

# SEPA ENVIRONMENTAL CHECKLIST

## ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## ***Use of checklist for nonproject proposals:***

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words “project,” “applicant,” and “property or site” should be read as “proposal,” “proponent,” and “affected geographic area,” respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

## **A. Background** [\[HELP\]](#)

### **1. Name of proposed project, if applicable:**

2022 update to the 2016 King County Comprehensive Plan (2022 Update)

### **2. Name of applicant:**

The proposal was initiated by King County.

### **3. Address and phone number of applicant and contact person:**

Kevin LeClair, Strategic Planning Manager  
King County Department of Local Services – Permitting Division  
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206-477-2717  
kevin.leclair@kingcounty.gov

### **4. Date checklist prepared:**

September 27, 2022

### **5. Agency requesting checklist:**

King County

### **6. Proposed timing or schedule (including phasing, if applicable):**

The King County Council anticipates possible action on the proposed ordinance in December 2022.

### **7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

There are no known plans to add or expand the proposed ordinance in the future. If adopted, King County anticipates permit applications for individual developments that will be subject to the proposed regulations.

### **8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

- SEPA checklist for this proposal
- Prior adopted environmental docs, see addendum.

### **9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

The 2022 Update is a nonproject action and applies to the urban unincorporated areas of Skyway-West Hill and North Highline in King County. Permit applications for individual developments are pending

for projects on properties within unincorporated King County, where the proposed ordinance would apply. King County maintains a list of pending applications online at <https://aca-prod.accela.com/kingco/Default.aspx>.

As part of the same ordinance that would update the King County Comprehensive Plan and adopt the subarea plans for Skyway-West Hill and North Highline, King County is also considering inclusionary housing regulations that either require or incentivize the creation of affordable housing with new development or significant redevelopment depending on the location of the proposal.

As part of regional planning with other jurisdictions in King County, both the White Center and Skyway Unincorporated Activity Centers are being considered for designation as "countywide centers" in the Countywide Planning Policies. This designation in the Countywide Planning Policies does not change the planned long-term uses, the zoning classifications, or any of the development regulations pertaining to the areas being considered for designation.

**10. List any government approvals or permits that will be needed for your proposal, if known.**

Approval by the King County Council is the only government approval required for adoption of the proposed ordinance. Individual development projects that would be subject to the proposed ordinance would also be subject to all applicable federal, state and local permitting and licensing requirements.

**11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

The 2022 Update is an annual update to the King County Comprehensive Plan, including the following:

- Amendments to the text and maps of the 2016 King County Comprehensive Plan related to the Skyway-West Hill and North Highline Subarea Plans,
- A proposed Ordinance adopting the Skyway-West Hill and North Highline Community Service Area Subarea Plans, and including a new inclusionary housing regulations,
- The Skyway-West Hill and North Highline Community Service Area Subarea Plans,
- Land use designation and zoning classification amendments affecting the two subareas listed above, as well as one parcel in the Fall City Rural Town and one parcel in a Rural Neighborhood Commercial Center near the City of Maple Valley, and
- Related changes to development regulations that implement the comprehensive plan.

The Amendments to 2016 King County Comprehensive Plan includes the following revisions:

- Updates to the Countywide Land Use Designation Map and the Urban Center Map
- Amendments to the policies and text related to Unincorporated Activity Centers
- Amendment to the policies and text related to Community Business Centers
- Updates to the Community Service Area Subarea Plan schedule
- Amendments to the text related to the Skyway-West Hill and North Highline Subarea Plans to include a brief planning history, vision and guiding principles from the subarea plans, and maps showing the boundaries of the respective subareas.

The proposed Ordinance adopts the Skyway-West Hill and North Highline Subarea Plans and amends numerous references to the plans in the King County Code. The proposed Ordinance creates a new chapter in King County Code Title 21A establishing inclusionary housing regulations that will apply in the unincorporated areas of Skyway-West Hill and North Highline.

Subarea Plans express and document each communities' vision for the future of their neighborhood and establish subarea-specific policies that support that vision. To accomplish this, subarea plan includes the following:

- Introduction – Explanation of purpose of the plan and community planning history for the subarea
- Vision, Guiding Principles, and Community Engagement – Community vision statement, the principles that guided the development of the plan, and a summary engagement with the community
- Community Description – History, demographics, and current conditions of the subarea
- Land use – Description of current land use and zoning of the subarea, description of community's land use priorities, general land use policies, residential land use policies, commercial/industrial land use policies, and community amenity land use policies.
- Housing and human services – Description of current housing conditions of the subarea, discussion of housing affordability, the community's housing priorities, and housing policies. Description of current health and human services conditions in the subarea, the community's health and human services priorities, and health and human services policies.
- Parks, Open Space, and Cultural Resources – Description of the current parks and open space conditions in the subarea, a summary of nearby regional trails, a description of the community's parks, open space, and cultural resource priorities, and parks, open space, and cultural resource policies.
- Transportation – Description of the current operational framework of the subarea's road network, a summary of the locally available transit services, a description of the community's transportation priorities, and transportation policies.
- Services and utilities – Description of the current water and sewer providers in the subarea, a description of the community's utilities and services priorities, and utilities and services policies
- Economic development – Description of the current employment conditions of the subarea, a description of the community's economic development priorities, and economic development policies
- Subarea Plan Implementation – Description of the subarea plan monitoring measures, map amendments, P-suffix and Special District Overlays, and future potential actions associated with implementation of the subarea plan policies.
- Subarea Plan Appendices A through C include: A. Supporting Maps and Tables, B. Equity Impact Review, and C. Community Engagement Summary

The proposed land use and zoning map amendment are as follows:

- Map Amendment 1: Skyway-West Hill Subarea – Skyway Business District – Designation to Skyway Unincorporated Activity Center
- Map Amendment 2: Skyway-West Hill Subarea – Martin Luther King Jr. Way South – Residential Density Increase
- Map Amendment 3: Skyway-West Hill Subarea – Skyway Park – Skyway-West Hill Open Space System Expansion
- Map Amendment 4: North Highline Subarea – White Center, Roxhill, Top Hat, and Glendale – Residential Zone Reclassification for Residential Density Increase and Add Building Height P-Suffix Condition
- Map Amendment 5: North Highline Subarea – White Center, Roxhill, Top Hat, and Glendale – Residential Land Use Redesignation and Residential Zone Reclassification for Residential Density Increase
- Map Amendment 6: North Highline Subarea – White Center – Remove Crosswalk P-Suffix Condition

- Map Amendment 7: North Highline Subarea – White Center – Remove Development Timing and Density P-Suffix Condition
- Map Amendment 8: North Highline Subarea – White Center and Glendale– Urban High Residential Land Use Resignation to Open Space
- Map Amendment 9: North Highline Subarea – Top Hat – Remove North Highline Commercial and Industrial Special District Overlay; and Add Marijuana Retail P-Suffix Condition
- Map Amendment 10: North Highline Subarea – White Center – Remove Economic Redevelopment Special District Overlay; and Add North Highline Commercial and Industrial Special District Overlay
- Map Amendment 11: North Highline Subarea – Glendale – Commercial Outside of Centers Land Use Redesignation to Community Business Center and Regional Business Zone Reclassification to Community Business; and Add Marijuana Retail P-Suffix Condition
- Map Amendment 12: North Highline Subarea – White Center, Roxhill, Top Hat, and South Park – Add Marijuana Retail P-Suffix Condition
- Map Amendment 13: North Highline Subarea – White Center – Industrial Zone Reclassification to Community Business; Remove Economic Redevelopment Special District Overlay; Add White Center Pedestrian Oriented Special District Overlay; and Add Marijuana Retail P-Suffix Condition
- Map Amendment 14: North Highline Subarea – White Center – Industrial Zone Reclassification to Community Business; Remove Economic Redevelopment Special District Overlay; Add White Center Pedestrian Oriented Special District Overlay; Add Marijuana Retail P-Suffix Condition; and Add Mixed-Use P-Suffix Development Condition
- Map Amendment 15: North Highline Subarea – White Center – Remove Economic Redevelopment Special District Overlay; Add White Center Pedestrian Oriented Special District Overlay; and Add Marijuana Retail P-Suffix Condition
- Map Amendment 16: North Highline Subarea – White Center – Remove North Highline Commercial and Industrial Special District Overlay; Add White Center Pedestrian Oriented Special District Overlay; and Add Marijuana Retail P-Suffix Condition
- Map Amendment 17: North Highline Subarea – White Center – Remove Economic Redevelopment Special District Overlay; Add White Center Pedestrian Oriented Special District Overlay; Add Height, Setback and Commercial Space P-Suffix Condition; and Add Marijuana Retail P-Suffix Condition
- Map Amendment 18: Skyway-West Hill Subarea – P-Suffix Development Condition Amendment for Existing Mobile Home Parks
- Map Amendment 19: Fall City – Business District – Community Business Special District Overlay Expansion
- Map Amendment 20: Maple Valley Rural Neighborhood Commercial Center – Remove Split Parcel Status

The details of each map amendment, the affected parcels, and study area maps, are included in Attachment D: Amendments to Land Use and Zoning Maps.

Compliance with existing federal, state, and local regulations is presumed for purposes of this SEPA checklist, including compliance with the regulations in the proposed ordinance itself, as well as others such as those related to drinking water, stormwater, wastewater treatment, septic systems, critical areas, and zoning requirements. Any noncompliant uses or structures would be subject to code enforcement and would not be considered an impact related to the proposed ordinance.

The King County Council could modify the proposed Ordinance and still accomplish the proposal's objective. Depending on the modification, the likelihood, scale, or scope of potential impacts to various elements of the environment could be the same, greater, or less.

As would be the case for any nonproject or project action that undergoes changes after the publication of a SEPA threshold determination, the King County Executive branch, which pursuant to KCC 20.44.020 is the Lead Agency for SEPA for King County, would evaluate any modifications that are proposed to be made to the proposed ordinance and would update this environmental review in the case that changes would result in greater or different impacts than those identified in this checklist. The timing of additional environmental review process may vary depending on other variables, including future public processes.

**12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The 2022 Update is a nonproject action that would apply to the Skyway-West Hill and North Highline subareas of urban unincorporated King County. It also includes land use and zoning map amendments affecting one parcel in the Fall City Rural Town and one parcel in the unincorporated rural area outside of Maple Valley.

The Skyway-West Hill subarea totals 1,833 acres (2.9 square miles) in size. The Skyway-West Hill is located south of Lake Washington. It is bordered by the City of Renton to the east and south, the City of Seattle to west, and the City of Tukwila to the southwest.

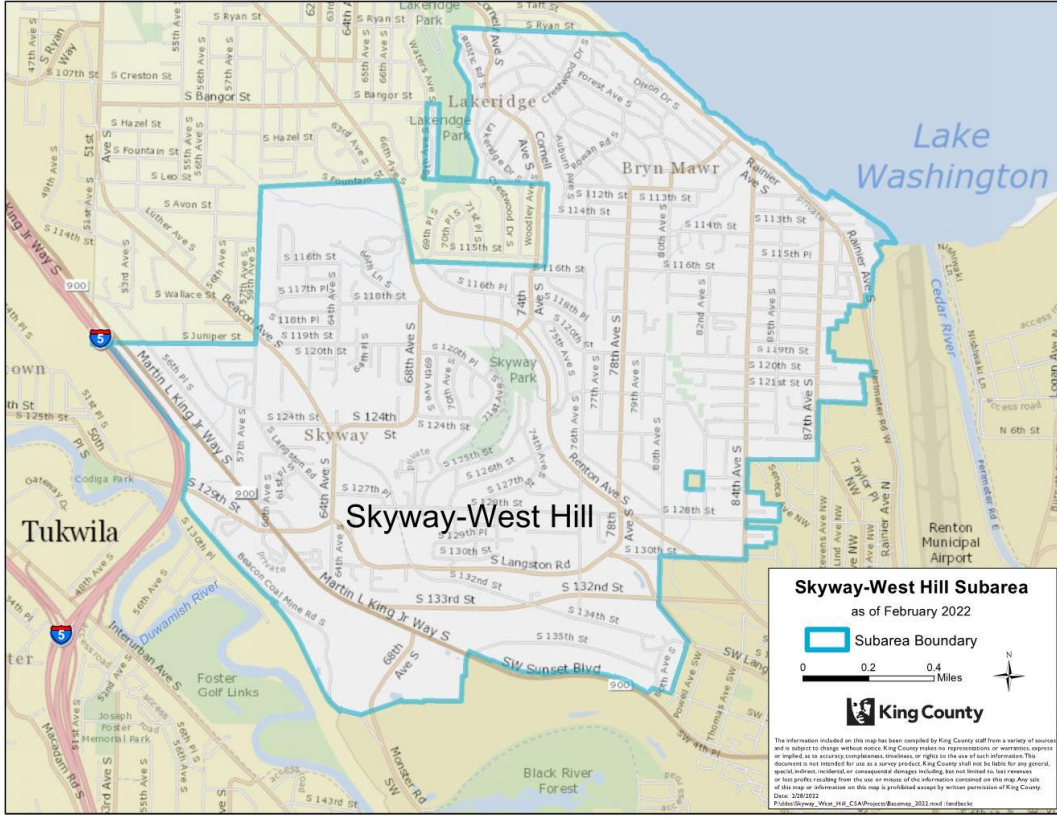
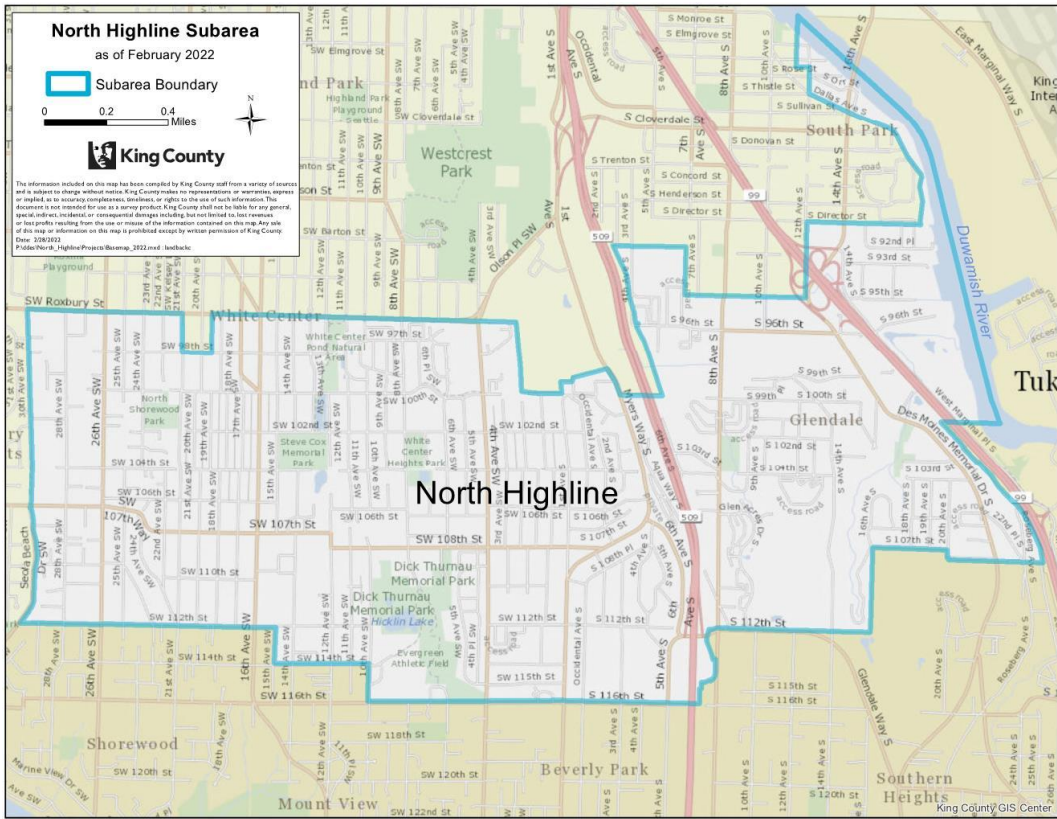
The North Highline subarea totals 2,254 acres (3.5 square miles) in size. It is bordered to the north and west by the City of Seattle, to the south by the City of Burien, and to the east by the City of Tukwila.

