have been combined to be consistent with the Town's 2024 annexation of Point Wells.

The quantitative projections for population and housing includes 2044 targets for the Town of Woodway. The targets have been allocated to all County jurisdictions based on the 20-year population forecast from the Office of Financial Management (OFM) and the *Vision 2050* regional targets for each county.

Based on the Snohomish County target from OFM, the County's Planning and Advisory Committee, of which Woodway is a member, worked to develop a jurisdiction-level population growth allocation that met the objectives of *2023 Housing Characteristics and Needs Report* and the regional plan while considering the capacity limitations and growth aspirations of individual

cities. That process resulted in population growth targets that are to be used for the preparation of local comprehensive plans. The Snohomish County 2044 population target is 1,136,309.

Table 5-5 below presents the estimated 2044 population target for the Town adjusted for the 2020 census data.

Table 5-5: Population Growth Targets 2020-2044

Area	2020 census	2044 Population Target	2035 Adj. Population Capacity (Buildable Lands Report)	2020-2044 Population Change	Surplus/ Deficit
Woodway	1,318	1,751	2024	433	273

Source: 2021 Buildable Lands Report

The 2021 Buildable Lands Report estimates a 2044 population target for the Town of 1,751 people resulting in the addition of 433 new residents.

Table 5-6 below establishes the number of new housing units needed by 2044 for the Town. The projection of housing targets for the County and cities is based on the methodology provided by the Dept. of Commerce and modified by the County. In general, the methodology involves taking the County population and dividing it by the average household size to arrive at the projected number of households. A common vacancy rate (6%) is then added to the projected households and then the 2020 existing household housing units are subtracted. This sum is the estimated number of new housing units needed by 2044. For Snohomish County that number is 167,443 new units.

The above methodology applied to Woodway is presented below in Table 5-6. Using the 2044 population target of 1,751 for the Town, dividing by the projected single family household size of 2.74 and the projected multi-family household size of 2.05 and adding a 6% vacancy rate results in a need of 237 additional units in the Town by 2044. The zoning capacity, however, is estimated to currently accommodate 831. A surplus of 118 units is projected to be available to accommodate the projected 2044 population target of 1,751 residents. Thus, as projected, the Town has adequate capacity to accommodate the 2044 population and housing units.

Table 5-6: Housing Growth Targets 2020-2044

Zoning	2044 Population Target	2020 Housing Units	2044 Housing Target (6% vacancy rate)	2044 Household size	Net new units needed by 2044	Zoning Capacity Housing Units	Surplus/ (Shortfall)
Single-Family	1,480	476	572	2.74	96	534	(38)
Multi-Family	271	0	141	2.05	141	297	156
Total	1,751	476	715		237	831	118

Source: 2021 Buildable Lands Report

Table 5-7: Additional Residential Capacity 2024

Zone District	Maximum Density – Units per Acre	Gross Surplus Acres*	Additional Housing Unit Capacity**	Population Estimate***
UV	44	12.6	297	543
UR	6.2	8.4	36	104
R-87	.5	17.4	4	12
R-43	1	6.9	3	9
R-14.5	3	5.6	11	31
Total		**50.9**	**351**	**699**

Source: 2021 Buildable Lands Report

* Includes vacant, pending as of 5/2021 and potentially re-developable land consistent with minimum lot area requirements of the underlying zone district

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

*** 1.83 residents per housing unit for UV zone (multi-family) and 2.88 for single-family zones

Table 5-7 displays the 2024 residential capacity within the Town. With the potentially available land area of 50.9 acres, an additional 351 units could be accommodated based on the existing zoning districts. When compared to the projected 2044 need of 237 units (see Table 5-6 above) within the Town, the surplus is 114 units. While there are several lots within the Town's boundaries that are larger than the minimum size required by the underlying zoning district, only a few could lend themselves to being subdivided due to the siting of improvements and adjacent

critical areas. Additional residential lots could be sited at Point Wells and on a portion of the Upper Bluff overlooking Puget Sound but may be limited due to the presence of critical areas related to wetlands, steep slopes, and landslide potential.

Projected Housing Supply and Needs by Income Level

The presentation of household income is important in that it is the foundation for addressing affordability. One of the requirements of recent GMA housing legislation is to provide an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth including units for moderate, low, very low, and extremely low-income households. Local housing elements are required to project the jurisdiction's housing needs according to different income levels that are established in the definitions section of the GMA and presented below in Table 5-8.

Table 5-8: Income Level Distribution per RCW 36.70A.30

Household Income Segment	Income Relative to Area Median Income (AMI)
Extremely Low Income	0-30%
Very Low Income	30-50%
Low Income	50-80%
Moderate Income	80 to 100%
Other	100-120%

Table 5-9 displays the median household income for Town and the County as a whole.

Table 5-9: Median Household Income

Area	Total Households	Median Income
Woodway	457	$196,000
Snohomish County	306,828	$89,273

Source: 2023 Snohomish Housing Characteristics and Needs Report

Based on the *American Community Survey, 2016-2020 5-year Estimates*, the median household income (gross) for Snohomish County is $89,273. This is the county median income, as distinct from the Housing and Urban Development Area Family Median income which includes the Seattle Bellevue Metro Area. The median income for the metro area is $113,300.

The Department of Commerce has provided the County with a methodology to project the housing needs by income level for each jurisdiction. The methodology calculates the additional housing capacity needed to accommodate the projected population growth. The total housing need must then be broken down further to identify housing need by income group and by special needs populations for each household income segment. The law does not require jurisdictions to plan for projected housing needs above the moderate-income level (80-100% of the AMI).

As presented below in Table 5-10, of the existing 476 Woodway housing units in 2020, 92.7% or 444 units are at or above the moderate-income level while 27 units are between the low and very low levels. These quantities will serve as the baseline for the projection of future units needed by income level for the 2044 planning period.

Table 5-10: Estimated Supply of Housing Units by Income Band (Percentage of Snohomish County AMI) 2020

Area	Total	<30%	30-50%	50-80%	80-100%	100/120%	>120%
Woodway	476	0	16	11	3	146	295
	100%	0%	3.4%	2.3%	0.6%	30.7%	62%
Total Snohomish County	317,348	2991	42,983	61,178	62,561	49,787	83,835
	100%	3.5%	13.5%	21.2%	19.7%	15%	26.9%

Source: 2023 Snohomish Housing Needs and Characteristics Report

As mentioned in the introduction section, the recent amendments to the housing element must include the GMA requirement to "ensure the vitality and character of residential neighborhoods" while addressing the following components:

- Identification of sufficient capacity of land for housing including housing for moderate, low, very low, and extremely low-income household,
- Making adequate provisions for existing and projected needs of all economic segments of the community including units for moderate, low, very low income levels,
- Identifying local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, and
- Including a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes.

In 2020, nearly 94% of the Woodway housing units were at or above the moderate-income range of 80% of the AMI ($89,273), while 5.3% of the housing units were at or below the low-income range; 50% of the AMI.

In addition to projecting the total amount of housing needed by 2044, RCW 36.70.A.070(b) requires jurisdictions to project the amount of housing need specifically by income band. Table 5-11 below illustrates the Town's projected housing need income bands, low to moderate (30% to 100% of the AMI) and above moderate (100% to 120% of the AMI).

Table 5-11: Projected 2044 Woodway Housing Units Needed by Income Level

Less than 30% of AMI	30-50%	50-80%	80-100%	100-120%	Greater than 120%	Total	Emergency Housing Needs
26	14	10	8	10	31	98	6

Source: Dept. of Commerce/2023 Housing Characteristics Needs Report

To responsibly plan for new housing units while "ensuring the vitality and character of residential neighborhoods", it is important to address where new housing units for all economic segments can be located. The amendment to the Act requires mandatory provisions for housing, including single family residences, and within an urban growth area boundary, moderate density housing including duplexes, triplexes and townhouses.

Given the historical character of Woodway that has been developed with low density residential neighborhoods situated among large expanses of native forests and open spaces, preserving and enhancing such neighborhoods is a basic housing principle for the Town. In addition, Point Wells is planned for a denser urban neighborhood that can accommodate multiple family units consistent with the housing provisions of GMA, *Vision 2050*, and the Snohomish Countywide Planning Policies.

Strategies to Achieve Housing Affordability

The available strategies to increase housing affordability are limited in most of the Town due to the historical residential, low-density development pattern and high cost of land for development or redevelopment. However, one strategy, that can be used to increase housing supply and associated affordability is the use of accessory dwelling units.

Amendments to the GMA in 2023 required all cities and towns within the urban areas to provide for the construction of accessory dwelling units on all lots zoned for single family uses. The intent of the amendments is to facilitate more affordable housing through accessory dwellings, which are smaller and less expensive than traditional single-family units, are frequently rented below market rate, can accommodate lower income families, and can provide housing for seniors who choose to age in place. Because the Town's zoning regulations do not currently address accessory dwelling units, the law allows jurisdictions to develop regulations within six months following the adoption of the current comprehensive plan update process. Thus, new regulations will need to be prepared and adopted by June 30, 2025.

Although housing options are limited, *The Point Wells Subarea Plan 2020* provides an array of moderate housing opportunities and housing types. In addition to market-rate housing, implementation of the subarea plan could include affordable housing programs to accommodate various income levels. Further, the Town will continue to support countywide housing options through its membership in the Alliance for Housing Affordability.

Assessment of Disparate Housing Policies and Regulations

The Woodway community was created 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". Since its incorporation in 1958, the Town has added 490 acres of upland area that houses 476 homes distributed among four single family residential zoning districts. The zoning districts include low densities ranging from six dwelling units per acre to the original Town platted lots of two acres. There are no commercial zone districts in the Town.

