King County

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

KING COUNTY

Signature Report

October 9, 2008

Ordinance 16263

Proposed No. 2008-0124.2 **Sponsors** Gossett

AN ORDINANCE relating to comprehensive planning and permitting; and amending Ordinance 263, Article 2, Section 1, as amended, and K.C.C. 20.12.010, Ordinance 13147, Section 19, as amended, and K.C.C. 20.18.030, Ordinance 13147, Section 30, as amended, and K.C.C. 20.18.140, Ordinance 14047, Section 9, and K.C.C. 20.18.170, Ordinance 14047, Section 10, as amended, and K.C.C. 20.18.180, Ordinance 12196, Section 9, as amended, and K.C.C. 20.20.020, Ordinance 12196, Section 17, as amended, and K.C.C. 20.20.100, Ordinance 4461, Section 10, as amended, and K.C.C. 20.24.190, Ordinance 6949, Section 6, as amended, and K.C.C. 20.44.040 and Ordinance 6949, Section 10, as amended, and K.C.C. 20.44.080.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. **Findings:** For the purposes of effective land use planning and regulation, the King County council makes the following legislative findings:

A. King County has adopted the 2004 King County Comprehensive Plan to meet the requirements of the Washington State Growth Management Act ("GMA");

B. The King County Code authorizes a review of the Comprehensive Plan and allows substantive amendments to the Comprehensive Plan once every four years and the King County Comprehensive Plan 2008 amendments represent the third major review of the Comprehensive Plan since 1994;

C. The GMA requires that the Comprehensive Plan and development regulations be subject to continuing review and evaluation by the county;

D. The GMA requires that King County adopt development regulations to be consistent with and implement the Comprehensive Plan; and

E. The changes to zoning contained in this ordinance are needed to maintain conformity with the King County Comprehensive Plan, as required by the GMA. As such, they bear a substantial relationship to, and are necessary for, the public health, safety and general welfare of King County and its residents.

SECTION 2. Ordinance 263, Article 2, Section 1, as amended, and K.C.C. 20.12.010, are each hereby amended to read as follows:

A. Under the King County Charter, the state Constitution and the Washington state Growth Management Act, chapter 36.70A RCW, the 1994 King County Comprehensive Plan is adopted and declared to be the Comprehensive Plan for King County until amended, repealed or superseded. King County performed its first comprehensive four-cycle review of the Comprehensive Plan. As a result of the review, King County amended the 1994 Comprehensive Plan through passage of the King County Comprehensive Plan 2000. King County performed its second comprehensive

four-cycle review of the Comprehensive Plan in 2004. As a result of the review, King County amended the 2000 Comprehensive Plan through passage of the King County Comprehensive Plan 2004. The Comprehensive Plan shall be the principal planning document for the orderly physical development of the county and shall be used to guide subarea plans, functional plans, provision of public facilities and services, review of proposed incorporations and annexations, development regulations and land development decisions.

B. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 12061 (King County Comprehensive Plan 1995 amendments) are hereby adopted.

C. The amendments to the 1994 King County Comprehensive Plan contained in Attachment A to Ordinance 12170 are hereby adopted to comply with the Central Puget Sound Growth Management Hearings Board Decision and Order in Vashon-Maury Island, et. al. v. King County, Case No. 95-3-0008.

D. The Vashon Town Plan contained in Attachment 1 to Ordinance 12395 is adopted as a subarea plan of the King County Comprehensive Plan and, as such, constitutes official county policy for the geographic area of unincorporated King County defined in the plan and amends the 1994 King County Comprehensive Plan Land Use Map.

E. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 12501 are hereby adopted to comply with the Order of the Central Puget Sound Growth Management Hearings Board in Copac-Preston Mill, Inc., et

al, v. King County, Case No. 96-3-0013 as amendments to the King County Comprehensive Plan.

F. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 12531 (King County Comprehensive Plan 1996 amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

G. The Black Diamond Urban Growth Area contained in Appendix A to Ordinance 12533 is hereby adopted as an amendment to the King County Comprehensive Plan.

H. The 1994 King County Comprehensive Plan and Comprehensive Plan Land Use Map are amended to include the area shown in Appendix A of Ordinance 12535 as Rural City Urban Growth Area. The language from Section 1D of Ordinance 12535 shall be placed on Comprehensive Plan Land Use Map page #32 with a reference marker on the area affected by Ordinance 12535.

I. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 12536 (1997 Transportation Need Report) are hereby adopted as amendments to the King County Comprehensive Plan.

J. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 12927 (King County Comprehensive Plan 1997 amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

K. The amendments to the 1994 King County Comprehensive Plan contained in the 1998 Transportation Needs Report, contained in Appendices A and B to Ordinance 12931 and in the supporting text, are hereby adopted as amendments to the King County Comprehensive Plan.

L. The amendments to the 1994 King County Comprehensive Plan contained in Appendix A to Ordinance 13273 (King County Comprehensive Plan 1998 amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

M. The 1999 Transportation Needs Report contained in Attachment A to Ordinance 13339 is hereby adopted as an amendment to the 1994 King County Comprehensive Plan, Technical Appendix C, and the amendments to the 1994 King County Comprehensive Plan contained in Attachment B to Ordinance 13339 are hereby adopted as amendments to the King County Comprehensive Plan.

N. The amendments to the 1994 King County Comprehensive Plan contained in Attachment A to Ordinance 13672 (King County Comprehensive Plan 1999 amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

O. The 2000 Transportation Needs Report contained in Attachment A to this Ordinance 13674 is hereby adopted as an amendment to the 1994 King County Comprehensive Plan, Technical Appendix C.

P. The Fall City Subarea Plan contained in Attachment A to Ordinance 13875 is adopted as a subarea plan of the King County Comprehensive Plan and, as such, constitutes official county policy for the geographic area of unincorporated King County defined in the plan. The Fall City Subarea Plan amends the 1994 King County Comprehensive Plan land use map by revising the Rural Town boundaries of Fall City.

Q. The amendments to the King County Comprehensive Plan contained in Attachment A to Ordinance 13875 are hereby adopted as amendments to the King County Comprehensive Plan.