The Fall City Rural Town parcel is 0.71 acres (31,140 square feet) and located on the east side of SE Redmond Fall City Road (State Route 202) on the north edge of the Fall City Rural Town. Its eastern boundary is has approximately 100 feet of waterfront on Snoqualmie River.

The parcel located in the rural area outside of Maple Valley is 1.01 acres (43,995 square feet). It is located on the west side of Renton Maple Valley Road SE (State Route 169) and south of SE 124<sup>th</sup> Street.

The proposed policies in the subarea plans would apply to all of the Skyway-West Hill and North Highline Subareas, respectively. The land use and zoning map amendments would apply only to the parcels identified Attachment D to the proposed Ordinance.

The following maps show the boundaries of the Skyway-West Hill and North Highline subareas.



**B. Environmental Elements** [\[HELP\]](#)

1. **Earth** [\[help\]](#)

a. **General description of the site:**

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

Although the proposed ordinance is a nonproject action with no identifiable “site,” the Skyway-West Hill and North Highline Subarea Plans, Land Use and Zoning Map Amendments, and ordinance apply to the Skyway-West Hill and North Highline subareas of unincorporated King County, as well as one parcel in the Fall City Rural Town and one parcel in the rural area outside of Maple Valley. These areas are flat, rolling, hilly, and steeply sloped. Skyway-West Hill and North Highline include landforms typical of urban areas of the Puget Sound basin, most of the area is developed with single-family and multi-family residential land uses, but there exists streams, wetlands, steep slopes, and the shoreline of Lake Washington and the Duwamish River.

The parcel in the Fall City Rural Town is flat and then slopes down to the Snoqualmie River. The rural parcel, outside of Maple Valley, is generally flat.

b. **What is the steepest slope on the site (approximate percent slope)?**

The 2022 Update is a nonproject action covering all of the Skyway-West Hill and North Highline in unincorporated King County. It also includes land use and zoning map amendments affecting one parcel in the Fall City Rural Town and one parcel in the unincorporated rural area outside of Maple Valley.

There are some areas of steep slopes within the subareas that are 40 percent or steeper. There are steep slopes on several of the properties affected by the land use and zoning map amendments. Any new development projects would be subject to existing regulations, including critical areas regulations, that would be addressed during permit review.

c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

The 2022 Update a nonproject action covering all of the Skyway-West Hill and North Highline subareas of unincorporated King County, one parcel in the Fall City Rural Town, and one parcel in the rural area outside of Maple Valley. Soils in Skyway-West Hill and North Highline generally reflect geologically recent glacial and alluvial (river and stream) activity, as well as human activity.

Skyway-West Hill and North Highline subareas are upland areas set above Lake Washington and the Duwamish River. Soils on upland areas are generally coarser-grained sandy and gravelly sandy loams, but soils with high organic content do occur locally in these upland areas and along water bodies. According to the US Geologic Survey, the majority (75 percent) of the Skyway-West Hill and North Highline subareas are classified as being in the Urban Land – Alderwood complex, with slopes ranging from zero percent to 60 percent. These soils are moderately well drained and not considered prime farmland. They are considered suitable for development.

Development projects within the subarea subject to the proposed ordinance may result in the removal of some of these soils. However, existing regulations regarding those soils, and limitations on square footage and impervious surfaces would limit such removal.

d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**



The 2022 Update is a nonproject action covering all of the Skyway-West Hill and North Highline subareas of unincorporated King County. Some areas of potential landslide hazards exist within the Skyway-West Hill subarea, but none of the parcels affected by the proposed land use and zoning map amendments have been identified as containing these hazard areas. One area in the North Highline subarea has been identified as being a potential landslide hazard area. A portion of this area is proposed to have its land use designation amended from Urban Residential High to Open Space.

Any development subject to the proposed ordinance that is located on a parcel where landslide or erosion-prone areas exist would be subject to existing regulations and, for new uses, would be identified and addressed under existing regulations during permit review.

**e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

The 2022 Update is a nonproject action and does not directly authorize any fill, excavation, or grading. Individual development projects subject to the proposed ordinance could include fill, excavation, or grading. All such development projects would continue to be subject to existing development regulations related to stormwater management, impervious surfaces, critical areas, clearing and grading, and/or landscaping. Unless exempt under state and county requirements, filling, excavation and grading is also subject to SEPA review.

**f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

The 2022 Update is a nonproject action and does not directly authorize any fill, excavation, or grading. Individual development projects subject to the proposed ordinance could include fill, excavation, or grading. All such development projects would continue to be subject to existing development regulations related to stormwater management, impervious surfaces, critical areas, clearing and grading, and/or landscaping. Unless exempt under state and county requirements, filling, excavation and grading is also subject to SEPA review.

The 2022 Update is not expected to result in erosion from clearing, construction, or land use beyond what would have been expected without the proposed nonproject action.

**g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

The 2022 Update is a nonproject action and does not directly authorize any fill, excavation, or grading. However, the proposal implements zoning classifications that will be used to determine allowed amount of impervious surface on a particular property.

Map Amendment 1: Skyway-West Hill Subarea – Skyway Business District – Designation to Skyway Unincorporated Activity Center proposes several zoning changes that would increase the allowed maximum impervious surface on the affected parcels. The amendment from R-6 to R-12, NB, and CB would increase the allowed maximum impervious surface from 70 percent to 85 percent on 108 parcels with a total land area of about 20 acres. If developed to the allowed maximum, the impervious surface could total about 17 acres. The current amount of impervious surface of these parcels has not been measured.

Map Amendment 2: Skyway-West Hill Subarea – Martin Luther King Jr. Way South – Residential Density Increase proposes a zone change that would increase the allowed maximum impervious surface from 85 percent to 90 percent on 13 parcels with a total land area of about 19 acres. If developed to the

allowed maximum, the impervious surface could total as high as 17 acres. The current amount of impervious surface of these parcels has not been measured.

Map Amendment 4: North Highline Subarea – White Center, Roxhill, Top Hat, and Glendale – Residential Zone Reclassification for Residential Density Increase and Add Building Height P-Suffix Condition proposes a zone change that would increase the allowed maximum impervious surface from 70 percent to 85 percent on 1084 parcels with a total land area of about 225 acres. If developed to the allowed maximum, the impervious surface could total as high as about 195 acres. The current amount of impervious surface of these parcels has not been measured.

Map Amendment 5: North Highline Subarea – White Center, Roxhill, Top Hat, and Glendale – Residential Land Use Redesignation and Residential Zone Reclassification for Residential Density Increase proposes zoning changes on 416 parcels. The allowed maximum impervious surface ranges from 85 percent to 90 percent depending on the proposed density increase on the parcels under this amendment. If developed to the allowed maximum, the impervious surface could total as high as about 68 acres. The current amount of impervious surface of these parcels has not been measured.

Map Amendment 9: North Highline Subarea – Top Hat – Remove North Highline Commercial and Industrial Special District Overlay; and Add Marijuana Retail P-Suffix Condition. Under this proposed map amendment, the allowed maximum impervious surface is reduced. The proposed amendment removes a special district overlay on 7.5 acres, which includes waived impervious surface code requirements. Note, that concurrent with action on proposed map amendments, action may be taken on proposed code amendments. The proposed code amendments remove the provision to waive impervious surface requirements from the North Highline commercial and industrial Special District Overlay. The impervious surface code requirements for Community Business zoning will apply if the map amendment is approved. If an amended SDO is applied, impervious surface code requirements for Community Business will apply. The allowed maximum impervious surface code under Community Business is 85 percent. If developed to the allowed maximum, the impervious surface could total as high as 7.5 acres without the proposed map amendment. With the proposed map amendment, if developed to the allowed maximum, the impervious surface could total as high as 6.4 acres. The current amount of impervious surface of these parcels has not been measured.

Map Amendment 11: North Highline Subarea – Glendale – Commercial Outside of Centers Land Use Redesignation to Community Business Center and Regional Business Zone Reclassification to Community Business; and Add Marijuana Retail P-Suffix Condition. Under this proposed map amendment, the allowed maximum impervious surface is reduced. The proposed amendment reclassifies 11.5 acres from a zone which has less restrictive impervious surface provisions to a zone which has more restrictive impervious surface provisions. The allowed maximum impervious surface requirement for the Regional Business zone is 90 percent. Under the proposed Community Business zone, the allowed maximum impervious surface requirement is 85 percent. With the proposed map amendment, if developed to the allowed maximum, the impervious surface could total as high as 9.8 acres. Under the existing zoning, if developed to the allowed maximum, the impervious surface could total as high as 10.3 acres. The current amount of impervious surface of these parcels has not been measured.

Map Amendment 14: North Highline Subarea – White Center – Industrial Zone Reclassification to Community Business; Remove Economic Redevelopment Special District Overlay; Add White Center Pedestrian Oriented Special District Overlay; Add Marijuana Retail P-Suffix Condition; and Add Mixed-Use P-Suffix Development Condition. Under this proposed map amendment, the allowed maximum impervious surface is reduced. The proposed amendment reclassifies 3.4 acres from a zone which has less restrictive impervious surface provisions to a zone which has more restrictive impervious surface provisions. The allowed maximum impervious surface requirement for the

Industrial zone is 90 percent. Under the proposed Community Business zone, the allowed maximum impervious surface requirement is 85 percent. With the proposed map amendment, if developed to the allowed maximum, the impervious surface could total as high as 2.9 acres. Under the existing zoning, if developed to the allowed maximum, the impervious surface could total as high as 3.1 acres. The current amount of impervious surface of these parcels has not been measured.

Map Amendment 16: North Highline Subarea – White Center – Remove North Highline Commercial and Industrial Special District Overlay; Add White Center Pedestrian Oriented Special District Overlay; and Add Marijuana Retail P-Suffix Condition. Under this proposed map amendment, the allowed maximum impervious surface is reduced. The proposed amendment removes a special district overlay on 26.9 acres which includes waived impervious surface code requirements. Note, that concurrent with action on proposed map amendments, action may be taken on proposed code amendments. The proposed code amendments remove the provision to waive impervious surface requirements from the North Highline commercial and industrial Special District Overlay. The impervious surface code requirements for Community Business zoning will apply if the map amendment is approved. If an amended SDO is applied, impervious surface code requirements for Community Business will apply. The allowed maximum impervious surface code under Community Business is 85 percent. If developed to the allowed maximum, the impervious surface could total as high as 26.9 acres without the proposed map amendment. With the proposed map amendment, if developed to the allowed maximum, the impervious surface could total as high as 22.9 acres. The current amount of impervious surface of these parcels has not been measured.

#### **h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

The 2022 Update is a nonproject action that does not directly authorize any fill, excavation, or grading. The Subarea Plans include a proposed policy that encourages the county to work with residents and businesses to plant trees and develop green infrastructure with the goal of increasing tree canopy coverage and protecting water quality from impacts from erosion.

Individual development projects subject to the proposed ordinance could include fill, excavation, or grading. All such development projects would continue to be subject to existing development regulations related to surface water, stormwater and groundwater management (K.C.C. Title 9); impervious surfaces (K.C.C. Title 21); critical areas (K.C.C. Chapter 21A.24); clearing and grading (K.C.C. Chapter 16.82); and/or landscaping (K.C.C. Chapter 21A.16). Unless exempt under state and county requirements, filling, excavation and grading is also subject to SEPA review.

Much of the Skyway-West Hill and North Highline subareas were developed in the years before King County adopted the current surface water and stormwater management regulations and standards, therefore, new development that is subject to current regulations and standards, could have a positive impact on stormwater management, erosion control, and other impacts to the earth.

## **2. Air** [\[help\]](#)

### **a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

The 2022 Update is a nonproject action that will not result in any direct emissions to the air.

Development projects subject to the proposed ordinance would experience emissions to the air during construction from the operation of construction equipment and ground disturbance. The buildings that would be developed would continue to be a source of emissions to the air during the life of their operations. Potential traffic generated by the developments would also be a source of emissions for the life of the development.

The 2022 Update is a nonproject action and does not authorize any development to occur, nor do they control how quickly or to what extent development may occur. There are no estimates of the quantity of emissions that may occur as result.

**b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

The 2022 Update is a nonproject action that would not be affected by off-site sources of emissions or odors.

**c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

The proposed Skyway-West Hill and North Highline Subarea Plans each propose a policy that encourages the county to work with residents and businesses to plant trees and develop green infrastructure with the goal of increasing tree canopy coverage and improving air quality.

**3. Water** [\[help\]](#)

**a. Surface Water:** [\[help\]](#)

**1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The Skyway-West Hill subarea is adjacent to Lake Washington. There are also numerous streams and wetlands within the subarea. The Taylor Creek stream and wetland system flows to the north through Deadhorse Canyon and Seattle's Lakeridge Park before emptying into Lake Washington. One of the tributaries of Taylor Creek has its headwaters in the wetlands along the eastern edges of Skyway Park. Another tributary begins further to the northwest, within the Seattle City Light powerline corridor and extending northeast toward and under Renton Avenue S. In the Bryn Mawr neighborhood, several unnamed streams carry surface water flow to Lake Washington. In the southern portion of the subarea, in the Skyway, Campbell Hill, and Earlington neighborhoods, surface water drainage collects in numerous landscape depressions, along roadways, and impervious surfaces and then flows south into the Duwamish River where it flows north into Puget Sound.

The North Highline subarea is adjacent to the Duwamish River and is within the estuary of the river. There are also numerous streams and wetlands within the subarea. Hamm Creek drains a greenbelt on the east side of the subarea, discharging into the Duwamish River. Most of the rest of the subarea is on a plateau draining to Puget Sound and lies primarily in the Salmon Creek drainage basin.

The estuary of Salmon Creek, and its ravine immediately upstream of the estuary, are located in the city of Burien. Historically, most of the current Salmon Creek drainage basin flowed northward to Longfellow Creek. Upstream of Ambaum Boulevard, most of the Salmon Creek drainage basin is in unincorporated King County and flow is contained in a pipeline.

The approximate 678-acre Lake Hicks watershed constitutes part of the Salmon Creek drainage basin. The engineering changes that diverted flow from the Longfellow Creek drainage basin to the Salmon Creek drainage basin affected the size of the Lake Hicks watershed. There is no natural outlet for the lake. Other lake, pond and wetland features on the White Center plateau can be found in association with the White Center Greenway, the White Center Pond Natural Area, Mallard Lake, and White Center Heights Park.

The parcel in the Fall City Rural Town is adjacent to the Snoqualmie River.

**2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

The 2022 Update is a nonproject action that would not require any work or development over, in, or adjacent to the waters described above. The Skyway-West Hill and North Highline Subarea Plans, Land Use and Zoning Map Amendments, and ordinance do not authorize any work to occur.

**3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

The 2022 Update does not authorize any development that will result in filling or dredging from surface water or wetlands. Individual development projects subject to the proposed ordinance would be subject to all state, local, and federal regulations, including mitigation requirements, concerning fill or dredge material placed in or removed from surface water or wetlands.