The platted low densities have contributed to the preservation of significant second growth forests and large expanses of open space that together define the environmental character of the Town that is greatly sought after in the rapidly densifying Southwest Snohomish and Northwest King County areas. Woodway is at an extreme end of the housing affordability compendium due to many circumstances that may have the effect of being racially disparate barriers: limited land supply with just 909 acres of nearly all developed land; high demand for preserved residential neighborhoods; a preponderance of single-family zoning; and homes with the highest average assessed valuations in Snohomish County.

The planned land use distribution of housing and employment for Point Wells provides an opportunity and pathway forward to address and overcome racially disparate impacts on housing with land use and density actions. Planned and zoned for mixed land uses that include residential densities ranging up to 44 units per acre, together with commercial, retail and office uses, redevelopment at Point Wells, will help to provide the opportunity for more dense urban housing types and help eliminate a major barrier to disparate housing in the Town.

HOUSING GOALS AND POLICIES

Housing Goals

HG-1 To preserve the vitality and character of established residential neighborhoods and provide for the development of housing types that complement the Town's character while promoting equal access to all.

HG-2 Accommodate a range of middle housing types and densities, as provided by the Growth Management Act.

Housing Policies

HP-1 To encourage new residential developments to provide housing choices that complement the character of existing neighborhoods.

HP-2 To conserve existing housing stock through public infrastructure investments such as street maintenance, storm drainage, and park improvements.

HP-3 To accommodate housing needs in a manner that recognizes the Town's historic character and changes in residential density and demographic composition.

HP-4 To consider innovative regulatory tools and strategies to increase housing types and supply and to address racially disparate impacts to housing affordability.

HP-5 To promote an increase in the Town's housing supply by enabling the addition of well-designed accessory dwelling units that complement the character of Woodway neighborhoods.

HP-6 To administer objective design review standards for middle housing types and accessory dwelling units that will complement single family neighborhoods.

HP-7 To continue to participate in the countywide effort to create affordable housing through financial support of the Alliance for Housing Affordability.

CHAPTER 6: CAPITAL FACILITIES/UTILITIES ELEMENT

Introduction

This Capital Facilities/Utilities Element is intended to serve as an assessment of the practicality of achieving the policies and actions of other elements of the plan. This Element covers improvements that are of relatively large scale, are generally non-recurring, and may require multi-year funding. As designated in the Town's Asset Management Policy adopted in 2024, a capital asset is defined as an item having a life exceeding one year and costing more than $5,000. As a general definition, capital facilities are structures, equipment, improvements, or other major assets. Improvements or major assets are relative terms. For example, a major improvement for the Town of Woodway, such as a two-inch street overlay, is a major capital facility in the Town, but would just be considered a maintenance item in a larger city.

Background

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

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

A Utilities Element is also a mandatory element and must:

- Describe the location and capacity of all existing and proposed utilities that supply service to the land uses and densities planned for the Town.

This section of the comprehensive plan combines these two mandatory elements into one chapter 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 are adequate to serve the projected 2044 population of 1,751 residents. A companion document, the annual Capital Improvements Plan, will rely on the information contained in this element and will guide annual capital budget expenditures.

Capital Facilities/Utilities

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

Inventory and Financing Plan of Existing Capital Facilities

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

In addition to the facilities owned and managed by the Town, other capital facilities are owned and operated by other public and private service purveyors. A short description of the Town and special purpose providers is provided below:

Streets

Inventory

The Woodway street 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 and local access streets. Woodway streets have been constructed consistent with the Town's adopted street standards with narrow roadway widths. This policy has served the community goals of discouraging high traffic speeds, allowing bicycle access, and the municipal desire for minimal maintenance.

All streets have been constructed with a rock base and several inches of asphalt. Streetside stormwater management is controlled by a series of drainage ditches and culverts.

The bicycle routes are used primarily by local area residents and are linked to bicycle lanes in the cities of Shoreline and Edmonds. Woodway's bicycle routes are illustrated in Figure 4-2 of the Transportation Element.

The minor collector and local access streets have been inventoried and evaluated for existing structural conditions. Each street has been divided into segments and evaluated by the Town's Public Works Director based on the amount of alligator cracking, longitudinal cracking, patching, raveling, and transverse cracking. These calculations resulted in a Pavement Condition Rating (PCR) for each street segment. Table 6-1 below provides a list of all of the segments of Woodway's streets, followed by their PCR values:

Table 6-1: Street Inventory and Condition

Street Name	From	To	PCR value
106th Avenue West*	226th Street Southwest	228th Street Southwest**	68
108th Avenue West*	228th Street Southwest	229th Place Southwest**	95
110th Place West	238th Place Southwest	239th Place Southwest	90
111th Place West	238th Place Southwest	239th Place Southwest	90
112th Place West	238th Street Southwest	Timber Lane	100
113th Place West	238th Street Southwest	240th Street Southwest	100
115th Place West	114th Place West	End of cul-de-sac	89
116th Avenue West	241st Street Southwest	South Town limit	92
226th Street Southwest*	North Deer Drive	106th Avenue West	95
238th Place Southwest	Timber Lane	110th Place West	100
238th Street Southwest	Woodway Park Road	Timber Lane	100
239th Place Southwest	114th Place West	End of cul-de-sac	100
239th Place Southwest	Timber Lane	110th Place West	100
240th Street Southwest	Timber Lane	113th Place West	74
241st Place West	241st Place West	238th Place Southwest	100
241st Street Southwest	114th Place West	116th Avenue West	72
Algonquin Road	Woodway Park Road	North Deer Road	90
Bella Coola Road	Makah Road	Chinook Road	80
Berry Lane	Timber Lane	End of cul-de-sac	100
Chinook Road	West Town Limit	End of cul-de-sac	85
Dogwood Lane	North Dogwood Lane	South Dogwood Lane	100
Dogwood Place	Dogwood Lane	End of cul-de-sac	100
Eagle Lane	Timber Lane	114th Place West	65
Elm Street*	End of cul-de-sac	Woodway Park Road	75
East Greystone Lane	West Greystone Lane	End of cul-de-sac	95
Kulshan Road	Woodway Park Road	End of cul-de-sac	60
Makah Road	Nootka Road	Woodway Park Road	95
Nootka Road	Bella Coola Road	North Town limit	60
North Deer Drive	Woodway Park Road	Algonquin Road	100
North Dogwood Lane	Dogwood Lane	Woodway Park Road	100
Richmond Beach Drive Northwest	South Town Limits	Point Wells Entrance	95
South Dogwood Lane	Dogwood Lane	Woodway Park Road	100
Timber Lane	Wachusett Road	238th Street Southwest	100
Timber Lane	238th Street Southwest	East Town limit	100
Totem Pole Lane	Timber Lane	End of cul-de-sac	100
Wachusett Road	Woodway Park Road	North Deer Road	100
West Greystone Lane	East Greystone Lane	West Woodway Lane	95
West Woodway Lane	Willowick Lane	End of cul-de-sac	95
Whitcomb Place	Makah Road	End of cul-de-sac	79

Street Name	From	To	PCR value
Willowick Lane	Timber Lane	West Greystone Lane	100
Willowick Lane	West Woodway Lane	End of cul-de-sac	95
Woodhaven Place	Woodway Park Road	End of cul-de-sac	100
Woodway Park Road	238th Street Southwest	Deer Creek Bridge Deck	100
Woodway Park Road	Deer Creek Bridge Deck	North Town limit	100

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

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

Transportation Improvement Plan

The Town has a Transportation Improvement Plan that is updated annually. The 2025-2030 STIP includes the street improvements listed below. While most of the streets throughout Woodway are in very good condition, there are several that will require attention in the early part of the planning period. Four streets have been selected for repair and overlay and have been identified on the Town's current Transportation Improvement Plan. These streets are:

1. 238th Street S.W. Repair and overlay of 238th from the intersection of 238th and 114th east to the intersection of 238th and Timberlane Road. Project estimated to occur in 2025. Estimated cost is $75,000.

2. Bella Coola Road. Overlay and repair Bella Coola from Makah Road to Chinook Road including the intersection and 100 feet in both directions. Project to occur in 2026. Estimated cost is $175,000.

3. East Greystone Lane. Repair and overlay East Greystone Lane from Willowick to West Greystone Lane in 2026. Estimated cost is $100,000.

4. N. Deer Drive. Repair and overlay N. Deer Drive from 108th to 226th in 2025. Estimated cost is $52,000.

5. West Greystone Lane. Repair and overlay West Greystone Lane from Willowick to East Greystone Lane in 2027. Estimated cost is $125,000.

6. West Woodway Lane. Repair and overlay West Greystone Lane from Willowick to the end of the cul-de-sac in 2027. Estimated cost is $75,000.

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

Town Buildings and Equipment

Inventory and Financing Plan

Town Hall
The Town Hall, located at 23920 113th Place West is a two-story wood frame building constructed in 2013. It houses the administrative offices, Public Works office, Police department, and Council chambers. Total space is approximately 6,400 square feet. The Town Hall was designed to provide administrative services to the existing population of 1,318 (2020 census) and the forecasted population to 2044 and beyond.

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

The second floor contains administrative offices, Council chambers, and support activities while the ground floor contains the Police department and Public Works maintenance and operations center. The 2023 insurance valuation of the Town Hall was $3.3 million; the original $2.3 million cost was financed through a combination of cash and municipal bonds. Financing sources also include use of the real estate excise tax and storm water utility, to the extent legally allowable.