R. The Fall City area zoning amendments contained in Attachment A to Ordinance 13875 are adopted as the zoning control for those portions of unincorporated King County defined in the attachment. Existing property-specific development standards (p-suffix conditions) on parcels affected by Attachment A to Ordinance 13875 do not change except as specifically provided in Attachment A to Ordinance 13875.

S. The amendments to the 1994 King County Comprehensive Plan Land Use Map contained in Attachment A to Ordinance 13987 are hereby adopted to comply with the Central Puget Sound Growth Management Hearings Board Decision and Order on Supreme Court Remand in *Vashon-Maury Island, et. al. v. King County*, Case No. 95-3-0008 (Bear Creek Portion).

T. The 2001 transportation needs report contained in Attachment A to Ordinance 14010 is hereby adopted as an amendment to the 1994 King County Comprehensive Plan, technical appendix C.

U. The amendments to the 1994 King County Comprehensive Plan contained in Attachments A, B and C to Ordinance 14044 (King County Comprehensive Plan 2000) are hereby adopted as amendments to the King County Comprehensive Plan. Attachment A to Ordinance 14044 amends the policies, text and maps of the Comprehensive Plan. Amendments to the policies are shown with deleted language struck out and new language underlined. The text and maps in Attachment A to Ordinance 14044 replace the previous text and maps in the Comprehensive Plan. Attachment B to Ordinance 14044 contains technical appendix A (capital facilities), which replaces technical appendix A to the King County Comprehensive Plan, technical appendix C (transportation), which replaces technical appendix C to the King County Comprehensive Plan, and technical

appendix M (public participation), which is a new technical appendix that describes the public participation process for the King County Comprehensive Plan 2000. Attachment C to Ordinance 14044 includes amendments to the King County Comprehensive Plan Land Use Map. The land use amendments contained in Attachment C to Ordinance 14044 are adopted as the official land use designations for those portions of unincorporated King County defined in Attachment C to Ordinance 14044.

V. The Snoqualmie Urban Growth Area Subarea Plan contained in Attachment A to Ordinance 14117 is adopted as a subarea plan of the King County Comprehensive Plan and, as such, constitutes official county policy for the geographic area of unincorporated King County defined in the plan. Attachment B to Ordinance 14117 amends the King County Comprehensive Plan 2000 land use map by revising the Urban Growth Area for the City of Snoqualmie. Attachment C to Ordinance 14117 amends the policies of the Comprehensive Plan.

W. The Snoqualmie Urban Growth Area Subarea Plan area zoning amendments in Attachment D to Ordinance 14117 are adopted as the zoning control for those portions of unincorporated King County defined in the attachment. Existing property-specific development standards (p-suffix conditions) on parcels affected by Attachment D to Ordinance 14117 do not change

X. The amendments to the King County Comprehensive Plan 2000 contained in Attachment B to Ordinance 14156 are hereby adopted as amendments to the King County Comprehensive Plan.

Y. The amendments to the King County Comprehensive Plan 2000 contained in Attachment A to Ordinance 14185 are hereby adopted as amendments to the King

County Comprehensive Plan in order to comply with the order of the Central Puget Sound Growth Management Hearings Board in *Green Valley et al, v. King County*, CPSGMHB Case No. 98-3-0008c, Final Decision and Order (1998) and the order of the Washington Supreme Court in *King County v. Central Puget Sound Growth Management Hearings Board*, 142 Wn.2d 543, 14 P.3d 133 (2000).

Z. The amendments to the King County Comprehensive Plan 2000 contained in Attachment A to Ordinance 14241 (King County Comprehensive Plan 2001 Amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

AA. The amendment to the King County Comprehensive Plan 2000 contained in Attachment A to Ordinance 14286 is hereby adopted as an amendment to the King County Comprehensive Plan in order to comply with the Central Puget Sound Growth Management Hearings Board's Final Decision and Order in *Forster Woods Homeowners' Association and Friends and Neighbors of Forster Woods, et al. v. King County,* Case No. 01-3-0008c (Forster Woods), dated November 6, 2001.

BB. The amendments to the King County Comprehensive Plan 2000 contained in Attachment A to Ordinance 14448 (King County Comprehensive Plan 2002 Amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

CC. The amendments to the King County Comprehensive Plan 2000 contained in Attachment A to Ordinance 14775 (King County Comprehensive Plan 2003 Amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

DD. The amendments to the King County Comprehensive Plan 2000 contained in Attachments A, B, C, D and E to Ordinance 15028 (King County Comprehensive Plan 2004) are hereby adopted as amendments to the King County Comprehensive Plan. Attachment A, Part I, to Ordinance 15028 amends the policies, text and maps of the Comprehensive Plan. Attachment A, Part II, to Ordinance 15028 includes amendments to the King County Comprehensive Plan Land Use Map. The land use amendments contained in Attachment A, Part II, to Ordinance 15028 are adopted as the official land use designations for those portions of unincorporated King County defined in Attachment A, Part II, to Ordinance 15028. Attachment B to Ordinance 15028 contains Technical Appendix A (Capital Facilities), which replaces technical appendix A to the King County Comprehensive Plan. Attachment C to Ordinance 15028 contains Technical Appendix B (Housing), which replaces Technical Appendix B to the King County Comprehensive Plan. Attachment D to Ordinance 15028 contains Technical Appendix C (Transportation), which replaces Technical Appendix C to the King County Comprehensive Plan 2000. Attachment E to Ordinance 15028 contains Technical Appendix D (Growth Targets and the Urban Growth Area 2004).

EE. The 2004 transportation needs report contained in Attachment A to Ordinance 15077 is hereby adopted as an amendment to the 2004 King County Comprehensive Plan, technical appendix C.

FF. The amendments to the King County Comprehensive Plan 2004 contained in Attachment A to Ordinance 15244 (King County Comprehensive Plan 2005 Amendments) are hereby adopted as amendments to the King County Comprehensive Plan.

GG. Attachment A to Ordinance 15326, which is the King County Comprehensive Plan Sammamish Agricultural Production District Subarea Plan dated November 7, 2005, is hereby adopted as an amendment to the 2004 King County Comprehensive Plan, as amended, in order to comply with the Central Puget Sound Growth Management Hearings Board's Final Decision and Order in *Maxine Keesling v. King County*, Case No. 04-3-0024 (Keesling III), dated May 31, 2005.