**4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

The 2022 Update does not authorize any development to occur that would require surface water withdrawals or diversions within the subarea. Individual development projects subject to the proposed ordinance would be subject to all state, local, and federal regulations, including mitigation requirements, concerning surface water withdrawals or diversions.

**5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

The 2022 Update applies to the urban unincorporated areas of the Skyway-West Hill and North Highline subareas, one parcel in the Fall City Rural Town and one parcel in the rural area outside of Maple Valley.

There is no 100-year floodplain in the Skyway-West Hill subarea.

There are some areas of 100-year floodplain in the North Highline subarea adjacent to the Duwamish River. None of the parcels containing portions of the 100-year floodplain are subject to the land use and zoning map amendments or the mandatory affordable housing requirements of the inclusionary housing regulations.

The Fall City Rural Town parcel contains a small portion (approximately 3,000 square feet) of 100-year floodplain associated with the Snoqualmie River.

**6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

The 2022 Update is a nonproject action that does not authorize any development to occur that would involve discharges of waste materials to surface waters. Development projects subject to the proposed ordinance will be subject to existing state, local, and federal regulations concerning the protection of and discharge of waste materials to surface waters, including state regulations on water usage, wastewater disposal, and state antidegradation standards.

**b. Ground Water: [\[help\]](#)**

**1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate**

**quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

The 2022 Update is a nonproject action that does not authorize any development to occur that would involve withdrawals or discharges to or from the groundwater. Development projects subject to the proposed ordinance that use groundwater or discharge to groundwater would be subject to all existing state, local, and federal regulations concerning groundwater removal and protection.

The Skyway-West Hill and North Highline Subarea Plans include proposed policies that promote the efficient use of land by providing the necessary urban utilities (water and sewer), addressing aging and failing on-site sewage systems, and extending water and sewer service to properties on private wells or using septic systems.

**2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

The 2022 Update is a nonproject action that would not result in any discharge of waste material into the ground. Development projects subject to the proposed ordinance may discharge waste material from septic tanks or other sources, and would be required to treat and dispose of any waste in a manner compatible with state and local regulations.

Both the Skyway-West Hill and North Highline subareas are located in the urban unincorporated areas of King County and are subject to the King County Code Title 13, which states, “All new development within the Urban Growth Area shall be served by an adequate public or private sewage disposal system, including both collection and treatment facilities, as required by K.C.C. 21A.28.030. On-site sewage treatment and disposal systems shall be permitted in the Urban Growth Area only for single-family residences or for short subdivisions only on an interim basis...”(K.C.C. 13.24.136) It is unlikely that any new development subject to the proposed ordinance will result in the discharge of waste material from septic tanks.

**c. Water runoff (including stormwater):**

**1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The 2022 Update is a nonproject action that would not directly generate or affect water runoff. Individual development projects subject to the proposed ordinance may generate some water runoff.

The Land Use and Zoning Map Amendments propose changes to the zoning of some parcels within the subareas. Some of the zone changes will allow for a higher percentage of impervious surface on the affected parcels than was previously allowed. Some of the zone changes and/or removal of Special District Overlays or adoption of code amendments will allow for a lower percentage of impervious surface on affected parcels. These changes are discussed in more detail in the response to question B.1.g above.

As with any development in unincorporated King County, on-site stormwater management would need to comply with the King County Surface Water Design Manual, including applicable Best Management Practices (BMPs) for treatment and flow prior to discharge, and existing maximum impervious surface regulations.

**2) Could waste materials enter ground or surface waters? If so, generally describe.**

The 2022 Update is a nonproject action that would not directly result in any waste material entering ground or surface waters. Development projects subject to the proposed ordinance may result in waste matter that could enter ground or surface waters, but such projects would be subject to existing state, local, and federal regulations concerning the protection of surface and ground water.

**3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The 2022 Update is a nonproject action that would not alter or otherwise affect drainage patterns. Development projects subject to the proposed ordinance would also be subject to existing drainage regulations, which are unchanged by the subject ordinance.

**d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

The 2022 Update is a nonproject action that would not have any direct impacts to surface or ground water, runoff water, or drainage patterns. Existing federal, state and local regulations related to surface water discharge and withdrawal, groundwater discharge and withdrawal, runoff water (stormwater), and drainage would apply to any development project that would be subject to the proposed ordinance. No additional measures to reduce or control any potential surface, ground, and runoff water and drainage pattern impacts are proposed under this ordinance. Individual development proposals may be required to provide these measures.

**4. Plants** [\[help\]](#)

**a. Check the types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one rural parcel outside of Maple Valley. The subareas contain a variety of vegetation types typical to urban landscapes in and around the Puget Sound lowland region. The areas are vegetated with both native and non-native trees, shrubs, and groundcovers. The landscape communities in the subareas have been heavily altered by human activities.

In February 2021, King County published its 30-Year Forest Plan (Forest Plan). An analysis of the forest canopy cover in the Forest Plan found that Skyway-West Hill’s urban forest canopy covers roughly 511 acres, or around 28 percent, in the subarea. The Forest Plan found that White Center’s urban forest canopy covers roughly 477 acres, or around 21 percent of the White Center portion of the North Highline subarea. The analysis did not capture data for the whole North Highline subarea.

**b. What kind and amount of vegetation will be removed or altered?**

The 2022 Update is a nonproject action that would not directly remove or authorize the removal of any vegetation. Individual development projects subject to the proposed ordinance could include the removal or alteration of vegetation (potentially of the types identified in question 4.a). Such development projects would be subject to existing state and local regulations that regulate vegetation removal or alteration, in the same manner as other uses.

**c. List threatened and endangered species known to be on or near the site.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County. There are no known federally listed threatened or endangered plant species in King County. However, there are several species in King County listed as threatened or endangered according to the Washington State Natural Heritage Program, including clubmoss mountain-heather, Kamchatka fritillary, Pacific peavine, white meconella, choriso bog-orchid, and little bluestem. It is unknown if any of these species exist within the Skyway-West Hill and North Highline subareas.

**d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County. Landscaping, the use of native plants, or other measures to preserve or enhance vegetation could be proposed for individual developments. As with any development in unincorporated King County, development projects subject to the proposed ordinance would be subject to existing regulations governing landscaping, use of native plants, and vegetation preservation on their respective sites.

Both the Skyway-West Hill and North Highline Subarea Plans contain a policy in the Parks, Open Space, and Cultural Resources chapter that that encourage the King County to work with subarea residents, businesses, and other community organizations to identify and implement opportunities for planting trees and installing green infrastructure. The map amendments and proposed ordinance do not contain specific requirements for these to occur.

**e. List all noxious weeds and invasive species known to be on or near the site.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County. A variety of noxious weeds and invasive species exist in unincorporated King County and the proposed ordinance does not change any obligations to control noxious weeds identified by the King County Noxious Weed Control Board. The location and extent of noxious weeds and invasive species in the two subareas is unknown.

**5. Animals [\[help\]](#)**

**a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.**

Examples include:

- birds: hawk, heron, eagle, songbirds, other:
- mammals: deer, bear, elk, beaver, other:
- fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_



The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County. A variety of birds, mammals, and fish have been observed in unincorporated King County. There are 221 bird species that are common, uncommon, or usually seen on an annual basis in King County. Bird species include hawks, herons, eagles, owls, woodpeckers, songbirds, waterfowl, and shorebirds. There are 70 mammal species that can be found in King County, including shrews, bats, beavers, elk, deer, bears, rabbits, wolves, seals, and whales. There are 50 species of freshwater fish in King County, including 20 introduced species. More information on birds and animals found in King County can be found at <https://kingcounty.gov/services/environment/animals-and-plants/biodiversity/defining-biodiversity/species-of-interest.aspx>.

**b. List any threatened and endangered species known to be on or near the site.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County. There are a number of federally threatened and endangered species in King County according to the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration. These species include the Canada lynx, gray wolf, grizzly bear, North American wolverine, marbled murrelet, northern spotted owl, streaked horned lark, yellow-billed cuckoo, Oregon spotted frog, bull trout, Puget Sound Chinook salmon, Puget Sound steelhead, bocaccio rockfish, yelloweye rockfish, southern resident killer whale, and humpback whale. It is unknown if any of these species exist within the two subareas.

In addition to the federally listed species above, the Washington Department of Fish and Wildlife maintains a list of priority species for which conservation measures should be taken. State threatened and endangered species not included with the federally listed species include the western pond turtle and the fisher. The western pond turtle may exist with the North Highline subarea. It is unlikely that the fisher exists within the two subareas.

As with any development in unincorporated King County, development projects subject to the proposed ordinance would have to comply with existing state, local, and federal regulations that protect these species.

**c. Is the site part of a migration route? If so, explain.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town and one parcel in the rural area outside of Maple Valley. King County is within the Pacific Flyway migratory pathway for birds, and there are numerous streams and water bodies within the County that serve as migration routes for anadromous fish. These water bodies could potentially be near or cross through sites where development projects are proposed that could be subject to the proposed ordinance.

The Duwamish River, Lake Washington, and the Snoqualmie River are all used by anadromous fish as part of their respective migration routes.

**d. Proposed measures to preserve or enhance wildlife, if any:**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in the rural area outside of Maple Valley. The nonproject action is not expected to have any direct impacts to wildlife, so no measures to preserve or enhance wildlife are necessary. Any development projects that would be subject to proposed ordinance would also be subject to existing federal, state, and local wildlife regulations.

**e. List any invasive animal species known to be on or near the site.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in the rural area outside of Maple Valley. Numerous invasive animal species are known to exist in unincorporated King County. Invasive species may be located on a development project site that could be subject to the proposed ordinance.

## **6. Energy and Natural Resources** [\[help\]](#)

### **a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

The 2022 Update is a nonproject action that would not have direct energy needs. Any development project subject to the proposed ordinance would require fossil fuels and electricity to power the equipment required for construction. The resulting developments will also require energy in the form of natural gas and electricity to power the infrastructure, as well as other building needs, such as lighting, heating/cooling, and operation of equipment. Any such development project would be subject to existing energy codes and regulations. The 2022 Update makes no change to the existing energy codes or regulations.

### **b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

The 2022 Update is a nonproject action that would not have any direct impacts to the use of solar energy.

The proposed land use and zoning map amendments implements zoning classifications that will be used to determine allowed heights of buildings on a particular property or site. The height of a building on a given property has the potential to cast a shadow onto an adjacent property, depending on the building height, proximity to the adjacent property, and orientation of the adjacent properties. Some of the proposed map amendments will allow for an increased maximum height on the affected properties.

The proposed ordinance includes inclusionary housing regulations that allow for a twenty-foot increase in allowed building heights in conjunction with either the mandatory or voluntary affordable housing creation. The 20 foot height increase in the inclusionary housing regulations apply everywhere except the R-12 (Residential, 12 units per acre) zoning classification, where no additional height bonus is included, and in an area on either side of 16<sup>th</sup> Ave SW in White Center between SW Roxbury Avenue and SW 100<sup>th</sup> Street. where the height limit is 55 feet. This increase in building height by an individual development project may affect the potential use of solar energy by adjacent properties. The inclusionary housing regulations also require that any portions of the building above the allowed "base height" for the zone are required to be set back an additional ten feet from the building setback line.

### **c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

The 2022 Update is a nonproject action that would not have any direct impacts to energy use, and therefore no energy conservation features are included. Development projects subject to the proposed ordinance could include energy conservation features or other measures to reduce any energy impacts.

## **7. Environmental Health** [\[help\]](#)

### **a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

The 2022 Update is a nonproject action that would not directly cause any environmental health hazards. It is possible that development projects subject to the proposed ordinance could result in exposure to toxic chemicals, risk of fire and explosion, spills, or hazardous waste. To the extent any such development created such exposure or risk, those hazards would be regulated by existing state and local regulations.

**1) Describe any known or possible contamination at the site from present or past uses.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in the rural area outside of Maple Valley. Sites with contamination exist within these two subareas where development projects could be proposed that are subject to the proposed ordinance. These sites would be required to meet any remediation requirements prior to grading. According to the Washington Department of Ecology's "What's in My Neighborhood" database, several contaminated sites were identified within the subareas.

**2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in the rural area outside of Maple Valley. Sites with hazardous chemicals/conditions exist within unincorporated King County and development could be proposed on them that is subject to the proposed ordinance. Such development would be subject to existing federal, state, and local regulations regarding chemical hazards and liquid and gas transmission pipelines. No changes are proposed to the local regulations regarding chemical hazards and liquid and gas transmission pipelines.

**3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

The 2022 Update is a non-project action that does not include the storage, use, or production of any toxic or hazardous chemicals. Development projects subject to the proposed ordinance could require the use of toxic or hazardous chemicals, such as gasoline or diesel fuel, to operate construction equipment. Individual development projects would be required to store, use, and produce any toxic or hazardous chemicals, such as cleaning supplies, in accordance with applicable laws and regulations.

**4) Describe special emergency services that might be required.**

The 2022 Update is a nonproject action that would not have any direct impacts on the need for emergency services. Implementation of the proposed ordinance is not anticipated to generate any additional special emergency services for the development projects to which it would apply.

**5) Proposed measures to reduce or control environmental health hazards, if any:**

The 2022 Update is a nonproject action that would not have any direct impact on the environment nor create environmental health hazards. No measures to reduce or control environmental health hazards are proposed.

**b. Noise**

**1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in the rural area outside of Maple Valley. Various types of noise exist in the affected areas, including noise from traffic, operation of equipment, airplanes, and more. These noise sources are not anticipated to affect implementation of the proposed ordinance.

**2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

The 2022 Update is a nonproject action that would not have any direct noise impacts. Development that is subject to the proposed ordinance would create short term noise associated with demolition and construction activities. Longer-term noise could be generated by building operations and traffic generated by the uses.

Construction-related noises would continue to be regulated by the King County Code and standards related to noise levels. Building operations and traffic noise could occur at anytime of day and would not be affected by the proposed ordinance.

**3) Proposed measures to reduce or control noise impacts, if any:**

The 2022 Update is a nonproject action that would not have any direct noise impacts. As such, no measures to reduce or control potential noise impacts are proposed.