Public Works Equipment
The Town owns the following Public Works equipment (values based on 2023 insurance estimates; except as noted, values below are replacement values)

- 1995 GMC dump truck ($59,794)
- 2003 Ford Ranger pick-up truck ($6,000 market value)
- 2019 Ford F-250 pick-up truck ($65,700)
- 2013 Kubota commercial mower ($20,600)
- 2008 Kubota commercial mower ($20,600)
- 2014 Kubota Tractor ($36,353)
- 2013 Kubota RTV ($32,718)
- 2017 Kubota RTV ($32,718)

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.

Police Equipment
The Town owns the following Police equipment (values based on 2023 insurance estimates; values below are replacement values):

- 2016 Ford Explorer with optional police equipment ($70,000)

Other Amenities: Public amenities adjacent to Town Hall
The Town owns the following additional public amenities (values based on 2023 insurance estimates):

- The John Bush Play Area equipment ($178,369)
- The pavilion in the central portion of the Carla Nichols Reserve ($206,810)

Town Facilities, Buildings, and Equipment Financing Plan
Other than the street financing plan through the Town's transportation improvement plan, the remaining capital facilities, buildings, and equipment are planned for, funded, and included annually in the Town's budget, financed principally by the General Fund and Capital Projects Fund (e.g., REET). Adequate funds will be reserved to manage and maintain the capital facilities, buildings, and equipment mentioned above and will be updated annually in the Town's budget to ensure that the provision of services is coordinated and consistent with the values projected in the Land Use, Utilities, and Transportation Elements.

Parks, Open Space, NGPAs, and Additional Town Properties

Inventory
The Parks, Recreation, and Open Space Element, presented in Chapter 7 of the plan, contains a description and location of the various public open space opportunities in Woodway together with a set of goals and policies. Since legislative revisions to the GMA in 2020 require the inclusion of an inventory of parks and open spaces in the Capital Facilities Element, the following describes the Town's public open space facilities.

There are four recreational components of the Woodway open space network. These include the Carla Nichols Reserve, Deer Creek Park, Highlands Open Space, and Bicycle Routes. A description of each of these components is presented in Chapters 4 and 7.

Woodway owns two parcels that have been designated as native growth protection areas. A description of these parcels is presented in Chapter 3.

The Town also owns several small undeveloped parcels, each under one acre in size (see Figure 6-1).

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

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

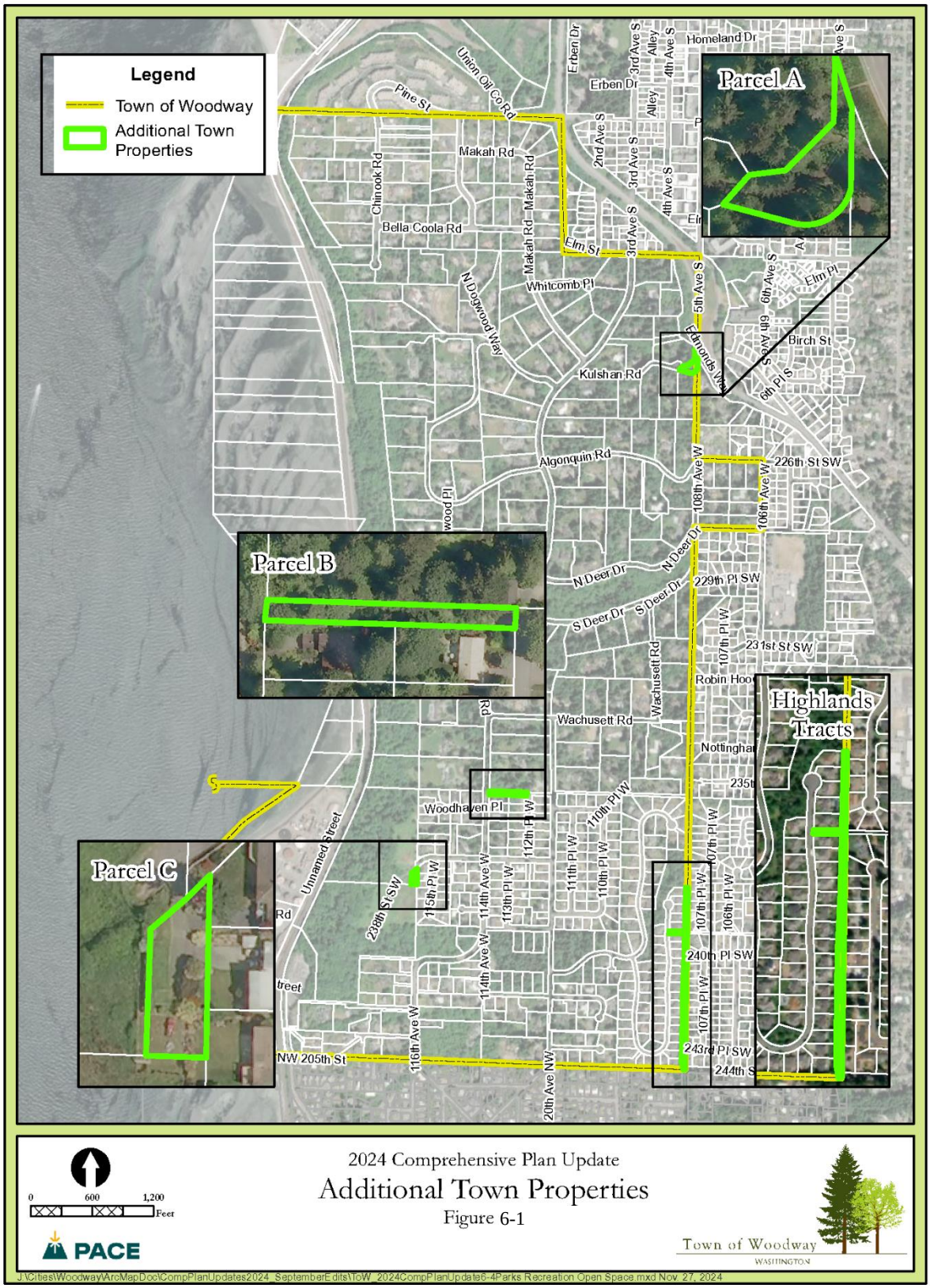
- Parcel C is at the western end of 238th Street Southwest adjacent to the Upper Bluff property, overlooking Puget Sound.

- The Highlands Tracts were deeded to the Town when the Town Council approved the subdivision. These three tracts are located on the southeast side of the Highlands neighborhood.

Parks, Open Space, NGPAs, and Additional Town Properties Financing Plan

Parks, Open Space, NGPAs, and Additional Town Properties are planned for, funded, and included annually in the Town's budget, financed principally by the General Fund and Capital Projects Fund (e.g., REET). Adequate funds will be reserved to manage and maintain the properties and facilities mentioned above and will be updated annually in the Town's budget to ensure that the provision of services is coordinated and consistent with the values projected in this Element and the Conservation and Parks, Recreation, and Open Space Elements.

Figure 6-1: Additional Town Properties



Utilities

The remaining portion of this Element addresses the various utilities that provide service to Woodway residents. The Town's only owned and operated utility is the Woodway Stormwater Utility. All other utilities are provided by law or through contracts or franchises with various service purveyors. If, pursuant to the agreement between the Town and Olympic View Water and Sewer District, the Town provides a 10-year notice to Olympic View of the Town's intent to resume sewer operations and assume Olympic View's water and sewer services within the Town, Olympic View must transfer its water and sewer assets to the Town upon the conclusion of the 10-year period.

The following sections provide basic information on the inventory of the utility systems, general capacities, and planned improvements. The basic services provided to the Town are illustrated in Table 6-2. As a result of the minimal demand placed on the utility systems by Woodway's projected population, there is adequate capacity in all systems to serve the population and growth projections throughout the planning period to 2044.

Table 6-2: Utility Service Inventory and Capacities

Service	Provider	Capacity to 2044
Wastewater	Olympic View Water and Sewer District	Adequate
Water	Olympic View Water and Sewer District	Adequate
Stormwater	Town of Woodway	Adequate
Cable	Comcast, Ziply	Adequate
Energy	Snohomish County PUD #1	Adequate
Natural Gas	Puget Sound Energy	Adequate
Communication Services	Multiple Vendors	Adequate

Wastewater Collection and Treatment

The domestic wastewater utilities are owned and managed by the Olympic View Water and Sewer District whose service boundaries extend beyond the Town's limits. Olympic View provides public sanitary sewer collection service to approximately 4,550 customers within unincorporated Snohomish County, Edmonds, and Woodway. The geographic location and topography of the service area allows the district to direct flows to one of two agencies for treatment and disposal. The Town collects a 6% utility tax from Olympic View Water and Sewer District. Figure 6-2 illustrates the district-wide Olympic View Wastewater Distribution system including the Town boundaries.