HH. The amendments to the King County Comprehensive Plan 2004 contained in Attachments A, B, C and D to Ordinance 15607 are hereby adopted as amendments to the King County Comprehensive Plan. Attachment A to Ordinance 15607 (Amendment to the King County Comprehensive Plan 2004) amends the policies and maps of the King County Comprehensive Plan. Attachment B to Ordinance 15607 contains technical appendix O (Regional Trail Needs Report). Attachment C to Ordinance 15607 amends King County Comprehensive Plan, Technical Appendix C (Transportation), by replacing the transportation needs report. Attachment D to Ordinance 15607 amends King County Comprehensive Plan, Technical Appendix C (Transportation), by replacing the arterial functional classification map.

II. Attachment A to Ordinance 15772, which is the King County Comprehensive Plan Juanita Firs Subarea Plan, dated February 20, 2007, is hereby adopted as an amendment to the King County Comprehensive Plan as amended.

JJ. The amendments to the King County Comprehensive Plan 2004 contained in Attachments A, B, C, D, E and F to this ordinance are hereby adopted as amendments to the King County Comprehensive Plan. Attachment A to this ordinance amends the policies, text and maps of the Comprehensive Plan and amends King County

Comprehensive Plan Land Use Zoning. The land use amendments contained in Attachment A to this ordinance are adopted as the official land use designations for those portions of unincorporated King County defined in Attachment A to this ordinance. Attachment B to this ordinance contains Technical Appendix A (Capital Facilities), which replaces Technical Appendix A to the King County Comprehensive Plan 2004. Attachment C to this ordinance contains Technical Appendix B (Housing), which replaces Technical Appendix B to the King County Comprehensive Plan 2004. Attachment D to this ordinance contains Technical Appendix C (Transportation), which replaces Technical Appendix C to the King County Comprehensive Plan 2004. Attachment E to this ordinance contains the transportation needs report, which replaces the transportation needs report in Technical Appendix C to the King County Comprehensive Plan 2004. Attachment F to this ordinance contains Technical Appendix D (Growth Targets and the Urban Growth Area 2008).

SECTION 3. Ordinance 13147, Section 19, and K.C.C. 20.18.030 are each hereby amended to read as follows:

A. The King County Comprehensive Plan shall be amended pursuant to this chapter, which, in compliance with RCW 36.70A.130(2), establishes a public participation program whereby amendments are considered by the council no more frequently than once a year as part of the amendment cycle established in this chapter, except that the council may consider amendments more frequently to address:

1. Emergencies;

2. An appeal of the plan filed with the Central Puget Sound Growth Management Hearings Board or with the court;

3. The initial adoption of a subarea plan, which may amend the urban growth area boundary only to redesignate land within a joint planning area;

4. The adoption or amendment of a shoreline master program under chapter 90.58 RCW; or

5. An amendment of the capital facilities element of the Comprehensive Plan that occurs in conjunction with the adoption of the county budget.

B. Every year the Comprehensive Plan may be amended to address technical updates and corrections((,)) and to consider amendments that do not require substantive changes to policy language((, ~~changes to the priority areas map,~~)) or changes to the urban growth area boundary, except as permitted in subsection B.5, 10 and 12 of this section. This review may be referred to as the annual cycle. The Comprehensive Plan, including subarea plans, may be amended in the annual cycle only to consider the following:

1. Technical amendments to policy, text, or maps;

2. The annual capital improvement plan;

3. The transportation needs report;

4. School capital facility plans;

5. Changes ((~~to the priority areas map that are required by annexations and incorporations~~)) required to implement an amendment to a joint interlocal/development agreement in existence on January 1, 2008, between King County, another local government and one or more private parties, only if the amendment to the joint interlocal/development agreement includes a provision to alter the urban growth area boundary to add areas to the urban growth area, requires that an area four times the area

that is added to the urban growth area be permanently designated as park or open space and requires the transfer of development rights on terms as provided in the amendment;

6. Changes required by existing Comprehensive Plan policies;

7. Changes to the technical appendices and any amendments required thereby;

8. Comprehensive updates of subarea plans initiated by motion;

9. Changes required by amendments to the countywide planning policies or state law;

10. Redesignation proposals under the four to one program as provided for in this chapter;

11. Amendments necessary for the conservation of threatened and endangered species; and

12. Site-specific comprehensive land use map amendments that do not require substantive change to comprehensive plan policy language and that do not alter the urban growth area boundary, except to correct mapping errors.

C. Every fourth year beginning in 2000, the county shall complete a comprehensive review of the Comprehensive Plan in order to update it as appropriate and to ensure continued compliance with the GMA. This review may provide for a cumulative analysis of the twenty-year plan based upon official population growth forecasts, benchmarks and other relevant data in order to consider substantive changes to policy language and changes to the urban growth area (UGA). This comprehensive review shall begin one year in advance of the transmittal and may be referred to as the four-year cycle. The urban growth area boundaries shall be reviewed in the context of the four-year cycle and in accordance with countywide planning policy FW-1 and RCW

36.70A.130. If the county determines that the purposes of the Comprehensive Plan are not being achieved as evidenced by official population growth forecasts, benchmarks, trends and other relevant data, substantive changes to the Comprehensive Plan may also be considered on even calendar years. This determination shall be authorized by motion. The motion shall specify the scope of the even-year amendment, and identify that the resources necessary to accomplish the work are available. An analysis of the motion's fiscal impact shall be provided to the council before to adoption. The executive shall determine if additional funds are necessary to complete the even-year amendment, and may transmit an ordinance requesting the appropriation of supplemental funds.

D. The executive shall seek public comment on the comprehensive plan and any proposed comprehensive plan amendments in accordance with the procedures in K.C.C. 20.18.160 before making a recommendation, in addition to conducting the public review and comment procedures required by SEPA. The public, including unincorporated area councils, shall be afforded at least one official opportunity to record public comment before to the transmittal of a recommendation by the executive to the council. County-sponsored councils and commissions may submit written position statements that shall be considered by the executive before transmittal and by the council before adoption, if they are received in a timely manner. The executive's recommendations for changes to policies, text, and maps shall include the elements listed in comprehensive plan policy RP-307 and analysis of their financial costs and public benefits, any of which may be included in environmental review documents. Proposed amendments to the comprehensive plan shall be accompanied by any development regulations or

amendments to development regulations, including area zoning, necessary to implement the proposed amendments.