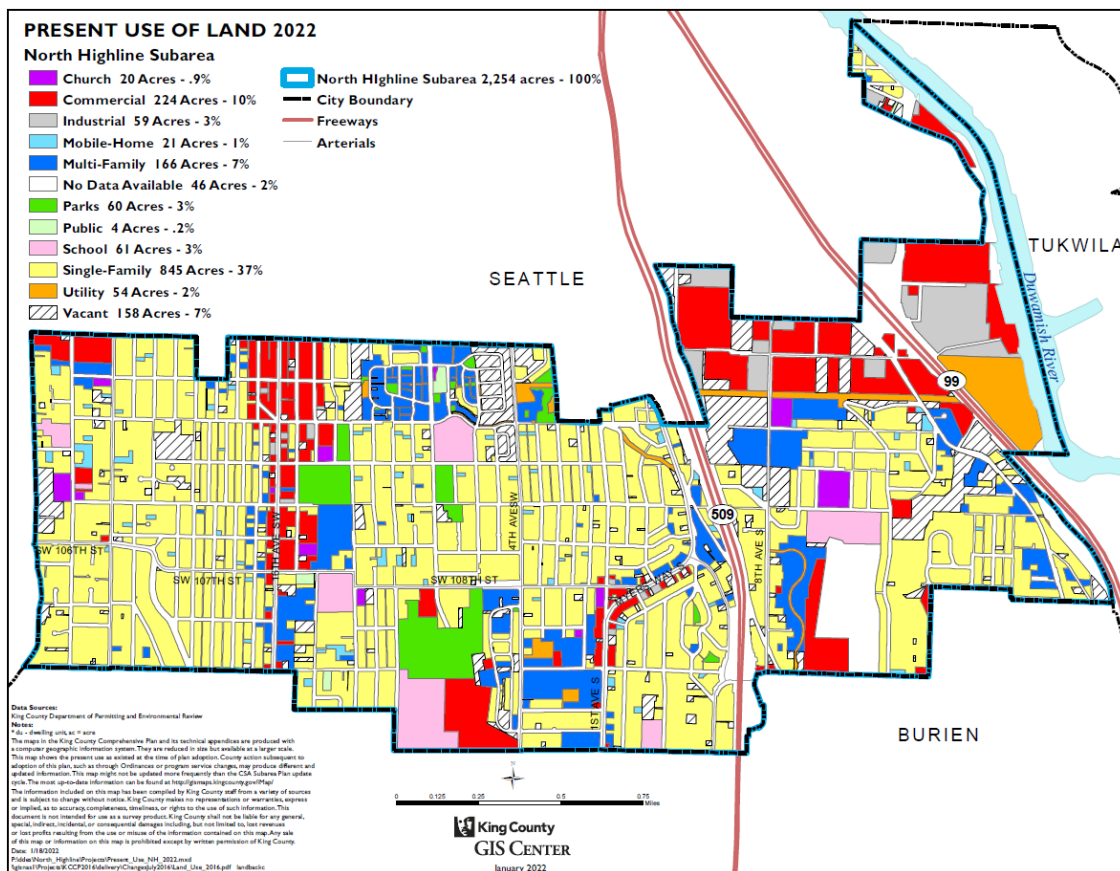
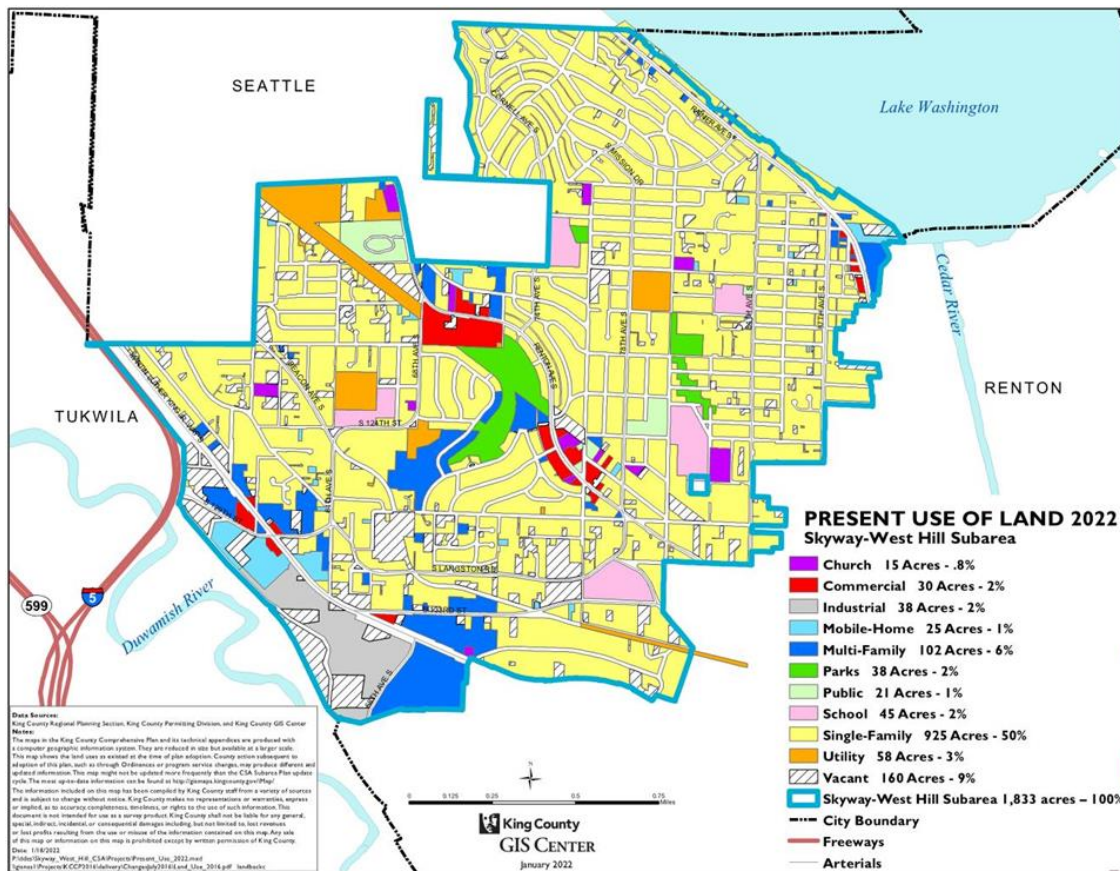
**8. Land and Shoreline Use** [\[help\]](#)

**a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in rural King County outside of Maple Valley. The following two maps show how land is currently being used within the two subareas. (Note: The percentages do not equal 100 percent as the acreage covered by rights of way and waterbodies that are in the subareas are not captured in the data on the maps.)

The parcel in the Fall City Rural Town is currently being used for commercial purposes with some recreational vehicle storage and rental, along with retail sales of prefabricated storage sheds. The parcel to the north contains a residential use and the parcel to the south is commercial with an automotive sales and service business, along with a drive-through coffee shop.

The rural parcel outside of Maple Valley is used as retail farm stand for the sale of local produce. The parcel to the north is used as a retail, home goods store. The parcel to the south is a social service agency.



The most prevalent land uses within both Skyway-West Hill and North Highline is medium and high density residential, comprising about 56 percent of Skyway-West Hill and 44 percent in North Highline. Commercial and industrial land uses make up about four percent of Skyway-West Hill and about 13 percent of North Highline. Roughly nine percent of Skyway-West Hill is considered vacant land, and about seven percent of North Highline is considered vacant.

The proposed ordinance and map amendments generally maintain the same mixture of land uses designations and zoning classifications in each of the subareas. Some of the map amendments increase the base density of a selected parcels by amending the zoning. These amendments are in areas where there is access to frequent transit service and near employment and activity centers.

The complete list of map amendments and affected parcels can be found in Attachment D to the proposed ordinance.

**b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County and one parcel in the Fall City Rural Town and one parcel in rural King County outside of Maple Valley. There are no working farmlands or working forest lands within either of the two subareas. The nonproject action will not have any direct or indirect impacts to working farmlands or forestlands.

**1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in rural King County outside of Maple Valley. There are no working farmlands or working forest lands within either of the two subareas. The nonproject action will not have any direct or indirect impacts to working farmlands or forestlands.

**c. Describe any structures on the site.**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in rural King County outside of Maple Valley. Each of the subareas is developed with detached single-family homes, multi-family residential buildings, and commercial and mixed-use structures.

There are about 6,800 housing units in Skyway-West Hill and 7,500 housing units in North Highline. The following tables provide some details about the type and age of housing in the two subareas.

Housing Type	Skyway-West Hill	North Highline
Single Family detached homes	66%	52%
Single family attached homes	2%	7%
Duplexes	1%	5%

3 and 4-plexes	2%	5%
5 to 9-unit apartments	2%	7%
10 or more-unit apartments	23%	22%
Manufactured homes	3%	1%

Age of Housing	Skyway-West Hill	North Highline
2014 or later	3%	3%
2010 to 2013	3%	4%
2000 to 2009	9%	9%
1980 to 1999	14%	15%
1960 to 1979	22%	26%
1940 to 1959	44%	31%
1939 or earlier	5%	12%

The parcel in the Fall City Rural Town contains a single-family residence and numerous storage sheds that are offered for sale.

The rural parcel outside of Maple Valley contains a metal-framed structure covered by a fabric membrane that contains the produce sales area. There is also a loading dock with a metal-framed covered by a fabric membrane.

**d. Will any structures be demolished? If so, what?**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County, one parcel in the Fall City Rural Town, and one parcel in rural King County outside of Maple Valley. The nonproject action would not directly result in any demolition of structures. Existing structures could be demolished as part of a development project that would be subject to the proposed ordinance. The nature of and extent to which those structures could be demolished is unknown at this time and would be subject to all existing applicable regulations.

**e. What is the current zoning classification of the site?**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County and one parcel in the Fall City Rural Town and one parcel in rural King County outside of Maple Valley. The following two tables summarize the recommended zoning amendments included in Attachment D to the proposed ordinance related to Skyway-West Hill and North Highline.

Skyway-West Hill Zoning	Current		Proposed	
	Acres	Percent of Acres	Acres	Percent of Acres
Community Business (CB)	31	2%	33	2%
Industrial (I)	39	2%	39	2%
Neighborhood Business (NB)	10	0.6%	14	0.7%
Office	0.2	0.01%	0.2	0.01%
Residential, 18 dwelling units per acre (R-18)	8	0.5%	8	0.5%

Residential, 48 dwelling units per acre (R-48)	21	1%	40	2%
Residential, 8 dwelling units per acre (R-8)	281	15%	281	15%
Residential, 6 dwelling units per acre (R-6)	910	50%	886	48%
Residential, 12 dwelling units per acre (R-12)	9	0.5%	29	2%
Residential, 24 dwelling units per acre (R-24)	146	8%	126	7%

North Highline Zoning	Current		Proposed	
	Acres	Percent of Acres	Acres	Percent of Acres
Community Business (CB)	99	4%	116	5%
Industrial (I)	224	10%	220	10%
Neighborhood Business (NB)	2	0.1%	2	0.1%
Residential Business (RB)	15	1%	4	0.2%
Office	2	0.1%	2	0.1%
Residential, 4 dwelling units per acre (R-4)	47	2%	47	2%
Residential, 6 dwelling units per acre (R-6)	980	43%	680	30%
Residential, 8 dwelling units per acre (R-8)	47	2%	47	2%
Residential, 12 dwelling units per acre (R-12)	39	2%	262	12%
Residential, 18 dwelling units per acre (R-18)	175	8%	238	11%
Residential, 24 dwelling units per acre (R-24)	64	4%	72	3%
Residential, 48 dwelling units per acre (R-48)	40	2%	41	2%

There are two additional map amendments in the 2022 Update outside of Skyway-West Hill and North Highline. One is in the Fall City Rural Town and proposes to change the zoning of one parcel from I-P (Industrial with P-Suffix Development Condition FC-P02) to CB-SO (Community Business with Special District Overlay SO-260). The other map amendment is in rural unincorporated King County, outside of Maple Valley and proposes to change the zoning on one parcel from RA-5 (Rural Area, one dwelling unit per five acres) and NB-P (Neighborhood Business with P-Suffix Condition TR-P22) to only NB (Neighborhood Business).

**f. What is the current comprehensive plan designation of the site?**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County and two additional parcels outside of urban unincorporated King County. The following two tables summarize the recommended land use designation amendments included in Attachment D to the proposed ordinance related to Skyway-West Hill and North Highline.



Skyway-West Hill Comprehensive Plan Land Use Designation	Current		Proposed	
	Acres	Percent of Acres	Acres	Percent of Acres
Commercial Outside of Center	3	0.1%	3	0.1%
Community Business Center	32	2%	0	0%
Industrial	39	2%	39	2%
Neighborhood Business Center	8	0.4%	8	0.4%
Open Space	28	2%	33	2%
Urban Residential High	174	10%	129	7%
Unincorporated Activity Center	0	0%	103	6%
Urban Residential Medium	1213	66%	1182	65%

North Highline Comprehensive Plan Land Use Designation	Current		Proposed	
	Acres	Percent of Acres	Acres	Percent of Acres
Commercial Outside of Center	16	0.7%	5	0.2%
Community Business Center	32	1%	44	2%
Industrial	216	10%	216	10%
Neighborhood Business	1	0.04%	1	0.04%
Open Space	65	3%	72	3%
Urban Residential High	274	12%	325	14%
Unincorporated Activity Center	120	5%	120	5%
Urban Residential Medium	1018	45%	960	43%

There are two additional map amendments in the 2022 Update outside of Skyway-West Hill and North Highline. One is in the Fall City Rural Town and proposes no change to the Rural Town land use designation of the one parcel. The other map amendment is in rural unincorporated King County, outside of Maple Valley and proposes to change the land use designation on a portion of one parcel from Rural Area to Rural Neighborhood Commercial.

**g. If applicable, what is the current shoreline master program designation of the site?**

The northeast boundary of the Skyway-West Hill Subarea is adjacent to Lake Washington for about one mile. This area of Skyway-West Hill is designated “residential” in King County’s Shoreline Master Program.

The northeast boundary of the North Highline Subarea is adjacent to the Duwamish River for about 1.4 miles. Approximately 1.2 miles of this area of North Highline is designated as “high intensity” in King County’s Shoreline Master Program. The northern 0.2 miles of this area is designated residential” in King County’s Shoreline Master Program.

The parcel located in the Fall City Rural Town is designated as “high intensity” in King County’s Shoreline Master Program.

**h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

There are numerous streams and wetlands within the Skyway-West Hill Subarea designated as critical areas in King County’s Critical Areas Ordinance (King County Code Chapter 21A.24). The Taylor Creek stream and wetland system that originates near Skyway Park and flows to the north. Another is the tributary of Taylor Creek that begins further to the northwest, within the Seattle City Light powerline corridor. The Bryn Mawr area of Skyway-West Hill contains several unnamed streams carrying surface water flow to Lake Washington. In the Skyway, Campbell Hill, and Earlington neighborhoods, there are several unnamed streams.

Skyway-West Hill also contains some areas of steep slopes (40% or greater) and potential landslide and seismic hazard areas. One landslide hazard area is located south of Martin Luther King Jr. Way S and east of 64<sup>th</sup> Ave S. Another landslide hazard area is located west of Renton Ave S, south of S 112<sup>th</sup> Street. A third area of landslide hazard exists in the Lakeridge neighborhood near the boundaries of Seattle’s Lakeridge Park and Deadhorse Canyon. An area of potential seismic hazard is mapped in and around Skyway Park, associated with the wetland system that serves as the headwaters to Taylor Creek.

North Highline subarea is adjacent to the Duwamish River and is within the estuary of the river. The areas adjacent to the river and east of State Route 99 have been mapped as seismic hazard area. This same area also contains streams that are regulated as critical areas. Most notable is Hamm Creek, which drains from greenbelt ravine on the west side of State Route 99 and east into the Duwamish River. Just west of Des Moines Memorial Drive S there is an area of potential landslide hazard area mapped associated with the steep slopes and ravine containing Hamm Creek.

The estuary of Salmon Creek, and its ravine immediately upstream of the estuary, are located in the city of Burien. Historically, most of the current Salmon Creek drainage basin flowed northward to Longfellow Creek. Upstream of Ambaum Boulevard, most of the Salmon Creek drainage basin is in unincorporated King County and flow is contained in a piped conveyance system.

The approximate 678-acre Lake Hicks watershed constitutes part of the Salmon Creek drainage basin. The engineering changes that diverted flow from the Longfellow Creek drainage basin to the Salmon Creek drainage basin affected the size of the Lake Hicks watershed. There is no natural outlet for the lake. Other lake, pond and wetland features on the White Center plateau can be found in association with the White Center Greenway, the White Center Pond Natural Area, Mallard Lake, and White Center Heights Park.

**i. Approximately how many people would reside or work in the completed project?**

The 2022 Update is a nonproject action affecting the Skyway-West Hill and North Highline subareas in King County and one parcel in the Fall City Rural Town and one parcel in rural King County outside of Maple Valley. The following table shows the current population, housing units, and jobs in the two subareas.