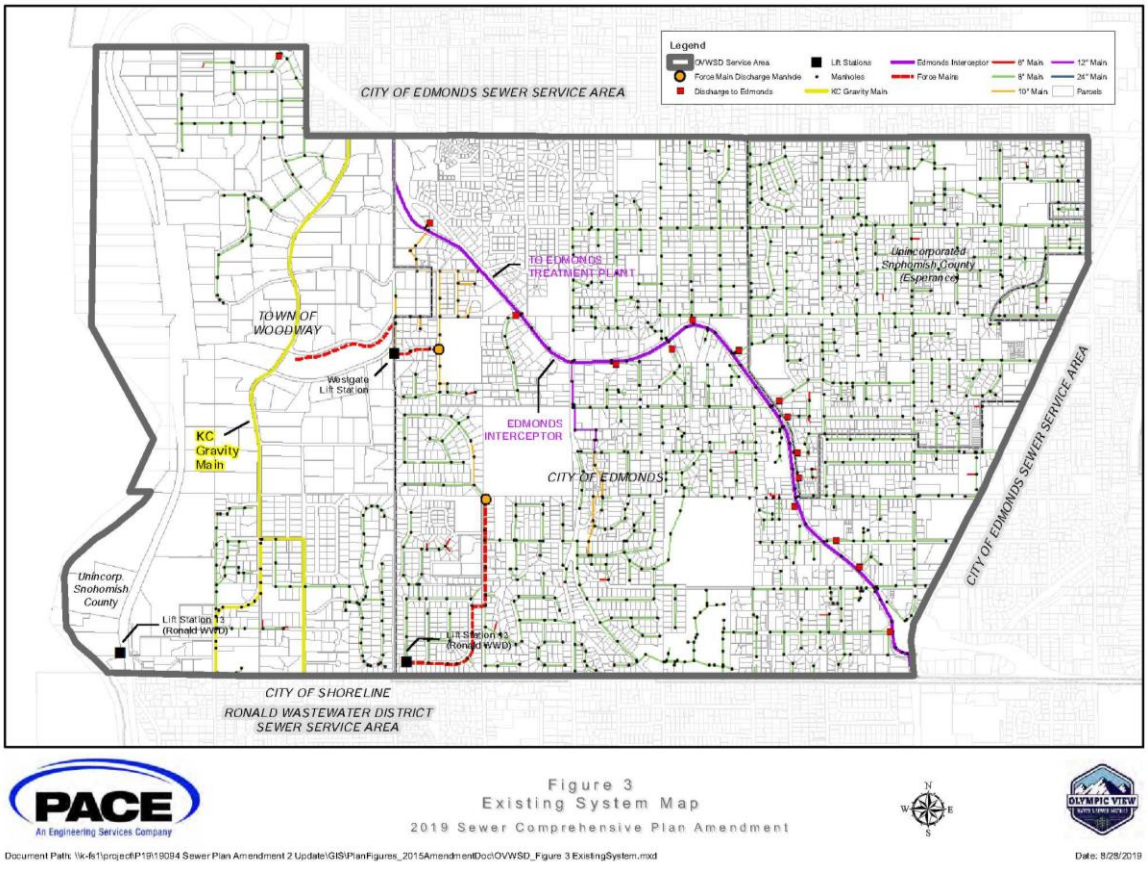
Most of the flow from the area is directed to the City of Edmonds via several connections to a main interceptor running east west through the District along Edmonds Way. The Edmonds Wastewater Treatment Plant is a regional facility that receives flows from Olympic View,

Mountlake Terrace, Shoreline, King County, and the City of Edmonds' direct service connections. Olympic View maintains a goal of providing public sewers to all areas within the corporate boundaries in accordance with a Growth Management Act mandate requiring that an urban level of service be available to all areas within the UGA. However, by contract, Olympic View recognizes that large lot zoning in Woodway (one- and two-acre parcels) creates a unique situation where ample land is available for effective use of on-site septic systems. While public sewer services would protect soil and groundwater resources, replacing septic systems is generally not required at this time.

In 1990, King County Metro installed a trunk line through Town that consists of 10,000 linear feet of 8-inch pipe and 845 linear feet of 6-inch pipe. This collection piping, along with a 4-inch force main, conveys the lift station discharge eastward along Pine Street to the Edmonds collection system for eventual treatment. A small amount of the Town's sewage is transported to King County Metro system in Shoreline, Washington.

The District completed an alternative analysis of system improvements to increase service to the Southwest portion of the district in 2019. The planning level analysis was performed to determine the feasibility of, and required improvements for, extending public sewer service to the entire Southwest Service Area, including Point Wells. Preliminary facility requirements and cost estimates were based on development proposals planned for Point Wells that included over 3,000 dwelling units and 250,000 square feet of commercial space. Snohomish County has since denied the application for high density development and adopted the Urban Village comprehensive plan designation which allows for a lower intensity of development. Point Wells was annexed to the Town in May 2024 and, although the planned development enables a lower intensity of development than originally planned, the system improvements to Point Wells may still be required.

Figure 6-2: Olympic View Wastewater System



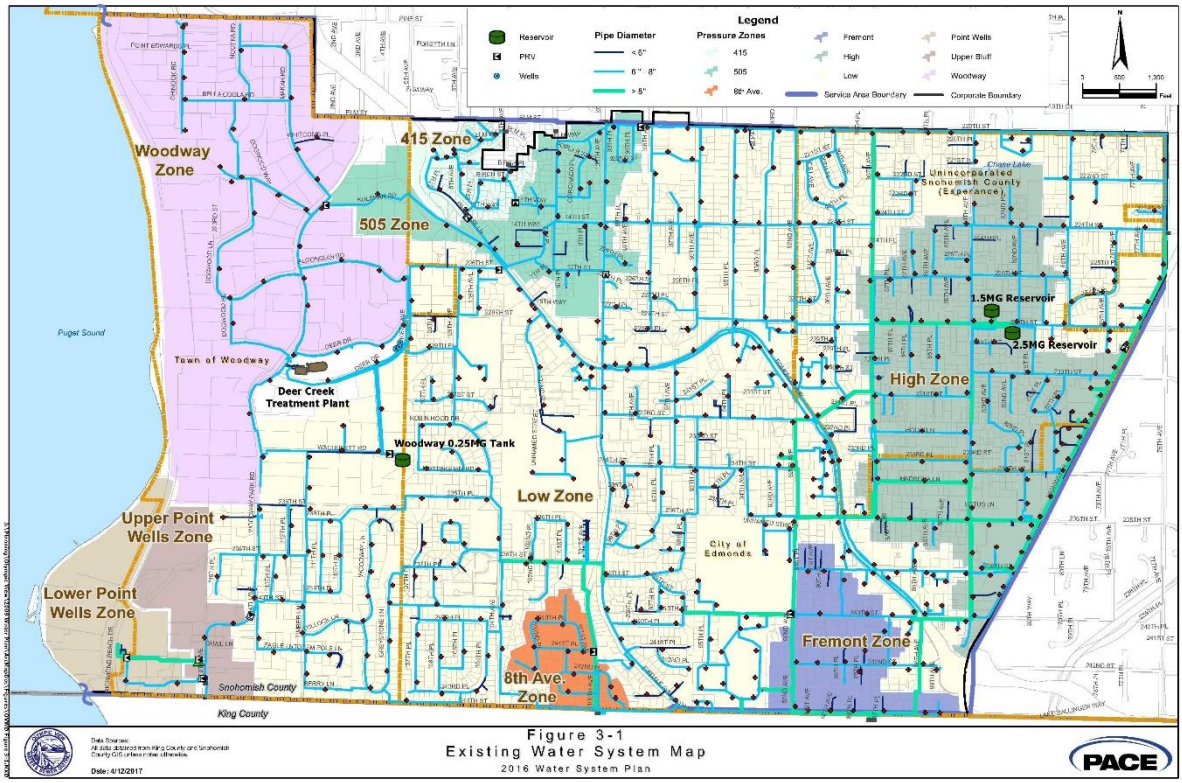
Water Treatment and Distribution

For many years, the Olympic View Water and Sewer District has provided water service for all the residents of the Town of Woodway. The District maintains two metered connections with the City of Seattle for its primary source of water and inter-ties with the City of Edmonds for backup emergency supply from the Everett regional water system. The District also has water source facilities at Deer Creek in the Town of Woodway, where a water treatment plant was constructed in 1998, and groundwater wells for an additional source of supply. This source typically supplies all 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 Town collects a 6% utility tax from Olympic View Water and Sewer District. Figure 6-3 illustrates the district-wide Olympic View Water Distribution system including the Town boundaries.

Proposed Expanded or New Facilities

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

Figure 6-3: Olympic View Water System



Stormwater

The Woodway Stormwater Management Plan was adopted in 2005 and is scheduled for review and revision in 2025. The plan provides information on the Town's existing drainage system including an inventory and analysis, a capital improvement schedule, and a financial analysis that was used to form the Town's Stormwater utility. The Town collects a 6% utility tax on the Stormwater Utility. Figure 6-4 illustrates the Town of Woodway Stormwater System.