SECTION 4. Ordinance 13147, Section 30, as amended, and K.C.C. 20.18.140, are each hereby amended to read as follows:

A. In accordance with RCW 36.70A.470, a docket containing written comments on suggested plan or development regulation amendments shall be coordinated by the department. The docket is the means either to suggest a change or to identify a deficiency, or both, in the comprehensive plan or development regulation. For the purposes of this section, "deficiency" refers to the absence of required or potentially desirable contents of the comprehensive plan or development regulation and does not refer to whether a development regulation addressed a project's probable specific adverse environmental impacts that could be mitigated in the project review process. Any interested party, including applicants, citizens and government agencies, may submit items to the docket.

B. All agencies of county government having responsibility for elements of the comprehensive plan or implementing development regulations shall provide a means by which citizens may docket written comments on the plan or on development regulations. The department shall use public participation methods identified in K.C.C. 20.18.160 to solicit public use of the docket. The department shall provide a mechanism for docketing amendments through the Internet.

1. All docketed comments relating to the comprehensive plan shall be reviewed by the department and considered for an amendment to the comprehensive plan.

2. The deadline for submitting docketed comments is ((~~September~~)) June 30 for consideration in the amendment cycle process for the following year.

3. By the first business day of December, the department shall issue an executive response to all docketed comments. Responses shall include a classification of the recommended changes as appropriate for either the annual or four-year cycle, and an executive recommendation indicating whether or not the docketed ((~~item(s)~~)) items are to be included in the next year's executive recommended comprehensive plan update. If the docketed changes will not be included in the next executive transmittal, the department shall indicate the ((~~reason(s)~~)) reasons why, and shall inform the proponent that they may petition the council during the legislative review process.

4. By the first business day of December, the department shall forward to the council a report including all docketed amendments and comments with an executive response. The report shall include a statement indicating that the department has complied with the notification requirements contained in this section.

5. Upon receipt of the docket report, the council shall include all proponents of docketed requests in the mailing list for agendas to all committee meetings in which the Comprehensive Plan will be reviewed during the next available update. At the beginning of the committee review process, the council shall develop a committee review schedule with dates for committee meetings and any other opportunities for public testimony and for proponents to petition the council to consider docket changes that were not recommended by the executive and shall attach the review schedule to the agenda whenever the Comprehensive Plan is to be reviewed.

6 Docketed comments relating to development regulations shall be reviewed by the appropriate county agency. Those requiring a comprehensive plan amendment shall be forwarded to the department and considered for an amendment to the comprehensive plan. Those not requiring a comprehensive plan amendment shall be considered by the responsible county agency for amendments to the development regulations.

7. The docket report shall be made available through the internet. The department shall endeavor to make the docket report available within one week of transmittal to the council.

C. In addition to the docket, the department shall provide opportunities for general public comments both before the docketing deadline each year, and during the executive's review periods before transmittal to the council. The opportunities may include, but are not limited to, the use of the following: comment cards, electronic or posted mail, Internet, public meetings with opportunities for discussion and feedback, printed summaries of comments received and twenty-four-hour telephone hotlines. The executive shall assure that the opportunities for public comment are provided as early as possible for each stage of the process, to assure timely opportunity for public input.

SECTION 5. Ordinance 14047, Section 9, and K.C.C. 20.18.170, are each hereby amended to read as follows:

A. Proposals for open space dedication and redesignation to the urban growth area must be received before December 31, ((~~2006~~)) 2011.

B. The total area added to the urban growth area as a result of this program shall not exceed four thousand acres. The department shall keep a cumulative total for all

parcels added under this section. The total shall be updated annually through the plan amendment process.

C. Proposals shall be processed as land use amendments to the Comprehensive Plan and may be considered in either the annual or four-year cycle. Site suitability and development conditions for both the urban and rural portions of the proposal shall be established through the preliminary formal plat approval process.

D. A term conservation easement shall be placed on the open space at the time the four to one proposal is approved by the council. Upon final plat approval, the open space shall be permanently dedicated in fee simple to King County.

E. Proposals adjacent to incorporated area or potential annexation areas shall be referred to the affected city and special purpose districts for recommendations.

SECTION 6. Ordinance 14047, Section 10, as amended, and K.C.C. 20.18.180, are each hereby amended to read as follows:

Rural area land may be added to the urban growth area in accordance with the following criteria:

A. A proposal to add land to the urban growth area under this program shall meet the following criteria:

1. A permanent dedication to the King County open space system of four acres of open space is required for every one acre of land added to the urban growth area;

2. The land shall not be zoned agriculture (A);

3. The land added to the urban growth area shall:

a. be physically contiguous to urban growth area as adopted in 1994, unless the director determines that the land directly adjacent to the urban growth area contains

critical areas that would be substantially harmed by development directly adjacent to the urban growth area and that all other criteria can be met; and

b. not be in an area where a contiguous band of public open space, parks or watersheds already exists along the urban growth area boundary;

4. The land added to the urban growth area shall be able to be served by sewers and other urban services;

5. A road serving the land added to the urban area shall not be counted as part of the required open space;

6. All urban facilities shall be provided directly from the urban area and shall not cross the open space or rural area and be located in the urban area except as permitted in subsection E of this section;

7. Open space areas shall retain a rural designation;

8. The minimum depth of the open space buffer shall be one half of the property width, unless the director determines that a smaller buffer of no less than two hundred feet is warranted due to the topography and critical areas on the site, shall generally parallel the urban growth area boundary and shall be configured in such a way as to connect with open space on adjacent properties;

9. The minimum size of the property to be considered is twenty acres. Smaller parcels may be combined to meet the twenty-acre minimum; ((~~and~~))

10. Urban development under this section shall be limited to residential development and shall be at a minimum density of four dwelling units per acre; and

B. A proposal that adds two hundred acres or more to the urban growth area shall also meet the following criteria:

1. The proposal shall include a mix of housing types including thirty percent below-market-rate units affordable to low, moderate and median income households;