	<b>Skyway-West Hill</b>	<b>North Highline</b>
Population	18,000	19,500
Housing Units	7,000	8,000
Jobs	1,200	6,800

The nonproject action proposes amendments to the King County Comprehensive Plan’s land use designations, zoning classifications, and the King County Code that create additional capacity for housing units within the two subareas. The amendments create additional jobs capacity in the Skyway-

West Hill and a slight reduction of jobs capacity in North Highline. The following table summarizes the current and the proposed capacities under the proposed ordinance.

	Current		Proposed	
	Addition al Housing Capacity	Addition al Jobs Capacity	Addition al Housing Capacity	Addition al Job Capacity
Skyway -West Hill	4,800	4,800	6,500	5,100
North Highline	4,300	14,000	7,900	13,800

As a part of the proposed 2021 update to the Countywide Planning Policies; recent growth trends, current capacity, and existing amounts of employment and housing were considered in setting targets for expected growth in the two subareas. The following table shows the 2019-2044 growth targets for each of the two subareas. These targets can be accommodated within the current and proposed zone capacities for each of the two subareas.

	Skyway- West Hill	North Highline
Housing growth target	670	400
Jobs growth target	400	1,220

The 2022 Update does not directly authorize the development of new housing units or commercial opportunities. However, it is anticipated that housing development and job growth will occur in each of the two subareas during the 20-year planning horizon of the two subarea plans. The timing and pace of growth is dependent on many factors outside of the control of the policies and regulations in the King County Comprehensive Plan and the King County Code.

**j. Approximately how many people would the completed project displace?**

The 2022 Update is a nonproject action that does not directly authorize new residential, commercial, or mixed-use developments. While it would not directly result in any displacement, it is possible that development projects subject to the proposed ordinance could result in displacement. However, implementation of the proposed ordinance is not anticipated to affect the likelihood of displacement under current King County Code.

**k. Proposed measures to avoid or reduce displacement impacts, if any:**

The 2022 Update includes policies and regulations targeted at avoiding or reducing displacement impacts. In the Land Use chapters of each of the subarea plans there is policy direction that encourage the county to focus residential density in the proximity to the activity centers of the subareas where residents would have better access to frequent transit service, employment opportunities, and goods and services. Additional policies are proposed in the Housing and Human Services identifying a range of strategies for the County to consider and implement that will help reduce some of the risk of residential displacement. These strategies include:

- Inclusionary zoning;
- Tenant relocation assistance;
- Right to return and/or community preference;
- Community land trusts and other models of permanently affordable, shared-equity homeownership;

- Down payment assistance;
- Property tax exemption;
- Redevelopment assistance; and
- Funding equitable, community-driven affordable housing.

The proposed ordinance includes inclusionary housing regulations that would, if adopted, require or incentivize the creation of new affordable housing units as part of new or significantly redeveloped residential or multi-family developments in the subarea. The regulations include provisions that will implement community preference policies for a portion of the affordable housing units created through the regulations. The community preference policy provides enhanced access for Skyway-West Hill and North Highline residents to the affordable units created through the inclusionary housing regulations.

**I. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

The 2022 Update was developed in compliance with King County Code section 2.16.055. Specifically with subsection 2.16.055.B.2, stating that “Each subarea plan shall be developed consistent with the King County Comprehensive Plan...”

The development of the subarea plans and ordinance followed the policy direction of King County Policy CP-100, and the compatibility of the proposed amendments is documented in the policy analysis provided as an attachment to the ordinance per King County Policy I-207.

As stated above, the subarea plans and proposed map amendments implement the land use designations and zoning classifications in the King County Comprehensive Plan and King County Code. The growth targets can be accommodated by the proposed land use and zoning map amendments, along with the proposed inclusionary housing regulations.

**m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:**

The Skyway-West Hill and North Highline subareas do not contain agricultural or forest land of long-term commercial significance. No measures are proposed to reduce or control impacts to these categories of lands.

**9. Housing** [\[help\]](#)

**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

The 2022 Update does not directly authorize the creation of any housing units. The map amendments and ordinance contain zoning map amendments and provisions regulating the development of residential and mixed-use projects in the subareas. As outlined in response to question 8.i above, the Countywide Planning Policies have set a target for housing units through the 2019-2044 planning horizon. For Skyway-West Hill the target is 670 housing units and for North Highline the target is 400 housing units. It is unknown how many of these units will be created.

The proposed ordinance includes inclusionary housing provisions that either require or incentivize the creation of affordable housing units. In the unincorporated activity centers of Skyway and White Center, the creation of affordable housing units is required as a part of any new residential or mixed-use development. Outside of the unincorporated activity centers, the rules encourage creation of affordable units by allowing the development to exceed the base density allowed in the zone. The following table summarizes the percentage of affordable units that would be affordable at different income levels.

<b>Inclusionary Housing Affordability Options</b>	
<b>% of Total Units</b>	<b>Affordability</b>
30%	Ownership @ 80% AMI
25%	Combination 80% (owner) or 60% (renter)
20%	Rental @ 60% AMI
15%	Rental @ 50% AMI

**b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

The 2022 Update does not directly authorize the elimination of any housing units. The map amendments and proposed ordinance will regulate the construction of new residential and mixed-use developments that will likely result in an increase in housing units in the subareas. If the projects are located within the Skyway or White Center Unincorporated Activity Centers, the developments will be required to provide a percentage of housing units that are affordable at a prescribed income levels as shown in the response to question 9.a above.

**c. Proposed measures to reduce or control housing impacts, if any:**

The 2022 Update includes policies and regulations targeted at reducing housing impacts. In the Land Use chapters of each of the subarea plans there is policy direction that encourage the county to focus residential density in the proximity to the activity centers of the subareas where residents would have better access to frequent transit service, employment opportunities, and goods and services. Additional policies are proposed in the Housing and Human Services identifying a range of strategies for the County to consider and implement that will help reduce some of the risk of residential displacement. These strategies include:

- Inclusionary zoning;
- Tenant relocation assistance;
- Right to return and/or community preference;
- Community land trusts and other models of permanently affordable, shared-equity homeownership;
- Down payment assistance;
- Property tax exemption;
- Redevelopment assistance; and
- Funding equitable, community-driven affordable housing.

The proposed ordinance includes inclusionary housing regulations that would, if adopted, require or incentivize the creation of new affordable housing units as part of new or significantly redeveloped residential or multi-family developments in the subarea. The regulations include provisions that will implement community preference policies for a portion of the affordable housing units created through the regulations. The community preference policy provides enhanced access for Skyway-West Hill and North Highline residents to the affordable units created through the inclusionary housing regulations.

**10. Aesthetics** [\[help\]](#)

**a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

The 2022 Update is a nonproject action and does not directly authorize the development of any structures. Any development projects in the subarea would be subject to the proposed ordinance, which contains provisions that allow for an increase in height of structures providing affordable housing units in compliance with the inclusionary housing regulations.

The inclusionary housing regulations allow for a 20-foot height bonus for developments within the R-18, R-24, R-48, NB, CB, RB, and O zones that provide inclusionary housing, but requires additional setbacks for that portion of the building if base heights are exceeded. The height bonus does not apply to two blocks fronting 16<sup>th</sup> Avenue Southwest in White Center (under a proposed p-suffix condition established in Map Amendment 17 of Attachment D to the proposed ordinance).

If the inclusionary housing height bonuses were utilized to their maximum extent, the tallest building in each of the zones is as follows:

- R-18 (80 feet)
- R-24 (80 feet)
- R-48 (80 feet)
- NB (65 feet)
- CB (80 feet)
- RB (85 feet)
- O (85 feet)

**b. What views in the immediate vicinity would be altered or obstructed?**

The 2022 Update is a nonproject action will not directly alter or obstruct views. Any new development in the will be subject to the provision of the proposed ordinance and is not expected to impact any views in the immediate vicinity.

**c. Proposed measures to reduce or control aesthetic impacts, if any:**

The 2022 Update is a nonproject action and does not directly authorize any development. The proposed ordinance, in Section 14, establishes a new North Highline pedestrian-oriented special district overlay that specifies design elements for entrance placement, setbacks, building facades, and vehicle access. The same parcels subject to this special district overlay will also be subject to a new p-suffix development condition (established in Map Amendment 17 of Attachment D to the proposed ordinance) that limits building heights to a maximum of 55 feet with any portion of the building above the second floor being setback an additional 10 feet.

As mentioned in response to question 10.a above, the inclusionary housing regulations allow for a 20-foot height bonus. These rules specify that any portion of the building that exceeds the height limits set forth in K.C.C. chapter 21A.12 shall be set back an additional ten feet from the street property line and interior property line.

**11. Light and Glare** [\[help\]](#)

**a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

The 2022 Update is a nonproject action that would not directly cause any light or glare and any development allowed under the ordinance would not produce any light or glare beyond other development allowed under existing regulations.

**b. Could light or glare from the finished project be a safety hazard or interfere with views?**

The 2022 Update is a nonproject action that would not have any direct impacts. Any development projects subject to the proposed ordinance would have to comply with existing development regulations, including any related to light and glare.

**c. What existing off-site sources of light or glare may affect your proposal?**

The 2022 Update is a nonproject action that will apply to the Skyway-West Hill and North Highline subareas. Various off-site sources of light or glare exist throughout these areas of unincorporated King County. It is unlikely that any development projects subject to the proposed ordinance would be impacted by any off-site sources.

**d. Proposed measures to reduce or control light and glare impacts, if any:**

The 2022 Update is a nonproject action that would not have any direct light and glare impacts. No additional measures to reduce or control light and glare impacts are proposed beyond existing development regulations.

**12. Recreation** [\[help\]](#)

**a. What designated and informal recreational opportunities are in the immediate vicinity?**

The 2022 Update is a nonproject action that will apply to the Skyway-West Hill and North Highline subareas. It also contains two map amendments that apply to one parcel in the Fall City Rural Town and one parcel in the rural area outside of Maple Valley.

Skyway-West Hill contains approximately 27 acres of public parkland within its boundaries. Of this, 23 acres are developed as Skyway Park behind the Skyway Business District and four acres are undeveloped open space known as Bryn Mawr Park. Skyway Park hosts little league baseball and youth football games as well as community events like the Skyway Community Festival.

Other nearby parks provide open space, playfields, and other recreational opportunities for Skyway-West Hill residents. These include Lakeridge Park and Deadhorse Canyon in Seattle, Fort Dent Park in Tukwila, and Gene Coulon Park in Renton. Bryn Mawr, Campbell Hill, and Lakeridge Elementary Schools and Dimmitt Middle School also offer sports fields, playgrounds, and facilities used by residents but are not classified as public parks, nor are they open to the public during school operating hours.

North Highline contains six major parks and open space properties, spanning over 60 acres, including:

- Dick Thurnau Memorial Park: This 33-acre park between White Center and Top Hat has a frisbee golf course, play areas, walking paths, and Hicklin Lake. It also has the Bethaday Community Learning Space, in which the Technology Access Foundation provides education programs, including ones that specifically serve students of color.
- North Shorewood Park: This six-acre park near the Roxhill area has play and picnic areas, basketball courts, and nature trails.
- Steve Cox Memorial Park: This 10-acre park in White Center offers more programming than many other parks in the County system. Amenities include the White Center Community Center, White Center Teen Program, Mel Olson Stadium, ballfields, a play area, restrooms, picnic shelter, tennis courts, basketball courts, and a reflexology path.
- White Center Heights Park: This six-acre park between White Center and Greenbridge has an amphitheater, picnic shelter, open field, and nature trail.
- Hamm Creek Natural Area: This four-acre park in the Glendale neighborhood is a local urban natural area.
- Glendale Forest: This five-acre parcel, acquired in 2020, will be transformed into a forested park featuring trails, overlooks, and wetlands.

In addition to County-owned parks and playfields, King County provides a number of recreational and cultural services in the area:

- White Center Teen Program: Provides free year-round recreational, educational, and enrichment programming in Steve Cox Memorial Park to about 1400 local youths each year.
- Volunteer Program: This service program involves about 10,000 people a year in tree planting, removing invasive plants, and building and maintaining parks.
- Youth Conservation Corps: This program, launched in 2021, provides paid summer teen internships that focus on environmental topics and career development.
- Arts: Led by the King County cultural funding agency, 4Culture, this work focuses on arts, heritage, historic preservation, and public art.
- Partnerships: The County partners with, and provides grant funding to, other groups to provide recreational programs such as frisbee golf and amateur sports for youths.

Other nearby parks provide open space, playfields, and other recreational opportunities for North Highline residents. These include Salmon Creek Ravine, Shorewood Park, and Salmon Creek Park in Burien; and Seattle's Seola Park, Roxhill Playground, Westcrest Park, South Park Meadow, Cesar Chavez Park, South Park Playground, and Duwamish Waterway Park. Turning Basin Park Number 3 in Tukwila is also next to North Highline.

In addition to parks and open space, several regional multi-use trails (biking and pedestrian) surround the Skyway-West Hill and North Highline communities. However, formal links to these routes do not exist.

The following King County and other municipal regional trails are nearby but do not yet connect to the communities:

- Chief Sealth Trail – Connects downtown Seattle to the City of Seattle's Kubota Gardens via Beacon Hill and the Seattle City Light Power Transmission Corridor.
- Lake to Sound Trail – Connects the south end of Lake Washington in Renton to Puget Sound in Des Moines, passing through Tukwila, Burien, and SeaTac. While portions of the trail are still in development, the segment of the trail nearest to Skyway-West Hill is complete, connecting City of Renton's Black River Riparian Forest to City of Tukwila's Fort Dent and the Green River Trail. Once complete, this trail will be 16 miles long and connect to four other regional trails.
- Green River Trail – Runs more than 19 miles connecting Cecil Moses Park near Seattle's south boundary to North Green River Park in south Kent near Auburn
- Lower Green River Trail: At the northeastern edge of North Highline, near the South Park neighborhood, a section of the King County Green River Trail runs alongside W Marginal Way Place S. This regional trail connects to trails in Seattle and Tukwila. Cedar River Trail – The Trail is 17.3 miles and follows the Cedar River from where it enters Lake Washington in the City of Renton upriver to Maple Valley
- Lake Washington Trail – A 55-mile loop around Lake Washington accessible at the Gene Coulon Park in Renton
- Interurban Trail – A portion of this 14-mile trail runs alongside W Marginal Way Place S, near South Park, connecting Seattle and Tukwila

**d. Would the proposed project displace any existing recreational uses? If so, describe.**

The 2022 Update is a nonproject action that would not directly displace any existing recreational uses. The ordinance would not result in a greater displacement of recreational uses than what may otherwise occur under current code.



**c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

The 2022 Update is a nonproject action that would not directly displace any existing recreational uses. The map amendments in Attachment D to the proposed ordinance include land use designation amendments to parcels either owned by King County or actively being acquired by King County for inclusion in the King County Open Space System. The amendment changes the land use designation of these parcels from “um” (Urban Residential, Medium) and “uh” (Urban Residential, High) to “os” (King County Open Space System).

**13. Historic and cultural preservation** [\[help\]](#)

**a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

The 2022 Update is a nonproject action that will apply to the Skyway-West Hill and North Highline subareas and two parcels located outside of the King County Urban Growth Area Boundary. A variety of buildings, structures and sites within Skyway-West Hill and North Highline are over 45 years old.