Inventory

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

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

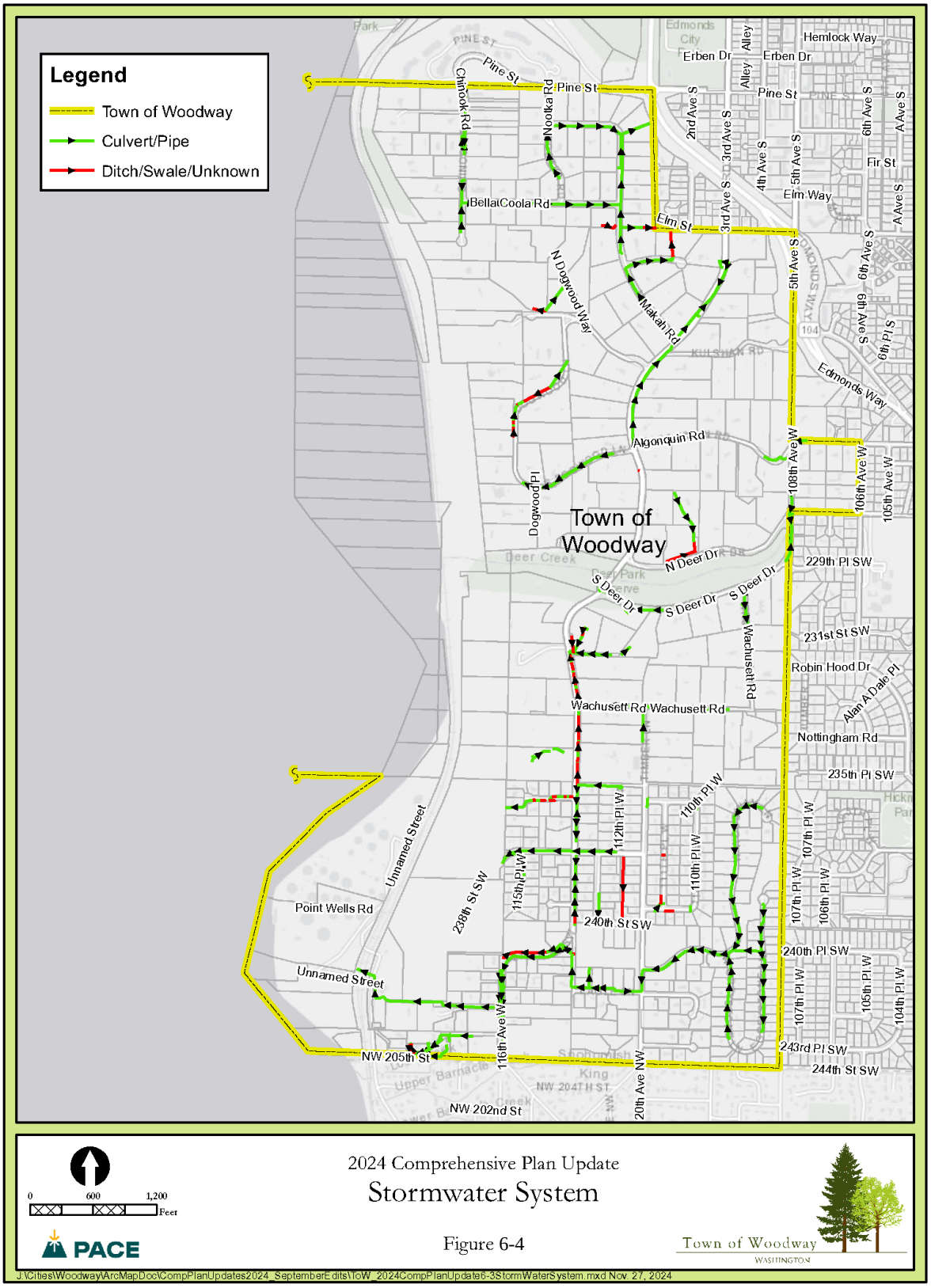
The central portion of Woodway from Algonquin Road/South Dogwood Lane on the north to approximately 238th Street Southwest on the south drains into Deer Creek, which eventually flows westerly into Puget Sound.

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

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

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

Figure 6-4: Town of Woodway Stormwater System



Financing Plan

The Stormwater Management Plan preparation was financed by a loan from the Public Works Trust Fund that was repaid from capital reserves and supplemented by stormwater utility rates. Improvements to the stormwater management system will continue to be financed principally by the Stormwater Utility Fund, with additional resources available in the General Fund and Capital Projects Fund (e.g., REET).

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 contracts with Republic Services, Inc. They have no capital facilities in Woodway. The Town collects a 6% utility tax from Republic Services.

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

Voice, Video, and Data Communications Services

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

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

Natural Gas

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

Electrical Energy

Electrical energy is provided by Snohomish County PUD #1 (PUD) through its substations and existing overhead wire infrastructure. The Town collects a 6% utility tax from PUD. Adequate capacity exists in the system infrastructure to serve the limited amount of growth projected in Woodway to 2044.

Fire and Emergency Medical Services

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

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

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

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

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

There are currently no capital facilities associated with these services located in the Town of Woodway. With the 2024 annexation of Point Wells, future development may be serviced with an additional fire station situated at Point Wells or in the City of Shoreline.

Forecast of Needed Capital Facilities

Based on the projected population and employment growth of less than 1% over the planning period (2044), the addition of new capital facilities is not currently anticipated within the Town.

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.

CAPITAL FACILITIES/UTILITIES GOALS AND POLICIES

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

Capital Facility Goals

CFG-1 To develop a capital facility assessment program to ensure that the Town's public assets are properly maintained, and existing system deficiencies are corrected.

CFG-2 To ensure that capital facilities are provided concurrently with public need.

CFG-3 To ensure that needed public facilities are considered by the Town Council and programmed in the Town's long-term financial forecasting model.

CFG-4 To schedule capital expenditures for all infrastructure systems in a comprehensive manner.

Capital Facility Policies

CFP-1 To maintain an inventory and monitor the capacity of the Town's capital facilities to ensure an adequate Level of Service continues to exist to serve the existing and planned land uses and attendant population.

CFP-2 To require stormwater management facilities as a condition of new development review and approval that incorporate treatment components that are recommended by the most current Department of Ecology Stormwater Manual including Low Impact Development techniques.

CFP-3 To implement the adopted Snohomish County Essential Public Facility Siting Process as amended.

Utility Goal

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

Utility Policies

UP-1 To continue to work with the Town's public utility providers to ensure a high standard of service to address the Town's capital facility needs.

UP-2 To facilitate the formulation of Local Improvement Districts (LIDs) for the installation, extension, and, where appropriate, the undergrounding of all utility services.

UP-3 To work with Olympic View Water and Sewer District to promote wellhead protection to safeguard the quality and quantity of water derived from the Deer Creek watershed.

UP-4 To encourage Olympic View Water and Sewer District to collect data on the quality and quantity of water flowing through the Town's major streams for the purposes of detecting changes to or degradation of stream water quality.

UP-5 To encourage the connection to public sewer for those areas of the Town where existing and planned land use densities are at urban levels and subsurface soils and geology are not conducive to efficient treatment of septic effluents.

UP-6 To work with wireless services providers to allow them to provide full and timely service in a cost-effective manner that meets the needs of Town residents, while balancing environmental protection, aesthetic impact, public safety, public health, and Town character.

UP-7 To require that site-specific telecommunication facilities are reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.

UP-8 To maintain the Town's public rights-of-way as a valuable public asset and to manage the installation of utilities in such a manner as to ensure the long-term beneficial use for the public.

UP-9 To allow continued use of the Town's public rights-of-way by motorized and non-motorized transportation, public utilities, and uses that benefit the general health, safety, and welfare of the community. Consistent with the above intent, and subject to Town approval, rights-of-way may be used for streets, above/below ground utilities, vegetative landscaping, driveways, and mail/newspaper delivery boxes.

UP-10 To require the underground installation of electrical power and telecommunication lines associated with new land development and substantial remodel activities. Electrical transmission lines of any voltage and telecommunication lines that are either enhanced or extended through the Town's corporate limits to serve planned land developments shall be installed underground.

CHAPTER 7: PARKS, RECREATION, AND OPEN SPACE ELEMENT

Background/Planning Context/Definitions

Background

The Parks, Recreation, and Open Space Plan Element of the Town's Comprehensive Plan is structured to meet the requirements of the current guidelines "Planning for Parks, Recreation, and Open Space in Your Community" by the Washington Department of Commerce and the Interagency Committee for Outdoor Recreation. The Parks, Recreation, and Open Space Element is consistent with the state guidelines making it possible for Woodway to pursue funding through the state agency for future park improvements.

Within the context of the Growth Management Act, the Parks, Recreation, and Open Space Element is not a mandatory element of the comprehensive plan but instead an optional element. Given Woodway's overarching goal of preserving the open space and forested character of the Town, the element is included in the comprehensive plan to complement other elements related to land use, conservation, and community facilities.

Planning Context-Area Boundaries

The planning area boundary for this Element includes all of Woodway, including Point Wells, for which a subarea plan was adopted in 2020 and incorporated into the Town's Comprehensive Plan.

Community Field Research of Parks and Open Space Sites

The Town Council appointed the Parks, Open Space, and Recreation Committee in 2005 to gather background information of all the open spaces described in the inventory below. The Committee toured all the Town's open spaces and were enthusiastic about the potential for careful development of the Town's parks and open spaces.

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

Definitions

The following definitions are applicable for this plan:

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.

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 word "open space" is 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.

Inventory

Amendments to the Growth Management Act in 2020 required the inclusion of public parks and open spaces within the Capital Facilities/Utilities Element. Thus, the inventory presented below is referenced in the Capital Facilities/Utilities Element.

There are four recreational components of the Woodway open space network. These include the Carla Nichols Reserve, Deer Creek Park, Highlands Open Space, and Bicycle Routes. A discussion of each of these components is presented below. Please see Figures 4-2 and 7-2.

Carla Nichols Reserve

Excluding roads and other public rights-of-way, by far the largest amount of public land in the Town is in the "Carla Nichols Reserve." This property has been known variously as the "Woodway Nature Park and Wetland Forest", the "Woodway Nature Park" and the "Woodway Reserve"; it was officially named the "Carla Nichols Reserve" in 2020 honoring the Town's former mayor who was instrumental in securing public land for future Woodway residents. This property was a portion of a large 84-acre tract sold by the Chevron Corporation. The 64-acre eastern portion was subsequently subdivided into 94 lots now known as the "Woodway Highlands."

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

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 and Central Forest Reserves

Trails

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

Other Infrastructure

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

Access

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

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

Lower Wetland Reserve

Trails

No trails have been constructed in the Lower Wetland Reserve.

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.

Deer Creek Park
In 2013, the Town received a Snohomish County Conservation Futures grant of 1.7 million dollars to purchase 4.38 acres of the Krebs short plat located south of Deer Creek and east of Woodway Park Road. The Deer Creek Park Task Force was created following the acquisition to create a passive plan, completed in 2015, to develop the property as a neighborhood park. Since then, the Town has constructed the amenities listed below and shown in Figure 7-4.