2. In a proposal in which the thirty-percent requirement in subsection B.1 of this section is exceeded, the required open space dedication shall be reduced to three and one-half acres of open space for every one acre added to the urban growth area;

C. A proposal that adds less than two hundred acres to the urban growth area and that meets the affordable housing criteria in subsection B.1. of this section shall be subject to a reduced open space dedication requirement of three and one-half acres of open space for every one acre added to the urban growth area;

D. Requests for redesignation shall be evaluated to determine those that are the highest quality, including, but not limited to, consideration of the following:

1. Preservation of fish and wildlife habitat, including wildlife habitat networks, and habitat for endangered and threatened species;

2. Provision of regional open space connections;

3. Protection of wetlands, stream corridors, ground water and water bodies;

4. Preservation of unique natural, biological, cultural, historical or archeological resources;

5. The size of open space dedication and connection to other open space dedications along the urban growth area boundary; and

6. The ability to provide extensions of urban services to the redesignated urban areas; and

E. The open space acquired through this program shall be preserved primarily as natural areas, passive recreation sites or resource lands for farming and forestry. The

following additional uses may be allowed only if located on a small portion of the open space and provided that these uses are found to be compatible with the site's natural open space values and functions:

1. Trails;

2. Natural appearing stormwater facilities;

3. Compensatory mitigation of wetland losses on the urban designated portion of the project, consistent with the King County Comprehensive Plan and K.C.C. chapter 21A.24; and

4. Active recreation uses not to exceed five percent of the total open space area. The support services and facilities for the active recreation uses may locate within the active recreation area only, and shall not exceed five percent of the total acreage of the active recreation area. The entire open space area, including any active recreation site, is a regional resource. It shall not be used to satisfy the on-site active recreation space requirements in K.C.C. 21A.14.180 for the urban portion of the four to one property.

SECTION 7. Ordinance 12196, Section 9, as amended, and K.C.C. 20.20.020, are each hereby amended to read as follows:

A. Land use permit decisions are classified into four types, based on who makes the decision, whether public notice is required, whether a public hearing is required before a decision is made and whether administrative appeals are provided. The types of land use decisions are listed in subsection E. of this section.

1. Type 1 decisions are made by the director, or his or her designee, ("director") of the department of development and environmental services ("department"). Type 1 decisions are nonappealable administrative decisions.

2. Type 2 decisions are made by the director. Type 2 decisions are discretionary decisions that are subject to administrative appeal.

3. Type 3 decisions are quasi-judicial decisions made by the hearing examiner following an open record hearing. Type 3 decisions may be appealed to the county council, based on the record established by the hearing examiner.

4. Type 4 decisions are quasi-judicial decisions made by the council based on the record established by the hearing examiner.

B. Except as provided in K.C.C. 20.44.120A.7. and 25.32.080 or unless otherwise agreed to by the applicant, all Type 2, 3 and 4 decisions included in consolidated permit applications that would require more than one type of land use decision process may be processed and decided together, including any administrative appeals, using the highest-numbered land use decision type applicable to the project application.

C. Certain development proposals are subject to additional procedural requirements beyond the standard procedures established in this chapter.

D. Land use permits that are categorically exempt from review under SEPA do not require a threshold determination (determination of nonsignificance ["DNS"] or determination of significance ["DS"]). For all other projects, the SEPA review procedures in K.C.C. chapter 20.44 are supplemental to the procedures in this chapter.

E. Land use decision types are classified as follow:

TYPE 1	(Decision by director, no administrative appeal)	Temporary use permit for a homeless encampment under K.C.C. 21A.45.010, 21A.45.020, 21A.45.030, 21A.45.040, 24A.45.050, 21A.45.060, 21A.45.070,

		21A.45.080 and 21A.45.090; building permit, site development permit, or clearing and grading permit that is not subject to SEPA, that is categorically exempt from SEPA as provided in K.C.C. 20.20.040, or for which the department has issued a determination of nonsignificance or mitigated determination of nonsignificance; boundary line adjustment; right of way; variance from K.C.C. chapter 9.04; shoreline exemption; decisions to require studies or to approve, condition or deny a development proposal based on K.C.C. chapter 21A.24, except for decisions to approve, condition or deny alteration exceptions; approval of a conversion-option harvest plan; a binding site plan for a condominium that is based on a recorded final planned unit development, a building permit, an as-built site plan for developed sites, a site development permit for the entire site.
TYPE 2[1,2]	(Decision by director appealable to hearing examiner, no further administrative appeal)	Short plat; short plat revision; short plat alteration; zoning variance; conditional use permit; temporary use permit under K.C.C. chapter 21A.32; temporary use permit for a homeless encampment under K.C.C. 21A.45.100; shoreline substantial development permit[((2))] [3]; building permit, site development permit or clearing and grading permit for which the department has issued a

		determination of significance; reuse of public schools; reasonable use exceptions under K.C.C. 21A.24.070.B; preliminary determinations under K.C.C. 20.20.030.B; ((~~alteration exceptions and~~)) decisions to ((~~require studies or to~~)) approve, condition or deny ((~~a development proposal based on~~)) alteration exceptions under K.C.C. chapter 21A.24; extractive operations under K.C.C. 21A.22.050; binding site plan; waivers from the moratorium provisions of K.C.C. 16.82.140 based upon a finding of special circumstances.
TYPE 3[1]	(Recommendation by director, hearing and decision by hearing examiner, appealable to county council on the record)	Preliminary plat; plat alterations; preliminary plat revisions.
TYPE 4[1, ((3))] 4	(Recommendation by director, hearing and recommendation by hearing examiner decision by county council on the record)	Zone reclassifications; shoreline environment redesignation; urban planned development; special use; amendment or deletion of P suffix conditions; plat vacations; short plat vacations; deletion of special district overlay.

[1] See K.C.C. 20.44.120.C. for provisions governing procedural and substantive SEPA appeals and appeals of Type 3 and 4 decisions to the council.

[2] When an application for a ((~~shoreline permit~~)) Type 2 decision is combined with other permits requiring Type 3 or 4 land use decisions under this chapter or under K.C.C. 25.32.080, the examiner, not the director, makes the decision.