The proposed ordinance is a nonproject action with no specific site or location. A variety of buildings, structures and sites within North Highline are listed or eligible for listing in national, state, or local preservation registers, and are potentially on sites where development projects could be proposed that are subject to the proposed ordinance. The “Survey & Inventory of Historic Resources in White Center” report prepared for the White Center Community Development Association and the King County Historic Preservation Program in 2003 identified and documented forty-seven buildings of potential historic significance. These buildings are associated with two distinct periods in the growth and physical development of White Center: The Highland Park and Lake Burien Railway period (1912 - 1933) and the Post-World War II development period (1945 - 1959). Such developments would be required to comply with all federal, state, and local regulations related to historic and cultural resources. The proposed ordinance is intentionally written so that designs of new structures support the retention of White Center’s unique historic physical character that results from these forty-seven buildings.

In Skyway-West Hill, it is unknown if they any are listed or eligible for listing in national, state, or local preservation registers, and are potentially on sites where development projects could be proposed that are subject to the proposed ordinance

Any new development subject to the proposes ordinance would be required to comply with all federal, state, and local regulations related to historic and cultural resources.

**b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

The 2022 Update is a nonproject action that will apply to the Skyway-West Hill and North Highline subareas. However, landmarks, features, and other evidence of Indian or historic use or occupation exist throughout unincorporated King County, and potentially on sites where development projects could be proposed that are subject to the proposed ordinance Such projects would continue to be required to comply with federal, state, and local rules related to historic and cultural resources.

**c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

The 2022 Update is a nonproject action that will not have any direct impacts to historic and cultural resources. King County's existing regulations related to cultural and historic resources would apply to any proposed development projects subject to the proposed ordinance. Such requirements could include consultation with tribes and associated agencies as well as use of archaeological surveys, GIS data, and historic maps to assess potential impacts to cultural and historic resources if needed. The tribes are regularly notified during the County's SEPA process for proposed development projects.

**d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

The 2022 Update is a nonproject action that will not have any direct impacts to cultural or historic resources. However, King County's existing regulations related to avoidance, minimization of, or compensation for loss, changes to, and disturbances to cultural and historic resources would apply to any individual development proposals subject to the proposed ordinance.

**14. Transportation** [\[help\]](#)

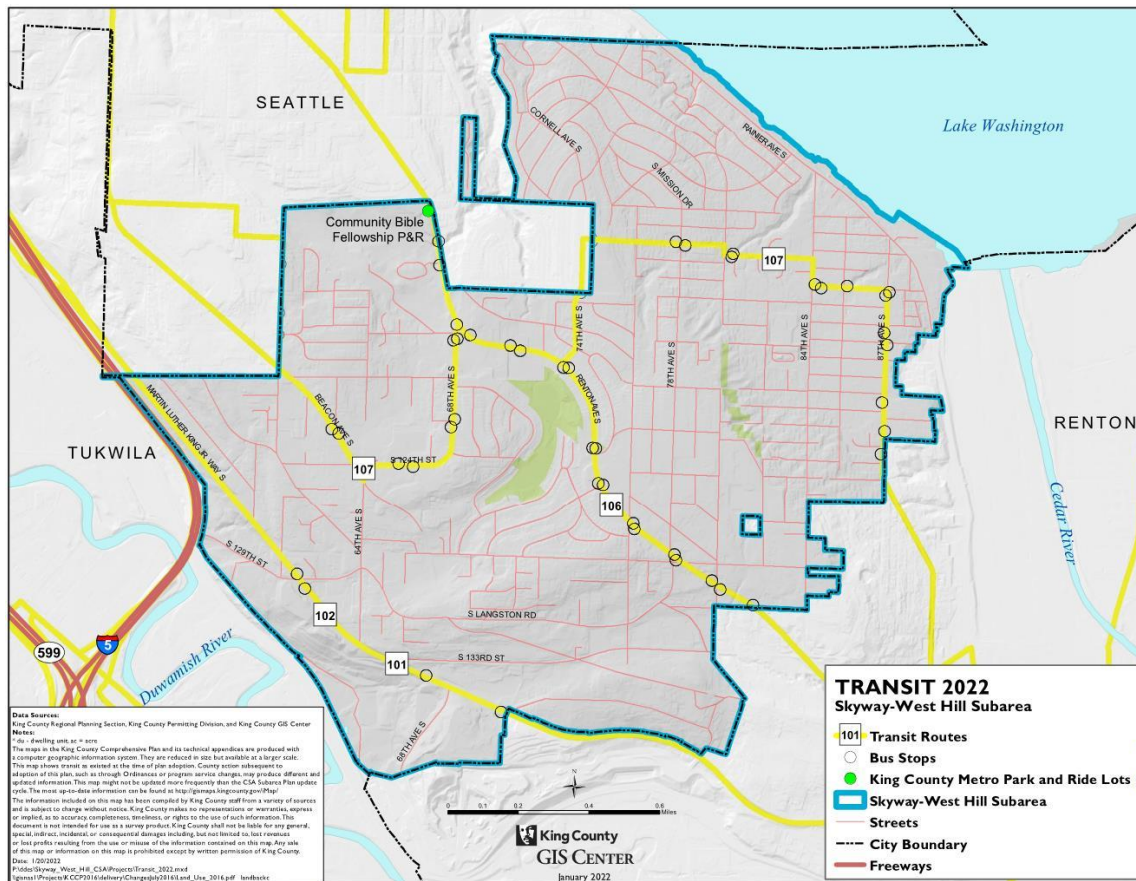
**a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

The 2022 Update is a nonproject action that will apply to the Skyway-West Hill and North Highline subareas. There are also two map amendments included in Attachment D to the proposed ordinance. One is in the Fall City Rural Town and the other is in the rural area outside of Maple Valley. The following maps show the existing street system King County's arterial classifications within the two subareas. The Fall City map amendment is on the north side of Redmond Fall City Road SE (State Route 202) and the rural Maple Valley map amendment is on the west side of Renton Maple Valley Road SE (State Route 169). The Fall City site has direct access to Redmond Fall City Road SE. The rural Maple Valley site gain access from SE 214<sup>th</sup> Street (a public street) on the north side of the property.



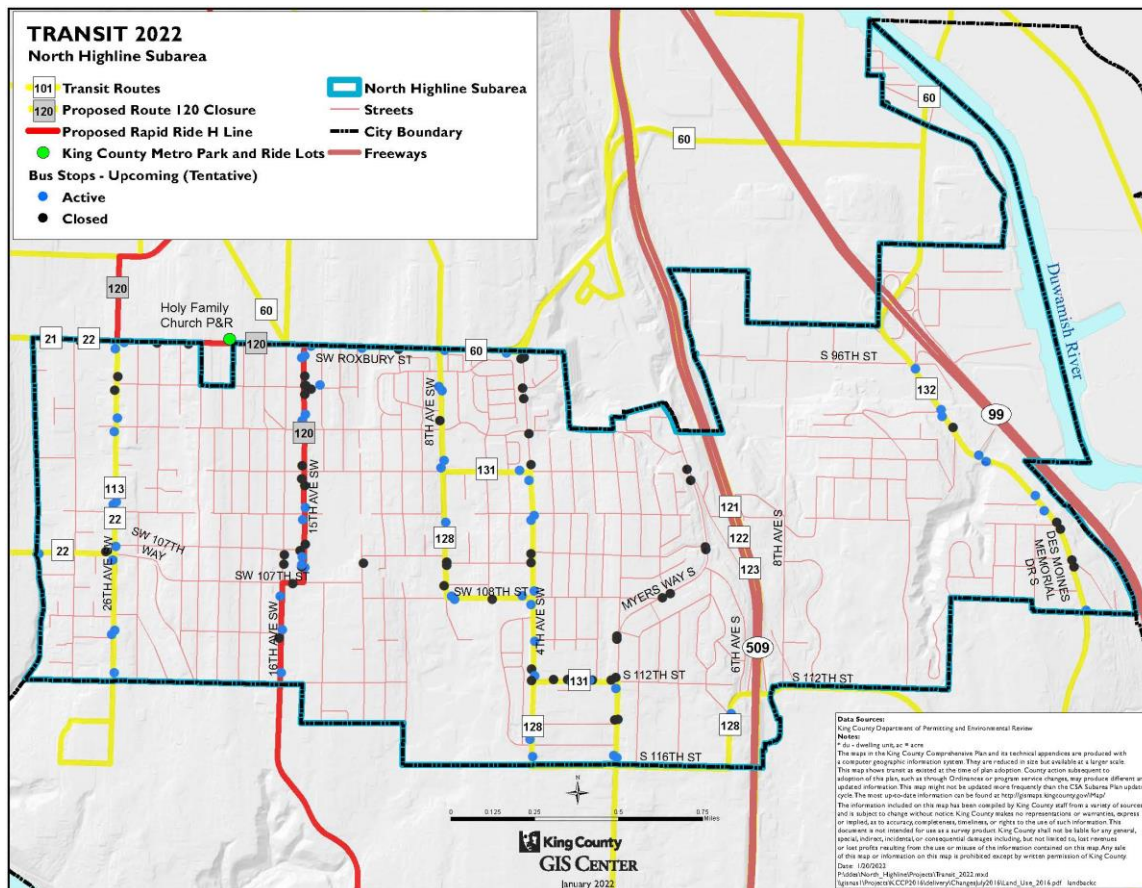
**b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

The 2022 Update is a nonproject action that will apply to the Skyway-West Hill and North Highline subareas, one parcel in the Fall City Rural Town, and one parcel in the rural area outside of Maple Valley. These two subareas of unincorporated King County are served by public transit. The following two maps show the location of the transit routes and stops in the two subareas.



The King County Metro Transit Department (Metro) provides fixed route bus service and corresponding Access paratransit service in the Skyway-West Hill subarea. The following identifies fixed route services that serve the subarea as of 2022.

- Route 101: all day, service every 15-20 minutes in the peak, 15-20 minutes off-peak, 30-60 minutes on the weekend
- Route 102: peak only, weekdays only, service every 15-20 minutes in the peak
- Route 106: all day, service every 15 minutes in the peak, 15-30 minutes off-peak and on the weekend
- Route 107: all day, service every 10-15 minutes in the peak, 30 minutes off-peak, 30-60 minutes on the weekend



The King County Metro Transit Department (Metro) provides "fixed-route" bus service and corresponding "Access" paratransit service in the North Highline subarea. While the majority of services in North Highline are funded by Metro, two routes benefit from additional investments in service frequency from Seattle. The following identifies fixed-route services that serve North Highline as of 2021:

- Route 22: all day, hourly service, weekdays.
- Route 60: all day, service every 15 minutes in the peak, 15-20 minutes off-peak and night service.
- Route 113: peak commuter, peak-only service with 4:00 a.m. and 4:00 p.m. trips.
- Route 120: all day, service every 7-15 minutes in the peak, 15-30 minutes off-peak, and 30-60 minutes at night (planned to be upgraded to RapidRide H Line bus rapid transit service in 2022).
- Route 128: all day, service every 30 minutes, 7 days a week.
- Route 131: all day, service every 15-30 minutes in the peak, 30 minutes in the off-peak, and 60 minutes at night.
- Route 132: all day, service every 20-30 minutes in the peak, 30 minutes in the off-peak, and 60 minutes at night.
- Sound Transit Route 560: all day, service every 30 minutes weekday, and 60 minutes on the weekend.

In addition, King County provides alternative services to public transit that are meant to be more flexible in meeting demand, including:

- Route 635 Community Shuttle: provides service between Angle Lake light rail and Des Moines marina district.
- Hyde Shuttle: a door-to-door van service for older adults and adults with disabilities.

The two other sites proposed for map amendments in Attachment D to the proposed ordinance are served by public transit. The Fall City Rural Town site is served by Snoqualmie Valley Transit and the rural Maple Valley site is served by Metro Route 907. The Snoqualmie Valley Transit service operates on weekdays approximately every hour and half. Metro Route 907 provides weekday service approximately every hour.

**c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

The 2022 Update is a nonproject action that would not directly authorize the development or elimination of any parking spaces.

Existing regulations and implementation of the proposed ordinance will impact the number of new parking spaces provided in the two subareas. The proposed ordinance's inclusionary housing regulations specify that when a development is providing affordable housing in accordance with the inclusionary housing regulations, the number of required parking spaces for the residential component of the project can be decreased to a minimum of one parking space per dwelling unit. The ordinance also allows a potential additional waiver of up to 50 percent of the parking spaces with an approved parking study in accordance with K.C.C. 21A.18.030.B. Proposed parcel-specific provisions and special district overlays also affect the minimum and maximum amount of parking that development projects must provide.

It is unknown at this time how many new residential units will be constructed that will be subject to the new regulations.

**d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The 2022 Update is a nonproject action that would not directly authorize any development or require new improvements to roads, streets, pedestrian, bicycle or state transportation facilities. It is expected that development that is subject to the proposed ordinance will be required to implement improvements to transportation facilities associated with project-specific impacts. Improvements may include either safety or capacity improvements, improvements to pedestrian and bicycle facilities, or any combination of these improvements.

**e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The 2022 Update is a nonproject action that will not directly use water, rail, or air transportation.

There is rail transportation adjacent to the southwest boundary of the Skyway-West Hill subarea, but the subarea plan, map amendments, and proposed ordinance should have no impact on the use of this transportation corridor.

The northeast boundary of the North Highline subarea is adjacent to the Duwamish River which is used a water transportation corridor. The subarea plan, map amendments, and proposed ordinance should have no impact on the use of this transportation corridor.

**f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

The 2022 Update is a nonproject action that would not generate any vehicular trips. King County uses several methods to plan for and manage vehicular trips now and in the future. The first is through the classification of arterial roadways into principal, minor, and collector arterials. The majority of roads in the King County road system are not designed as arterials and function as local neighborhood streets. The second is through the Transportation Concurrency Program to ensure that sufficient public facilities are in place for any new land development. The third is the Transportation Needs Report (TNR) that includes a list of transportation improvement needs in unincorporated King County. The projects listed in the TNR identify needs, but do not indicate that the projects are approved for funding. The subarea plans reference the TNR projects that are located within each of the two subareas.

**g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

The 2022 Update is a nonproject action that will not directly affect or interfere with the movement of agricultural or forest products on roads or streets in the area. There are no agricultural or forest production zones within either of the subareas. The map amendments proposed for outside of the Urban Growth Area Boundary will have no impact on the movement of agricultural or forest products on streets or roads in their respective areas.

**h. Proposed measures to reduce or control transportation impacts, if any:**

The 2022 Update is a nonproject action that will not directly authorize development requiring measures to reduce or control transportation impacts. Development projects subject to the proposed ordinance will comply existing codes and standards for addressing project-level impacts associated with vehicular trips and traffic. New developments are required to comply with K.C.C. Title 14 – Roads and Bridges and the 2016 King County Road Design and Construction Standards. Development project that are deemed to result in transportation impacts

**15. Public Services** [\[help\]](#)

**a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

The 2022 Update is a nonproject action that would not directly result in an increased need for public services. Development projects subject to the proposed ordinance would need public services to be available at a similar level to what is currently required in the affected zones.

Increases in housing and jobs in the subareas affected by the 2022 Update will increase the need for public services. However, growth in housing and jobs is expected in the subareas without the adoption of the 2022 Update.

**b. Proposed measures to reduce or control direct impacts on public services, if any.**

The 2022 Update is a nonproject action that would not have any direct impacts to public services, so no additional measures to reduce or control impacts on public services are proposed.