- Hiking trails and limited equestrian access
- A picnic area at Krebs Meadow (the upper portion of Deer Creek Park) with picnic tables and trash cans but no restrooms
- Circuit exercise equipment at Krebs Meadow
- Access points from the parking area on Woodway Park Road (on the southeast side of the Brown Owl Bridge) and from South Deer Drive
- A main parking lot on Woodway Park Road on the southeast side of the Brown Owl Bridge
- Welcome signs similar to those installed for the Reserve are located at all entrances.

Highlands Open Space
When the Town Council approved the Woodway Highlands subdivision, two areas of the subdivision were identified as Open Space. These properties have trails and benches.

Bicycle Routes
In addition to the parcels described above, the Town government and community consider the bicycle routes an integral part of the recreation system. Bicycles share the driving lanes with vehicles (see Figure 4-2). This bicycle route system is used by Town residents as well as residents of neighboring jurisdictions for recreation.

Bicycle riders, as well as pedestrians, are considered in the design and use of Town roads. The Town of Woodway provides a link from the City of Shoreline/King County bicycle system to the City of Edmonds and Snohomish County system. From Shoreline, the principal route follows 20th Avenue Northwest to Timber Lane, 238th Street Southwest and on Woodway Park Road to 3rd Avenue South in Edmonds. This route receives significant amounts of bicycle traffic because 20th Avenue Northwest is identified in the King County Bicycling Guide map and 3rd Avenue is a connector to the surrounding Edmonds and Snohomish County bicycle route system. There is also a route from 226th Street Southwest on Algonquin Road. All of these bicycle routes were identified in the City of Edmonds 2000 Bikeway Comprehensive Plan, which was adopted by the Town of Woodway in 2001. The Edmonds Bikeway Plan was updated in 2015.

Trends and Resources

The Parks, Recreation, and Open Space Element provides the foundation for the acquisition of additional public open spaces. 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 could also investigate the potential of developing a park impact mitigation fee upon the annexation of additional land with the potential of increased development.

In 2024, the Office of Financial Management estimated Woodway population at 1,345 people, of which 321 (24%) were children under the age of nineteen. In 2010, the US Census calculated that, of the 1,307 people then living in the Town of Woodway, 395 (30%) of them were children (people under nineteen years of age.) Thus, the number of children in Woodway has decreased in the past thirteen years. As additional open space is acquired for park and recreation uses it will be important to consider age demographics for planning various park improvements and facilities.

As previously stated, prior to its incorporation, Woodway was originally subdivided into two-acre lots. Some property owners with large lots have created private recreational facilities, such as swimming pools, soccer fields, hard courts, and baseball diamonds, while 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 creating more recreational opportunities to the overall community.

The *2020 Point Wells Subarea Plan* provides for a planned urban village development with a mix of residential densities, retail and commercial uses and public open spaces. The near-shore environment is planned for public access and passive recreational uses.

Challenges and Opportunities

Carla Nichols Reserve

The Town provides opportunities for residents of the community and region to explore and learn from the natural environment of the Reserve without damaging that environment. Based on the research and recommendations of the Parks, Open Space, and Recreation Committee, trails were installed in the Reserve that created opportunities to explore and learn about the habitat of the Reserve while minimizing potential damage to the Reserve caused by human intrusion. There are no plans to expand the trails in the Reserve at this time. (See Figure 7-3)

Deer Creek Park

As stated in the Inventory section above, the Town received a Snohomish County Conservation Futures grant in 2013 to purchase 4.38 acres of the Krebs short plat located south of Deer Creek and east of Woodway Park Road. The location of the park, adjacent to a portion of the Deer Creek watershed, has been planned in a sustainable manner to ensure conservation and protection

of the aquifer recharge area (Deer Creek watershed), which is a portion of the Town's water supply. (See Figure 7-4)

Highlands Open Space
The open spaces in the Woodway Highlands are maintained by the Woodway Highlands Homeowners' Association.

Bicycle Routes
Adding bicycle routes and acquiring additional rights-of-way or easements may need to be accomplished through dedication as part of the land use development process. This plan explores the potential for improving bicycle links through the community and adjacent communities. The Transportation Element of the Comprehensive Plan addresses bicycle circulation within the Town limits. (See Figure 4-2)

Evaluation of Plan Alternatives/Recommended Actions

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

Carla Nichols Reserve & Deer Creek Park

Infrastructure
No further infrastructure is planned for these parks at this time.

Parking
This plan does not recommend that additional parking be designated for access to these parks.

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

Highlands Open Space
Although the special open landscaped areas in the Woodway Highlands are currently maintained by the Homeowners' Association, the Town has the legal responsibility to provide the maintenance.

Bicycle Routes
There are no recommendations for additions to the system that accommodates cyclists.

Local Facilities, Groups, Jurisdictions, and Departments

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

Opportunities in the surrounding area are much more limited for the pursuit of passive recreational activities. The Edmonds Marsh is within one mile of some Woodway residents. However, the marsh is bisected by State Route 104, the access to the Edmonds-Kingston Ferry, which receives significant amounts of vehicle traffic. Access to the Marsh on the west side of SR 104 is available via a boardwalk and viewing area and accessible from the Port of Edmonds Harbor Square property.

Other than the Carla Nichols Reserve, Deer Creek Park, and the Highlands Open Space, there are no other passive recreational facilities for a quiet walk or to observe urban wildlife available to Town residents.

PARKS, RECREATION, & OPEN SPACE GOALS AND POLICIES

Parks, Recreation, & Open Space Goal

PROSG-1 To acknowledge the significant contribution that Woodway's open space, parks and dense forested neighborhoods make to the unique character of the community and the importance of preserving such resources that enhance the quality of life of all residents.

Parks, Recreation, & Open Space Policies

PROSP-1 To preserve existing public parks and open spaces and consider acquisition of additional land for parks and open spaces within walking distance to residential neighborhoods that contribute to the quality and way of life of Woodway residents.

PROSP-2 To consider age demographics when planning the mix of passive and active facilities in new or renovated parks.

PROSP-3 To promote both passive and active recreation activities that benefit public health and contribute to the overall wellbeing of the community and way of life.

PROSP-4 To assess the impacts to the Town's park, recreation, and open space resources from the development proposals and establish appropriate mitigation measures.