[3] A shoreline permit, including a shoreline variance or conditional use, is appealable to the state Shorelines Hearings Board and not to the hearing examiner.

((~~3~~)) [4] Approvals that are consistent with the Comprehensive Plan may be considered by the council at any time. Zone reclassifications that are not consistent with the ((~~e~~))Comprehensive ((~~p~~))Plan require a site-specific land use map amendment and the council's hearing and consideration shall be scheduled with the amendment to the ((~~e~~))Comprehensive ((~~p~~))Plan under K.C.C. 20.18.040 and 20.18.060.

F. The definitions in K.C.C. 21A.45.020 apply to this section.

SECTION 8. Ordinance 12196, Section 17, as amended, and K.C.C. 20.20.100, are each hereby amended to read as follows:

A. The department shall issue its recommendation to the hearing examiner on a Type 3 or Type 4 land use decision within one hundred fifty days from the date the applicant is notified by the department pursuant to this chapter that the application is complete. The time periods for action by the hearing examiner on a Type 3 or Type 4 land use decision shall be governed by the hearing examiner's rules.

B.1. Except as otherwise provided in subsection B.2 of this section, the department shall issue its final decision on a Type 1 or Type 2 land use decision within

one hundred twenty days from the date the applicant is notified by the department pursuant to this chapter that the application is complete.

2. The following shorter time periods apply to the type of land use permit indicated:

New residential building permits	90 days
Residential remodels	40 days
Residential appurtenances, such as decks and garages	15 days, or 40 days residential appurtenances that require substantial review.
Clearing and grading	90 days
Health Department review (for projects pending a final department review or permit or review and permit).	40 days
Type 1 temporary use permit for a homeless encampment:	30 days
Type 2 temporary use permit for a homeless encampment:	40 days

C. The following periods shall be excluded from the times specified in subsections A and B of this section:

1. Any period of time during which the applicant has been requested by the department, hearing examiner or council to correct plans, perform required studies or provide additional information, including road variances and variances required under K.C.C. chapter 9.04. The period shall be calculated from the date of notice to the

applicant of the need for additional information until the earlier of the date the county advises the applicant that the additional information satisfies the county's request, or fourteen days after the date the information has been provided. If the county determines that the correction, study or other information submitted by the applicant is insufficient, it shall notify the applicant of the deficiencies and the procedures of this section shall apply as if a new request for information had been made.

a. The department shall set a reasonable deadline for the submittal of corrections, studies or other information when requested, and shall provide written notification to the applicant. An extension of such deadline may be granted upon submittal by an applicant of a written request providing satisfactory justification of an extension.

b. Failure by the applicant to meet such deadline shall be cause for the department to cancel/deny the application.

c. When granting a request for a deadline extension, the department shall give consideration to the number of days between receipt by the department of a written request for a deadline extension and the mailing to the applicant of the department's decision regarding that request;

2. The period of time, as set forth in K.C.C. 20.44.050, during which an environmental impact statement is being prepared following a determination of significance pursuant to chapter 43.21C RCW;

3. A period of no more than ninety days for an open record appeal hearing by the hearing examiner on a Type 2 land use decision, and no more than sixty days for a closed record appeal by the county council on a Type 3 land use decision appealable to

the county council, except when the parties to an appeal agree to extend these time periods;

4. Any period of time during which an applicant fails to post the property, if required by this chapter, following the date notice is required until an affidavit of posting is provided to the department by the applicant; ((~~and~~))

5. Any time extension mutually agreed upon by the applicant and the department; and

6. Any time during which there is an outstanding fee balance that is sixty days or more past due.

D. The time limits established in this section shall not apply if a proposed development:

1. Requires an amendment to the comprehensive plan or a development regulation, or modification or waiver of a development regulation as part of a demonstration project;

2. Requires approval of a new fully contained community as provided in RCW 36.70A.350 master planned resort as provided in RCW 36.70A.360 or the siting of an essential public facility as provided for RCW 36.70A.200; or

3. Is substantially revised by the applicant, when such revisions will result in a substantial change in a project's review requirements, as determined by the department, in which case the time period shall start from the date at which the revised project application is determined to be complete.

E. The time limits established in this section may be exceeded on more complex projects. If the department is unable to issue its final decision on a Type 1 or Type 2 land

use decision or its recommendation to the hearing examiner on a Type 3 or Type 4 land use decision within the time limits established by this section, it shall provide written notice of this fact to the project applicant. The notice shall include a statement of reasons why the time limits have not been met and an estimated date for issuance of the notice of final decision on a Type 1 or Type 2 land use decision or notice of recommendation on a Type 3 or Type 4 land use decision.

F. The department shall require that all plats, short plats, building permits, clearing and grading permits, conditional use permits, special use permits, site development permits, shoreline substantial development permits, binding site plans, urban planned development permits or fully contained community permits issued for development activities on or within five hundred feet of designated agricultural lands, forest lands or mineral resource lands shall contain a notice that the subject property is within or near designated agricultural lands, forest lands or mineral resource lands on which a variety of commercial activities may occur that are not compatible with residential development for certain periods of limited duration.

SECTION 9. Ordinance 4461, Section 10, as amended, and K.C.C. 20.24.190, are each hereby amended to read as follows:

When the examiner issues a recommendation regarding an application for a reclassification of property or for a shoreline environment redesignation, the recommendation shall include additional findings that support the conclusion that at least one of the following circumstances applies:

A. The property is potentially zoned for the reclassification being requested and conditions have been met that indicate the reclassification is appropriate;

B. An adopted subarea plan or area zoning specifies that the property shall be subsequently considered through an individual reclassification application;

C. Where a subarea plan has been adopted but subsequent area zoning has not been adopted, that the proposed reclassification or shoreline redesignation is consistent with the adopted subarea plan; or

D. The applicant has demonstrated with substantial evidence that:

1. Since the last previous area zoning or shoreline environment designation of the subject property, authorized public improvements, permitted private development or other conditions or circumstances affecting the subject property have undergone substantial and material change not anticipated or contemplated in the subarea plan or area zoning;

2. The impacts from the changed conditions or circumstances affect the subject property in a manner and to a degree different than other properties in the vicinity such that area rezoning or redesignation is not appropriate. For the purposes of this subsection, "changed conditions or circumstances" does not include actions taken by the current or former property owners to facilitate a more intense development of the property including but not limited to changing tax limitations, adjusting property lines, extending services or changing property ownership;