**16. Utilities** [\[help\]](#)

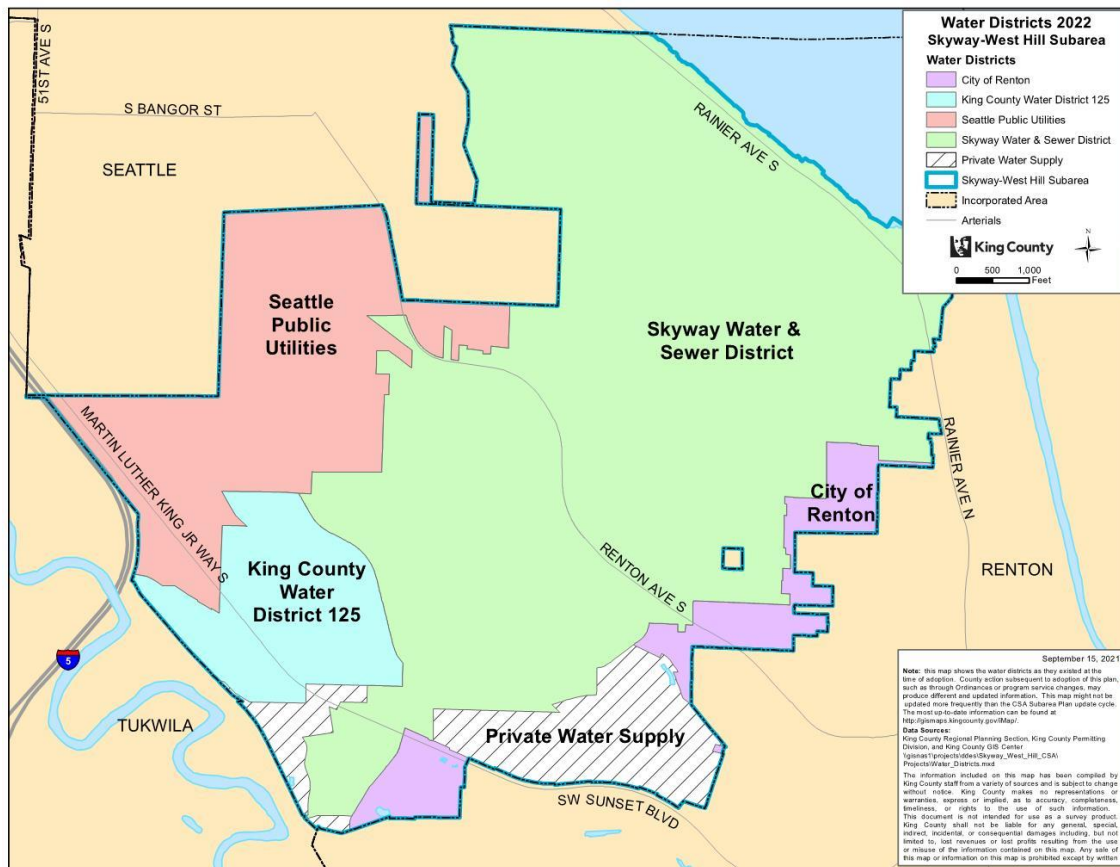
**a. Circle utilities currently available at the site:**

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_

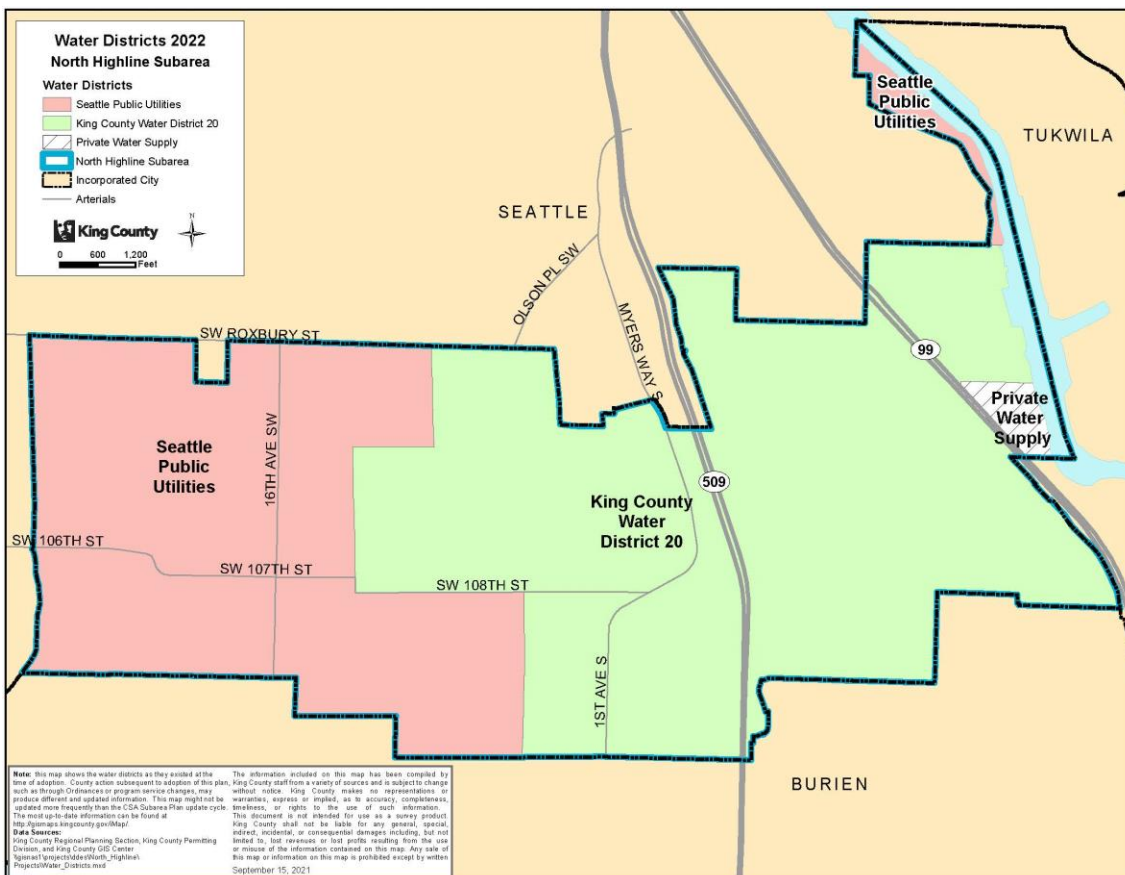
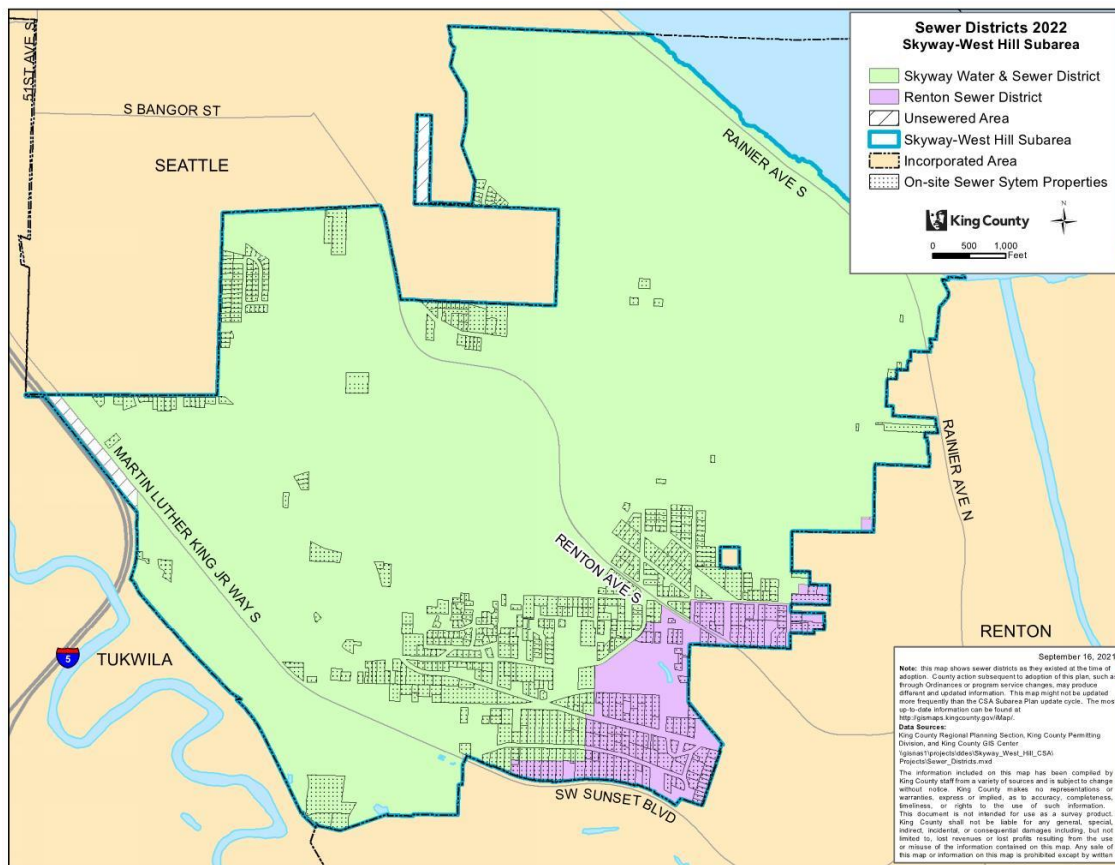
The 2022 Update is a nonproject action primarily affecting the Skyway-West Hill and North Highline subareas of unincorporated King County. The 2022 Update contains two additional map amendments in Attachment D to the proposed ordinance that are outside of these two subareas. The first is in the Fall City Rural Town and the second is in the rural area outside of Maple Valley.

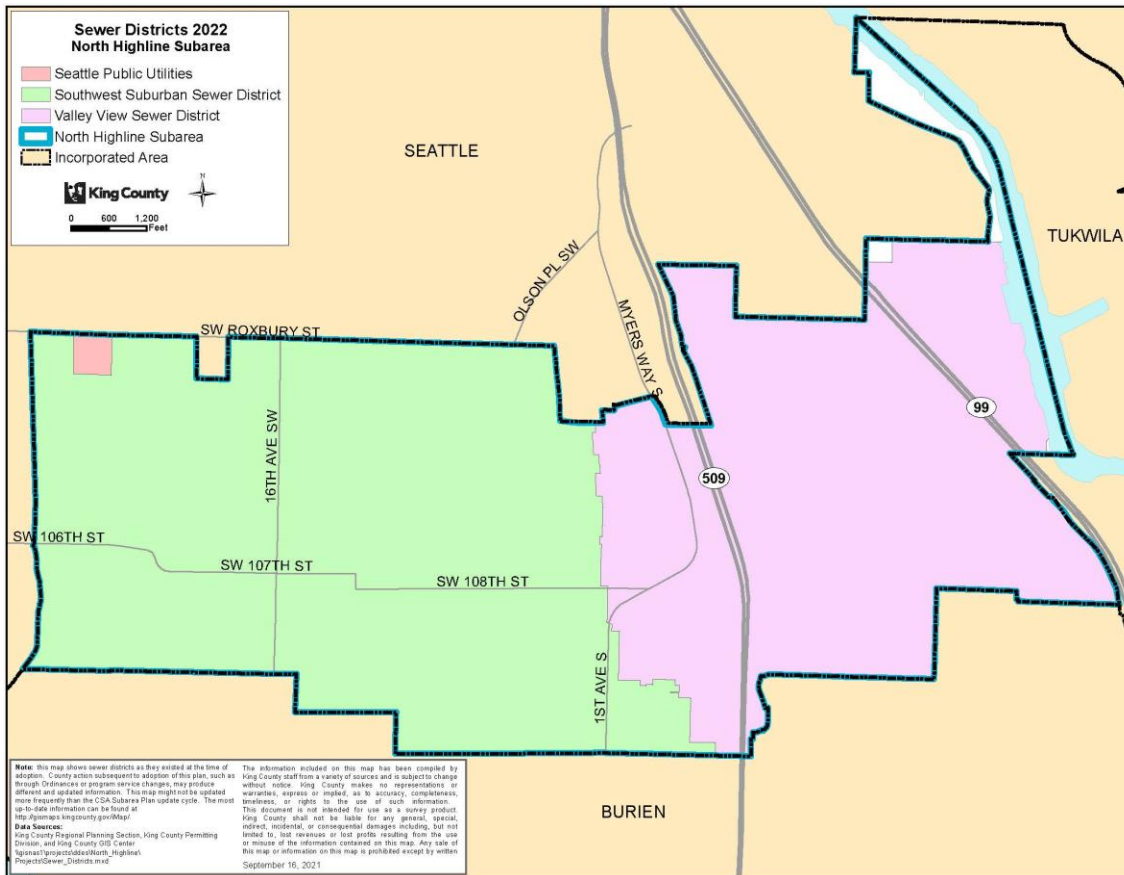
A variety of utilities are generally available in unincorporated King County depending on the service area of specific utility providers. In the two subareas, electricity is provided by Seattle City Light, natural gas is provided by Puget Sound Energy.

Water and sewer services vary by location within each of the subareas. The following maps show the boundaries of the various water and sewer service providers in the two subareas. Each of the two subareas also have areas where public water and sewer service is not available and private, on-site sewer systems are in use.









The Fall City Rural Town parcel is served by the Fall City Water District and is not served by public sewer service. The rural Maple Valley parcel is in the Cedar River Water and Sewer District.

- i. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The 2022 Update is a nonproject action that would not have any direct connection to utilities and is not directly connected to a development site on general construction activities would occur. Development projects subject to the proposed ordinance would require connection to public utilities, as required by King County Code.

**C. Signature** [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: *Kevin LeClair*

Name of signee: Kevin LeClair

Position and Agency/Organization: Strategic Planning Manager, King County DLS

Date Submitted: September 27, 2022

## **D. Supplemental sheet for nonproject actions** [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

### **1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

Amendments to land use designations and zoning may be anticipated to increase impervious surfaces, although in some cases the amendments reduce the allowed maximum impervious surfaces. The proposed amendments slightly reduce industrial zoned land which may reduce emissions to air, production, and storage or release of toxic or hazardous substances, depending on the specific use proposed with development or redevelopment. Development projects subject to the proposed ordinance could require the use of toxic or hazardous chemicals, such as gasoline or diesel fuel, to operate construction equipment. Existing regulations that aim to reduce increased discharges to water, emissions to air, and the production, storage, or release of toxic or hazardous substances would remain in effect.

Land Use and zoning amendments support increased residential growth in North Highline and Skyway-West Hill by increasing density in and in proximity to growth centers and transportation corridors. This will be expected to increase emissions and noise during construction, and from increases in automobile use following development. Construction will be subject to existing federal, state, and local regulations, and regulations. Development that is subject to the proposed ordinance would create short term noise associated with demolition and construction activities. Longer-term noise could be generated by building operations and traffic generated by the uses.

Construction-related noises would continue to be regulated by the King County Code and standards related to noise levels. Building operations and traffic noise could occur at anytime of day and would not be affected by the proposed ordinance.

#### **Proposed measures to avoid or reduce such increases are:**

Much of the Skyway-West Hill and North Highline subareas were developed in the years before King County adopted the current surface water and stormwater management regulations and standards, therefore, new development that is subject to current regulations and standards could have a positive impact on stormwater management and other impacts to the earth.

Individual development projects would be required to store, use, and produce any toxic or hazardous chemicals, such as cleaning supplies, in accordance with applicable laws and regulations.

Development projects subject to the proposed ordinance may discharge waste material from septic tanks or other sources and would be required to treat and dispose of any waste in a manner compatible with state and local regulations. Both the Skyway-West Hill and North Highline subareas are located in the urban unincorporated areas of King County and are subject to the King County Code Title 13, which states, "All new development within the Urban Growth Area shall be served by an adequate

public or private sewage disposal system, including both collection and treatment facilities, as required by K.C.C. 21A.28.030. On-site sewage treatment and disposal systems shall be permitted in the Urban Growth Area only for single-family residences or for short subdivisions only on an interim basis...”(K.C.C. 13.24.136) It is unlikely that any new development subject to the proposed ordinance will result in the discharge of waste material from septic tanks.