Figure 7-1: Vicinity Map

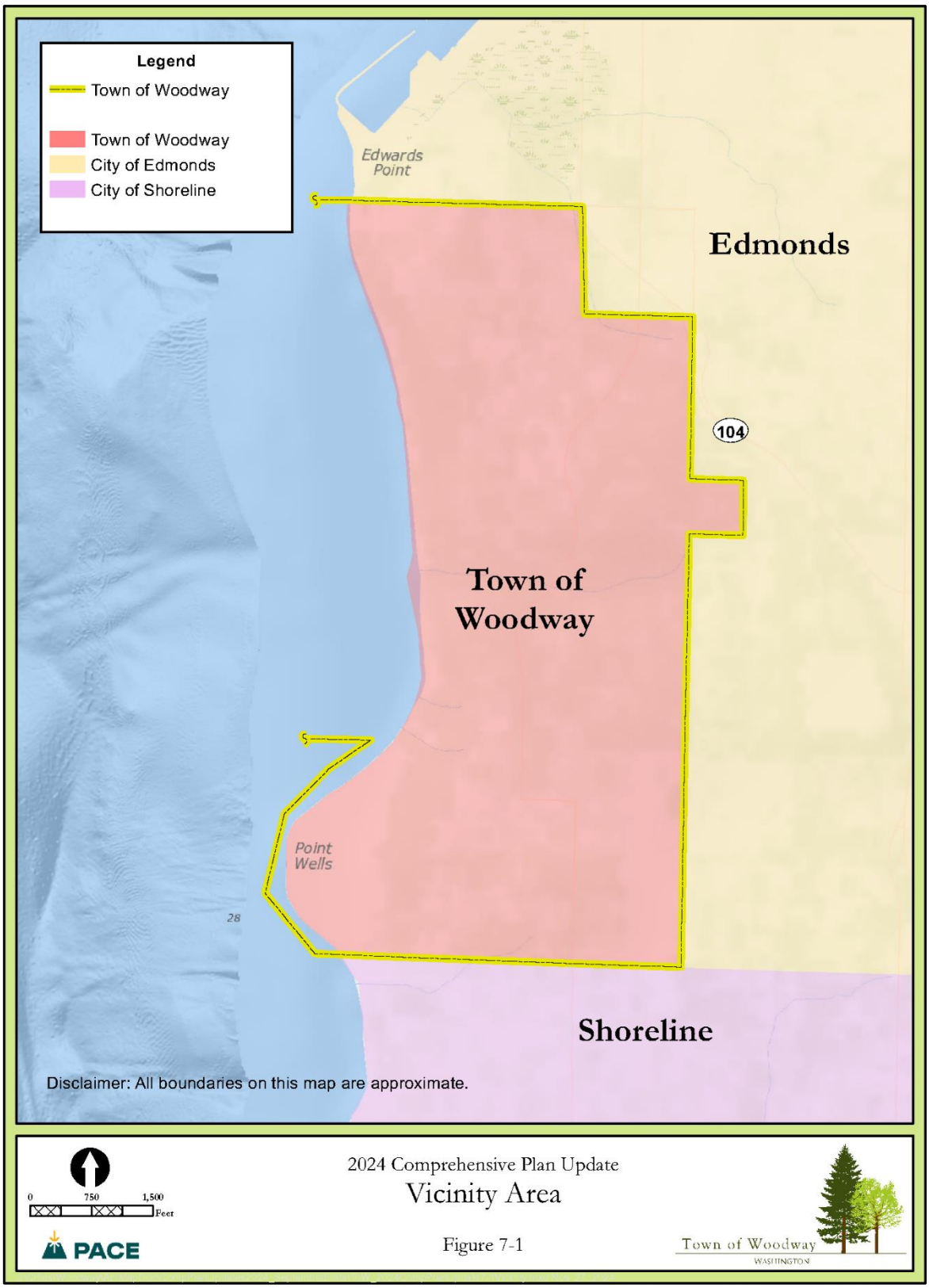


Figure 7-2: Parks, Recreation, & Open Space Overview

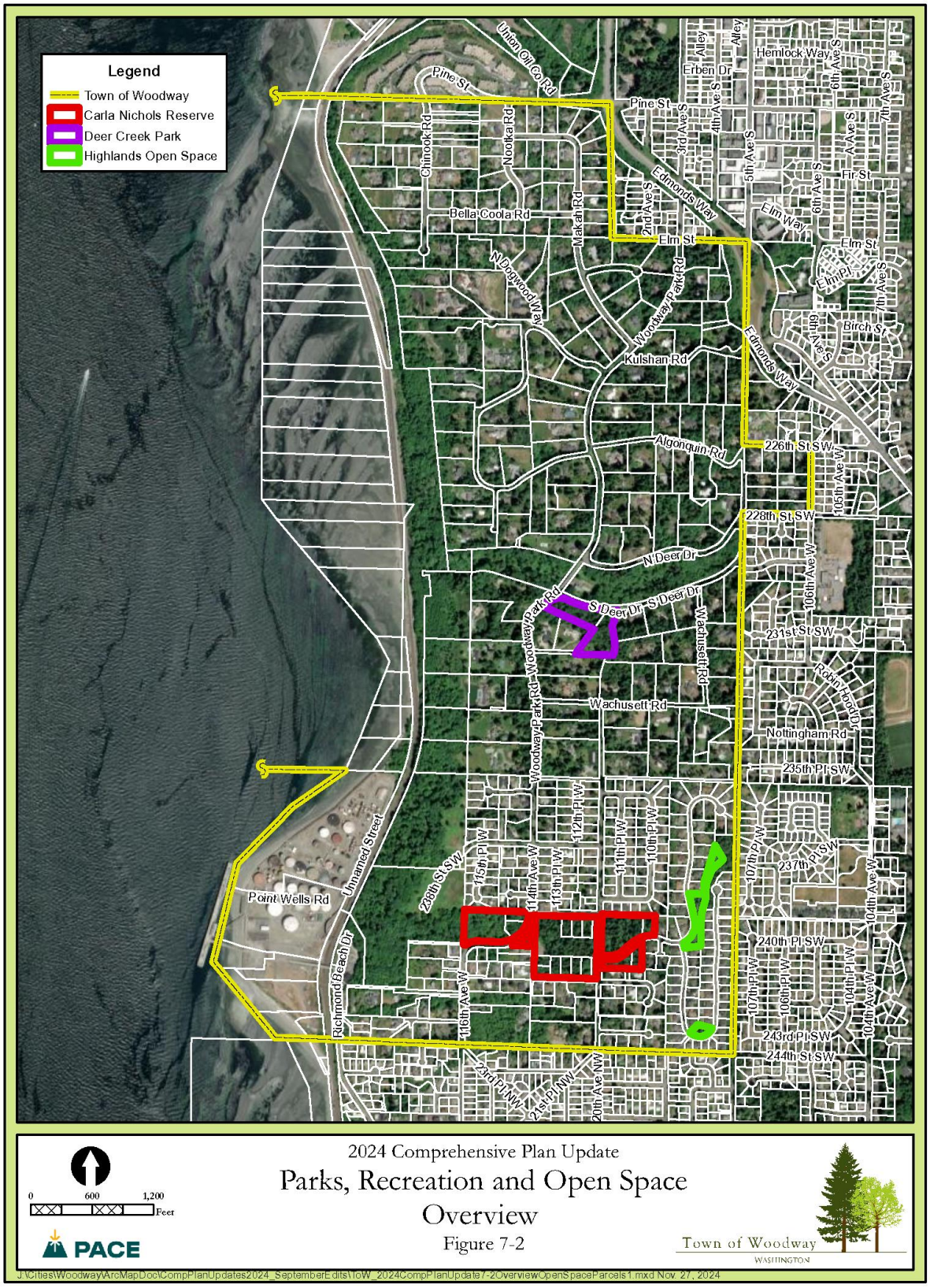


Figure 7-3: Carla Nichols Reserve

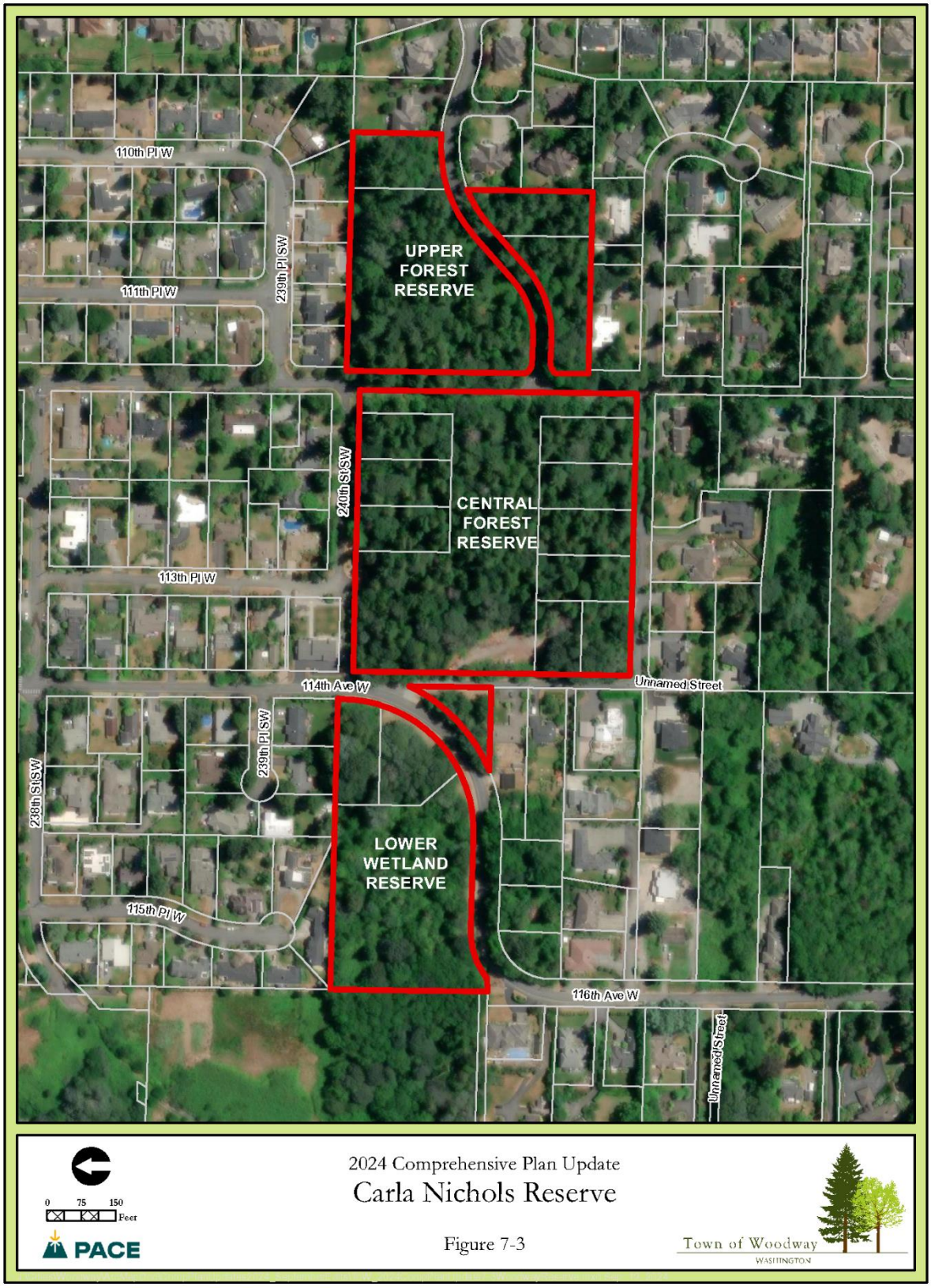


Figure 7-4: Deer Creek Park

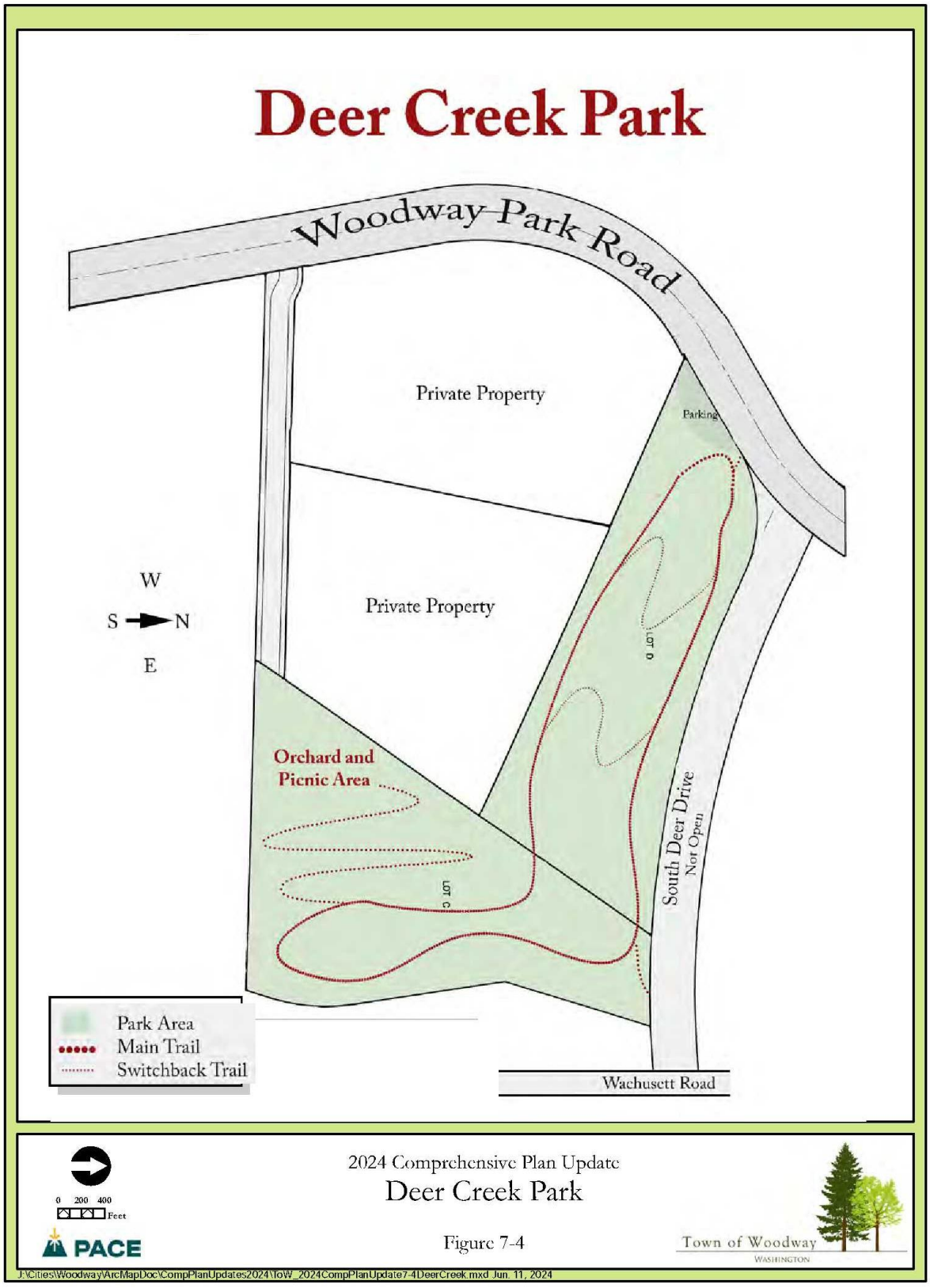


Figure 7-5: Neighboring Active Recreational Facilities

Note: the map below was prepared by the Parks, Recreation and Open Space Committee in 2005 and does not include any Town boundary changes after its creation.

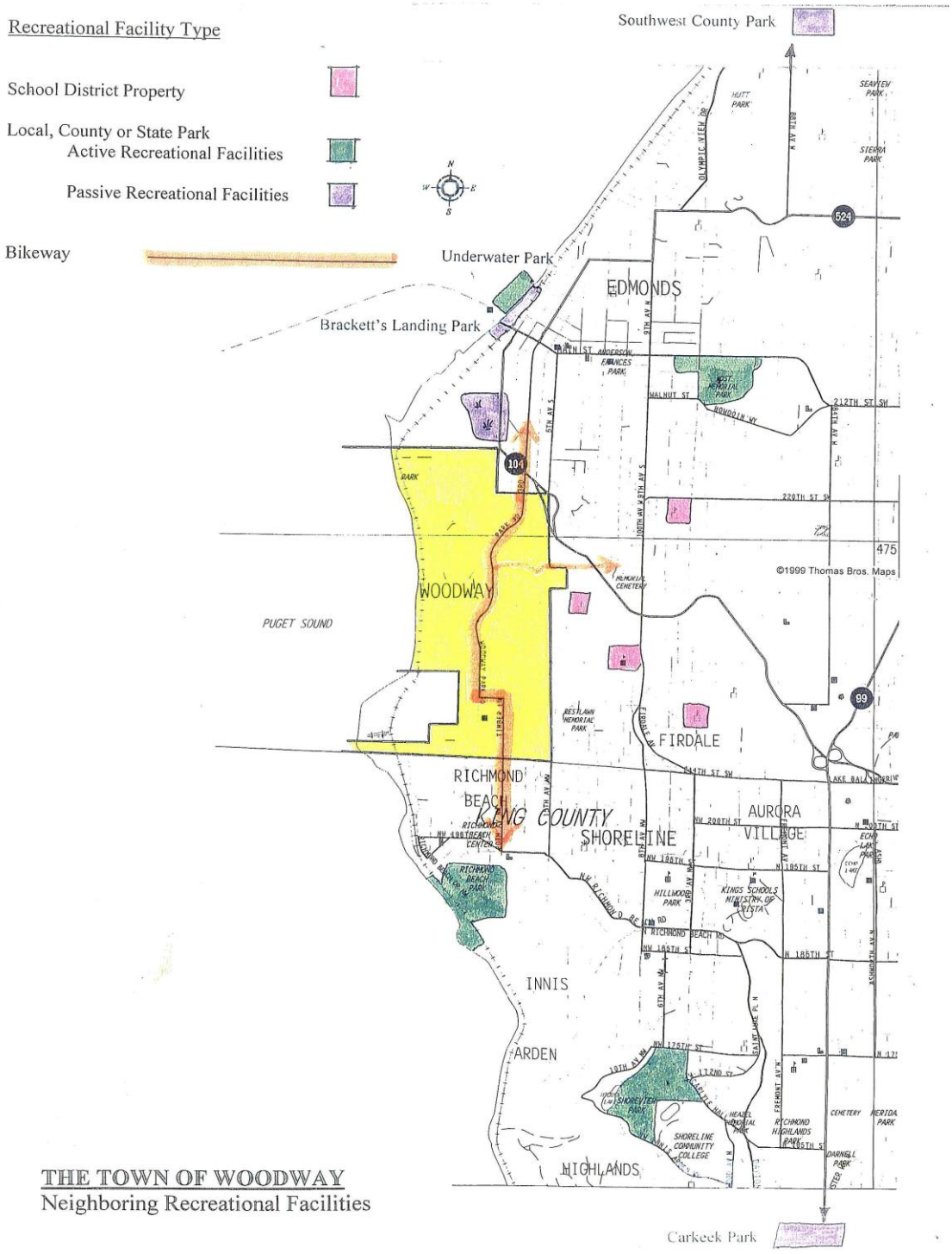


Table 7-1: Neighboring Active Recreational Facilities*

Park Type	Distance from Town Hall	Facilities
Sherwood Elementary (Edmonds School Dist.)	1.2 miles	Playfield, walking path, toy area - large and small toy equipment, 2 ball/soccer fields
Edmonds/Woodway High School (Edmonds School Dist.)	4 miles	Stadium with track and football field, soccer field, softball field, and tennis courts
Woodway Elementary (Edmonds School Dist.)	2.1 miles	Playfield, 2 basketball hoops, big toy equipment, fitness equipment, soccer field, baseball field
Shoreline King County Library	8 miles	Children's park, tennis courts, restrooms
Madrona School (Edmonds School Dist.)	3 miles	Track, baseball field, 2 basketball hoops, kickball field, toy equipment
Richmond Beach Saltwater Park (City of Shoreline)	1.4 miles	Playground, hiking trails, beach access and picnic areas
Underwater Park (City of Edmonds)	2.5 miles	27 acres of tide & bottom lands designated as a marine preserve and sanctuary for scuba diving
Edmonds City Park	1.8 miles	Playground, spray park, sports fields, picnic shelters, outdoor amphitheater/stage, natural areas with trails, picnic sites with BBQs and fire pits