3. For proposals to increase rural residential density, that the proposal meets the criteria in Comprehensive Plan policies ((~~R-205 through R-209~~))R-305 through R-309;

4. For proposals to increase urban residential density, that the proposal meets the criteria in Comprehensive Plan policies ((~~U-120 through U-125~~))U-122 through U-126; and

5. The requested reclassification or redesignation is in the public interest.

SECTION 10. Ordinance 6949, Section 6, as amended, and K.C.C. 20.44.040, are each hereby amended to read as follows:

A. King County adopts the standards and procedures specified in WAC 197-11-300 through 197-11-390 and 197-11-800 through 197-11-890 for determining categorical exemptions and making threshold determinations subject to the following:

1. The following exempt threshold levels are hereby established in accordance with WAC 197-11-800(1)(c) for the exemptions in WAC 197-11-800(1)(b):

a. The construction or location of any residential structures of twenty dwelling units within the boundaries of an urban growth area, or of any residential structures of eight dwelling units outside of the boundaries of an urban growth area;

b. The construction of a barn, loafing shed, farm equipment storage building, produce storage or packing structure, or similar agricultural structure, covering thirty thousand square feet on land zoned agricultural, or fifteen thousand square feet in all other zones, and to be used only by the property owner or his or her agent in the conduct of farming the property. This exemption shall not apply to feed lots;

c. The construction of an office, school, commercial, recreational, service or storage building with twelve thousand square feet of gross floor area, and with associated parking facilities designed for forty automobiles;

d. The construction of a parking lot designed for forty automobiles;

e. Any fill or excavation of five hundred cubic yards throughout the total lifetime of the fill or excavation and any fill or excavation classified as a class I, II, or III forest practice under RCW 76.09.050 or regulation thereunder: The categorical

exemption threshold shall be one hundred cubic yards for any fill or excavation that is in an ((~~sensitive~~)) aquatic area, wetland, steep slope or landslide hazard area. If the proposed action is to remove from or replace fill in an ((~~sensitive~~)) aquatic area, wetland, steep slope or landslide hazard area to correct a violation, the threshold shall be five hundred cubic yards.

2. The determination of whether a proposal is categorically exempt shall be made by the county department that serves as lead agency for that proposal.

B. The mitigated DNS provision of WAC 197-11-350 shall be enforced as follows:

1. If the department issues a mitigated DNS, conditions requiring compliance with the mitigation measures which were specified in the application and environmental checklist shall be deemed conditions of any decision or recommendation of approval of the action.

2. If at any time the proposed mitigation measures are withdrawn or substantially changed, the responsible official shall review the threshold determination and, if necessary, may withdraw the mitigated DNS and issue a DS.

SECTION 11. Ordinance 6949, Section 10, as amended, and K.C.C. 20.44.080, are each hereby amended to read as follows:

A. The procedures and standards of WAC 197-11-650 through 197-11-660 regarding substantive authority and mitigation, and WAC 197-11-158, regarding reliance on existing plans, laws and regulations, are adopted.

B. For the purposes of RCW 43.21C.060 and WAC 197-11-660, the following policies, plans, rules and regulations, and all amendments thereto, are designated as

potential bases for the exercise of King County's substantive authority under SEPA, subject to RCW 43.21C.240 and subsection C of this section:

1. The policies of the state Environmental Policy Act, RCW 43.21C.020.

2. As specified in K.C.C. chapter 20.12, the King County Comprehensive Plan, its addenda and revisions and community and subarea plans and housing report, and as specified in K.C.C. chapter 20.14, surface water management program basin plans.

3. The King County Zoning Code, as adopted in K.C.C. Title 21A.

4. The King County Agricultural Lands Policy, as adopted in K.C.C. chapter 20.54 and K.C.C. Title 26.

5. The King County Landmarks Preservation Code, as adopted in K.C.C. chapter 20.62.

6. The King County Shoreline Management Master Plan, as adopted in K.C.C. Title 25.

7. The King County Surface Water Runoff Policy, as adopted in K.C.C. chapter 9.04, including the Covington Master Drainage Plan, as adopted in K.C.C. chapter 20.14.

8. The King County Road Standards, ((~~1993 Update,~~)) as adopted in K.C.C. chapter 14.42.

9. The Comprehensive Plan for Transportation adopted by Resolution No. 6617 of the council of the Municipality of Metropolitan Seattle and readopted and ratified by the county council in K.C.C. 28.01.030.

10. The Comprehensive Sewerage Disposal Plan adopted by Resolution No. 23 of the council of the Municipality of Metropolitan Seattle and readopted and ratified by the county council in K.C.C. 28.01.030.

11. The rules and regulations for construction and use of local sewage facilities set forth in K.C.C. chapters 28.81 through 28.84.

12. The rules and regulations on the consistency of sewer projects with local land use plans and policies set forth in Ordinance 11034, as amended.

13. The rules and regulations for the disposal of industrial waste into the sewerage system set forth in Ordinance 11034, as amended.

14. The Duwamish Clean Water Plan adopted by the council of the Municipality of Metropolitan Seattle and readopted and ratified by the county council by Ordinance 11032, Section 28, as amended.

15. The Washington Department of Ecology's Best Management Practices for the Use of Municipal Sludge.

C. Within the urban growth area, substantive SEPA authority to condition or deny new development proposals or other actions shall be used only in cases where specific adverse environmental impacts are not addressed by regulations as set forth below or unusual circumstances exist. In cases where the county has adopted the following regulations to systematically avoid or mitigate adverse impacts, those standards and regulations will normally constitute adequate mitigation of the impacts of new development: K.C.C. chapter 9.04, Surface Water Runoff Policy, K.C.C. chapter 9.08, Surface Water Management Program, K.C.C. chapter 9.12, Water Quality, K.C.C. chapter 14.42, King County Road Standards, K.C.C. chapter 16.82, Clearing and Grading, K.C.C. chapter 21A.12, Development Standards - Density and Dimensions, K.C.C. chapter 21A.14, Development Standards - Design Requirements, K.C.C. chapter 21A.16, Development Standards - Landscaping and Water Use, K.C.C. chapter 21A.18,

Development Standards - Parking and Circulation, K.C.C. chapter 21A.20, Development Standards - Signs, K.C.C. chapter 21A.22, Development Standards - Mineral Extraction, K.C.C. chapter 21A.24, ((~~Environmentally Sensitive~~)) Critical Areas, K.C.C. chapter 21A.26, Development Standards - Communication Facilities, K.C.C. chapter 21A.28, Development Standards - Adequacy of Public Facilities and Services((~~, those standards and regulations will normally constitute adequate mitigation of the impacts of new development~~)). Unusual circumstances related to a site or to a proposal, as well as environmental impacts not mitigated by the regulations listed in this subsection, will be subject to site-specific or project-specific SEPA mitigation.