The Skyway-West Hill and North Highline Subarea Plans include proposed policies that promote the efficient use of land by providing the necessary urban utilities (water and sewer), addressing aging and failing on-site sewage systems, and extending water and sewer service to properties on private wells or using septic systems. The plans also include proposed policy to support installation of green infrastructure to improve water quality.

The Land Use and Zoning Map Amendments propose changes to the zoning of some parcels within the subareas. Some of the zone changes will allow for a higher percentage of impervious surface on the affected parcels than was previously allowed. Some of the zone changes and/or removal of Special District Overlays or adoption of code amendments will reduce the allowed amount impervious surface on affected parcels.

As with any development in unincorporated King County, on-site stormwater management would need to comply with the King County Surface Water Design Manual, including applicable Best Management Practices (BMPs) for treatment and flow prior to discharge, and existing maximum impervious surface regulations. Construction-related noises would continue to be regulated by the King County Code and standards related to noise levels.

Consistent with regional and countywide policy on development, additional growth and density proposed under the Comprehensive Plan amendments are focused in areas that are served with transit, and where residential uses, jobs and services are in close proximity to each other. This encourages effective use of land and infrastructure and encourages a decreased reliance on single occupancy vehicles. Policies and provisions for pedestrian-oriented development, amendments to parking requirements and support for increased transit aim to reduce reliance on cars, encourage development and redevelopment, support businesses and meet the needs of community members who may rely on access to parking. Increased growth may increase traffic and noise over levels that may be expected if map amendments and code provisions to increase density are not adopted. Combined, the outcomes of policy amendments, development conditions and code amendments are expected to lessen the adverse environmental impacts arising from increasing density than would be expected without the provisions.

## **2. How would the proposal be likely to affect plants, animals, fish, or marine life?**

Regional and countywide policies support increasing density and encouraging growth within the urban growth boundary, and in particular in urban growth centers. Focusing growth in urban areas protects rural and resource lands from the effects of sprawl, reducing the potential impact on plants, animals, fish and marine life. The proposed amendments will support increasing density of development within North Highline and Skyway-West Hill.

There are 221 bird species that are common, uncommon, or usually seen on an annual basis in King County. Bird species include hawks, herons, eagles, owls, woodpeckers, songbirds, waterfowl, and shorebirds. There are 70 mammal species that can be found in King County, including shrews, bats, beavers, elk, deer, bears, rabbits, wolves, seals, and whales. There are 50 species of freshwater fish in King County, including 20 introduced species. Some of these bird, mammal and fish species can be expected to be found in areas affected by the proposed amendments.

There are a number of federally threatened and endangered species in King County according to the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration. These species include the Canada lynx, gray wolf, grizzly bear, North American wolverine, marbled murrelet, northern spotted owl, streaked horned lark, yellow-billed cuckoo, Oregon spotted frog, bull trout, Puget Sound Chinook salmon, Puget Sound steelhead, bocaccio rockfish, yelloweye rockfish, southern resident killer whale, and humpback whale. Some of these species may be found in areas affected by the proposed amendments.

**Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

Existing regulations that protect and conserve plants, animals, fish, and marine life would apply to development projects subject to the proposed amendments and are not changed by the proposed amendments, including the County's Shoreline and Critical Areas Code.

The Growth Management Act and Shoreline Management Act require planning for the protection of the habitats where these resources are found, namely environmentally sensitive areas such as riparian corridors, wetland, and shorelines and water bodies. These regulations are in place. While the proposed amendments to the Comprehensive Plan will allow increased density of development and housing and job growth, development projects subject to the proposed ordinance will need to comply with existing state, local and federal regulations that protect plants, animals, fish and marine life. Development of vacant lots and redevelopment of existing lots is likely to result in removal of trees and other vegetation. Existing King County code provisions regulate tree removal.

Policies in the subarea plans support opportunities for planting trees and improving water quality through installation of green infrastructure.

**3. How would the proposal be likely to deplete energy or natural resources?**

The Subarea Plans for North Highline and Skyway-West Hill include policies, land use and zoning code amendments and development conditions that allow and encourage increased density. Construction of new development will place demands on natural resources and energy. Building operations and traffic generated from new development allowed under the ordinance will also place demands on energy and natural resources.

**Proposed measures to protect or conserve energy and natural resources are:**

Existing regulations that protect and conserve energy and natural resources, including but not limited to building codes, critical areas code, and tree retention codes, would apply to development that follows adoption of provisions in the ordinance. The regulations are not changed by the ordinance.

The Subarea Plans for North Highline and Skyway-West Hill include policies, land use and zoning code amendments and development conditions that allow and encourage increased density. The increased density is focused in areas served by transit, and in proximity to jobs and services. Policies, code amendments and development conditions also support pedestrian-oriented development and provisions to support modes of transport in addition to single occupancy vehicles. While the demands on energy and natural resources arising from increased growth and development allowed under the plan may be expected to increase, a more compact development pattern, along with provisions to encourage use of modes of transport other than automobiles can be expected to temper those demands.

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The ordinance supports increasing development and density in Skyway-West Hill and North Highline, and amends zoning on parcels in Fall City and in the vicinity of Maple Valley. Threatened or endangered species habitat, cultural sites, wetlands and floodplains are known, or may be anticipated to be found in areas affected by the ordinance. King County's existing regulations related to environmentally sensitive areas and cultural and historic resources would apply to any proposed development projects subject to the proposed ordinance.

**Proposed measures to protect such resources or to avoid or reduce impacts are:**

Existing regulations that protect such resources would apply to development that occurs following adoption of the ordinance and the regulations are not changed by the ordinance.

The subarea plans for North Highline and Skyway-West Hill include policies to support tree planting, and installation of green infrastructure to improve water quality and air quality. Additional policies support seeking to preserve and enhance cultural assets when development occurs and working with communities and developers to identify and mitigate the loss of cultural assets. Policies also support providing parks and trails near commercial centers along as part of development agreements or through use of incentives, and generally supporting existing and new gathering spaces, including parks and trails.,

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

Land use is a central focus of the ordinance, and the provisions within the ordinance are guided by the regulations and policies included in Growth Management Act, Shoreline Management Act, Vision 2050 and Countywide Planning Policies. The ordinance includes policies, map amendments and development regulations that affect land use in North Highline, Skyway-West Hill, one parcel in Fall City and one parcel in the rural area vicinity of the city of the city of Maple Valley. The following are key outcomes that are intended to be achieved through policies, code amendments, development conditions and map amendments that demonstrate compatibility with existing regional, countywide and the County Comprehensive Plan:

- Focusing on urban centers and proximal areas as places for development and investment.
- Increasing density in areas that have convenient access to shops, services, amenities and transit options.
- Providing a wide range of residential zones, densities and housing types to continue to promote access to diverse housing choices.
- Prioritizing safe and inviting walking and bicycling to connect to transit, businesses, and community services.
- Encouraging availability of space and resources to support a range of businesses types and sizes.
- Supporting the development of community-identified amenities,
- Partnering to provide culturally appropriate technical assistance to the small business community in areas such as commercial leasing, commercial land purchase, applying for grants and loans, and business financing and accounting.
- Identifying and implementing opportunities for planting trees and installing green infrastructure to reduce the urban heat island and improve water and air quality.
- Supporting existing and new gathering spaces and support providing additional accessible recreational opportunities and culturally appropriate gathering spaces.

- Encourage developers proposing to extend water or sewer service for new residential, commercial, or mixed-use development to work with surrounding property owners to provide reasonable access to public utilities.

The ordinance includes provisions for an inclusionary housing program that would apply in North Highline and Skyway-West Hill. This program encourages increasing affordable housing units in North Highline and Skyway-West Hill through code amendments. Separate land use amendments and zoning amendments to increase density in the subareas will also support the provision of increased affordable housing units under the proposed inclusionary housing program. This is because use of the program is mandatory in activity centers, and a new activity center is proposed in Skyway-West Hill. In other areas of the subarea, where the voluntary inclusionary housing program would apply, changes in land use and zoning will increase the number of affordable units that may be able to be developed, as compared with the number of units if the land use and zoning amendments were not adopted.

The proposed ordinance also includes amendments to the Transfer of Development Rights (TDR) program, to identify the conditions under which density bonuses can be achieved in Skyway-West Hill and North Highline using the TDR program's credits.

Under the proposed amendments, the code would no longer allow the residential density to be increased in Skyway-West Hill and North Highline using residential density incentives in the County's Residential Density Incentive (RDI) program (K.C.C. chapter 21A.24.)

### **Proposed measures to avoid or reduce shoreline and land use impacts are:**

Policies, zoning amendments, code amendments and development conditions support envisaged patterns of development and policy direction included in regional, countywide and county plans developed under the state Growth Management Act. Some key measures that address and reduce impacts are noted here:

- With increased densities, considering compatibility with existing neighborhoods.
- Increasing housing types and numbers to continue to promote access to diverse housing choices for residents at a variety of income levels, ages, household sizes, and lifestyles to address the unique population and housing needs of Skyway-West Hill.
- Supporting consideration of and implementing strategies to preserve existing units, increase the supply of new affordable housing, support home ownership opportunities, and reduce the risk of involuntary residential displacement.
- Seeking to increased family-sized units.
- Including policies and development conditions that encourage pedestrian-oriented development and modes of transport in addition to single occupancy vehicles. At the same time, proposed amendments recognize needs of community members that cannot readily access transit and rely on automobiles and access to parking.
- Encouraging retention and growth of locally owned businesses, to help stem economic displacement.
- Seeking to preserve and enhance community identified assets when development occurs, and to mitigate the loss of cultural assets.
- Retaining a scale of development in the White Center downtown core that is compatible with the existing scale, to encourage continued the area as a destination and businesses and to encourage retention of and new locally-owned businesses.
- Support the use of urban design standards in North Highline for nonresidential, multifamily and mixed-use development.

- Using incentives and development requirements to support the development of community-identified assets.

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

The proposed pattern of development that increases density in, and in proximity to urban centers and transit corridors is consistent with the Vision 2050, Countywide Planning Policies, and the County Comprehensive Plan. The proposed map amendments create additional jobs capacity in the Skyway-West Hill and a slight reduction of jobs capacity in North Highline. The following table summarizes the current and the proposed capacities under the proposed ordinance:

	Current		Proposed	
	Addition al Housing Capacity	Addition al Jobs Capacity	Addition al Housing Capacity	Addition al Job Capacity
Skyway -West Hill	4,800	4,800	6,500	5,100
North Highline	4,300	14,000	7,900	13,800

As a part of the proposed 2021 update to the Countywide Planning Policies; recent growth trends, current capacity, and existing amounts of employment and housing were considered in setting targets for expected growth in the two subareas. The following table shows the 2019-2044 growth targets for each of the two subareas. These targets can be accommodated within both the current and proposed zone capacities for each of the two subareas.

	Skyway-West Hill	North Highline
Housing growth target	670	400
Jobs growth target	400	1,220

The proposed ordinance also includes inclusionary housing provisions that either require or incentivize the creation of affordable housing units. In the unincorporated activity centers of Skyway and White Center, the creation of affordable housing units is required as a part of any new residential or mixed-use development. Outside of the unincorporated activity centers, the rules encourage creation of affordable units by allowing the development to exceed the base density allowed in the zone. Based on the Executive’s proposed Ordinance, the following table summarizes the percentage of affordable units that would be affordable at different income levels.



**Skyway & North Highline Inclusionary Housing and Transfer of Development Rights Program**

IH Affordability Options	
% of Total Units	Affordability
30%	Ownership @ 80% AMI
25%	Rental/Ownership @ 70% AMI
20%	Rental @ 60% AMI
15%	Rental @ 50% AMI

	IH Density Bonus	TDR Density Bonus	Notes																					
<b>Mandatory Area</b>																								
<b>100% affordable units</b>	200%	n/a	100% affordable projects can achieve 200% base density without paying for TDR credits. Affordability at or below 60% AMI level.																					
<b>Market-rate + affordable units</b>	150%	50% additional	With TDR a project could go from 150% to 200% base density. The IH Affordability Options table would apply to all units.																					
<b>Voluntary Area</b>																								
<b>100% affordable units</b>	200%	n/a	100% affordable projects can achieve 200% base density without paying for TDR credits. The IH Affordability Options table would apply to all units.																					
<b>Market-rate + potential affordable units</b>	150%	50% additional	With TDR a project could go from 150% to 200% base density. The IH Affordability Options Table would apply to all units.																					
	n/a	150%	TDR available up to 150% base density. Small projects with nine (9) or fewer units may receive a TDR at 150% above base density bonus with no affordability requirements. Other projects follow the table below.																					
<table border="1"> <thead> <tr> <th colspan="3">10+ Units or Pilot Project/TDR in Voluntary UAC</th> </tr> <tr> <th>% of Units</th> <th>Affordability (AMI)</th> <th>Density Bonus</th> </tr> </thead> <tbody> <tr> <td>30% of total units</td> <td>Ownership @ 100%</td> <td>150%</td> </tr> <tr> <td>25% of total units</td> <td>Rental @ 80%</td> <td>150%</td> </tr> <tr> <td>20% of total units</td> <td>Rental @ 70%</td> <td>150%</td> </tr> <tr> <td>15% of total units</td> <td>Rental @ 60%</td> <td>150%</td> </tr> <tr> <td>Pilot Project: 100% of bonus units</td> <td>Ownership/Rental @ 60%</td> <td>150%</td> </tr> </tbody> </table>				10+ Units or Pilot Project/TDR in Voluntary UAC			% of Units	Affordability (AMI)	Density Bonus	30% of total units	Ownership @ 100%	150%	25% of total units	Rental @ 80%	150%	20% of total units	Rental @ 70%	150%	15% of total units	Rental @ 60%	150%	Pilot Project: 100% of bonus units	Ownership/Rental @ 60%	150%
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1

The proposed ordinance also includes amendments to the Transfer of Development Rights (TDR) program, to identify the conditions under which density bonuses can be achieved in Skyway-West Hill and North Highline using the TDR program’s credits.

Under the proposed amendments, the code would no longer allow the residential density to be increased in Skyway-West Hill and North Highline using residential density incentives in the County’s Residential Density Incentive (RDI) program (K.C.C. chapter 21A.24.)

The timing and pace of growth is dependent on many factors outside of the control of the policies and regulations in the King County Comprehensive Plan and the King County Code.

**Proposed measures to reduce or respond to such demand(s) are:**

Policies in the subarea plans seek to promote the efficient use of land by providing the necessary urban utilities and services through a coordinated and logical approach, including coordination with neighboring cities for future annexation.

In accordance with K.C.C. chapter 21A.28, new development in North Highline, Skyway-West Hill, will be reviewed at the time of permit applications to ensure that, where applicable, adequate transportation, water and sewer, and parks and recreation services are available for the proposed development.

**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

The proposed ordinance is consistent with local, state, and federal law requirements for the protection of the environment. Existing regulations related to the protection of the environment, including the County's Critical Areas Code, Shoreline Master Program, King County Code (particularly development regulations such as Title 9 Surface Water Management, Title 10 Solid Waste, Title 13 Water and Sewer Systems, Title 21A Zoning, and Title 23 Code Compliance), the Clean Air Act, the Clean Water Act, and others, are not amended by the proposed ordinance. These regulations would still apply to development projects subject to the proposed ordinance in unincorporated King County.