Yost Park (City of Edmonds)	3 miles	48 acres with a playground, tennis center, picnic areas, swimming pool, trails, an interpretive shelter, and an undeveloped area.
Shoreview Park/Boeing Creek (City of Shoreline)	2.5 miles	Playground, soccer & baseball fields, tennis courts and hiking trails
Interurban Trail (Snohomish County)	4.5 miles	5.6 mile paved multi-use trail for non-motorized users
Burke-Gilman Trail (City of Seattle)	11.3miles	Paved multi-use trail for non-motorized users which connects to the King County Regional trail network
Saint Edward State Park (State of Washington)	10.4 miles	Gymnasium with stage, swimming pool, 2 tennis courts, handball courts, athletic field, picnic sites and hiking, bicycling and equestrian trails with links to Big Finn Hill Park
Mukilteo State Park (State of Washington)	18miles	Picnic area with 47 tables, 10 stoves, 7 fire rings, boat launch, comfort station w/dressing rooms
Bridle Trails State Park (State of Washington)	23.6 miles	30 picnic tables, 12 hose bibs, comfort station, large horse arena, paddock and warm-up ring and jump area, food service building, grandstands, 28 miles of horse and multi-use trails
Centennial Trail (Snohomish County)	31 miles	Paved multi-use trail for non-motorized users with a parallel equestrian trail which runs from Snohomish to Arlington

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

CHAPTER 8: FUTURE COMPREHENSIVE PLAN AMENDMENTS

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

Consistent with state law and the Town's municipal code, the 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.