This subsection shall not apply if the county's development regulations cited in this subsection are amended after April 22, 1996, unless the amending ordinance contains a finding, supported by documentation, that the requirements for environmental analysis, protections and mitigation measures in this chapter, provide adequate analysis of and mitigation for the specific adverse environmental impacts to which the requirements apply.

D. Outside the urban growth area, in the course of project review, including any required environmental analysis, the responsible official may determine that requirements for environmental analysis, protection and mitigation measures in the county's development regulations or comprehensive plans adopted under chapter 36.70A RCW and in other applicable local, state or federal laws and rules provide adequate analysis and mitigation for specific adverse environmental impacts of the project, if the following criteria are met:

1. In the course of project review, the responsible official shall identify and consider the specific probable adverse environmental impacts of the proposed action and then make a determination whether these specific impacts are adequately addressed by the development regulations. If they are not, the responsible official shall apply mitigation consistent with the applicable requirements of the comprehensive plan, subarea plan element of the comprehensive plan or other local, state or federal rules or laws; and

2. The responsible official bases or conditions its approval on compliance with these requirements or mitigation measures.

E. Any decision to approve, deny or approve with conditions pursuant to RCW 43.21C.060 shall be contained in the responsible official's decision document. The written decision shall contain facts and conclusions based on the proposal's specific adverse environmental impacts, or lack thereof, as identified in an environmental checklist, EIS, threshold determination, other environmental document including an executive department's staff report and recommendation to a decision maker, or findings made pursuant to a public hearing authorized or required by law or ordinance. The decision document shall state the specific plan, policy or regulation that supports the SEPA decision and, if mitigation beyond existing development regulations is required, the specific adverse environmental impacts and the reasons why additional mitigation is needed to comply with SEPA.

F. This chapter shall not be construed as a limitation on the authority of King County to approve, deny or condition a proposal for reasons based upon other statutes, ordinances or regulations.

SECTION 12. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

SECTION 13. **Work program.** The council hereby adopts the following work program items as part of the King County Comprehensive Plan 2008:

A. By November 1, 2008, the executive shall form a work group for the purpose of developing: (a) performance measures related to the county's Comprehensive Plan policies as well as the countywide planning policies; and (b) a coordinated and comprehensive assessment and review process to ensure that health, equity, social and environmental justice impacts are considered in the development, implementation and funding of county projects and programs.

1. The work group shall develop and transmit to the council performance measures to: (a) assess agency performance; and (b) achieve the goals of the countywide planning policies and the comprehensive plan. Performance measures shall be developed based on best management practices and monitoring of performance measures are intended to provide information needed to improve future compliance.

2. The work group shall also develop a coordinated and comprehensive assessment and review process to ensure that health, equity, social and environmental justice impacts are considered in the development, implementation and funding of county projects and programs. The tools used to perform this assessment and review shall be developed using best management practices.

3. The work group shall include representatives from the various departments and divisions and council policy staff, as designated by the policy staff director.

4. The work group shall report to council on or before September 1, 2009. Fifteen copies of the report shall be filed with the clerk of the council, for distribution to all councilmembers and to the lead staff for the growth management and natural resources committee, or its successor.

B. The executive shall direct the department of natural resources and parks to take the necessary steps to ensure make King County water quality monitoring data upon which the county will rely to enforce policy E-111 shall be available via published maps and/or the county web page. This data shall be made available no later than December 31, 2008.

C. The executive shall develop a work plan detailing how the county will fund the adaptive management approach envisioned by Chapter 4 (Environment), as well as the comprehensive and coordinated program and the publicly accessible, geo-spatial database envisioned by policies E-702 and E-703 respectively. The work plan shall be transmitted to the council no later than September 1, 2009, and must be filed in the form of fifteen copies with the clerk of the council, who shall retain the original and shall forward copies to each councilmember and to the lead staff for the growth management and natural resources committee, or its successor.

D. King County shall convene and participate in a food policy council, which shall include representatives of local cities and health agencies, as well as, area farmers and consumer groups. The food policy council is to identify and recommend ways to:

1. Reduce market and regulatory barriers faced by local food producers in accessing local urban consumers;

2. Increase the number of farmer's markets, particularly in areas with a substantial number of low income residents, in order to improve access to locally grown or value-added products; and

3. Facilitate the access of large institutional uses to locally grown or value-added foods.

E. As part of the 2009 update to the King County Comprehensive Plan, the executive shall transmit a revised regional Trail System Priority List which shall prioritize trail needs based on criteria that includes consideration of equity, and social and environmental justice.

F. As provided for in comprehensive plan policy U-208 and because annexation is not occurring at a pace consistent with the intent of the annexation policies of the comprehensive plan, the executive shall complete a subarea planning process for the city of Kirkland potential annexation area to explore new options for revenue generation that would make the provision of services to that urban unincorporated area financially sustainable. The subarea plan shall be transmitted to the council by September 1, 2008, and must be filed in the form of fifteen copies with the clerk of the council, who shall retain the original and shall forward copies to each councilmember and to the lead staff for the growth management and natural resources committee, or its successor.

G. The executive shall commence a subarea planning process, for an area encompassing the Cedar Hills landfill and neighboring lands having long-standing industrial and resource material processing uses, to study and make recommendations on potential long-term land uses for that area after closure of the Cedar Hills landfill. One of the options to be evaluated is the potential creation and implementation of a Special

District Overlay for a limited area of more intensive rural development, which is provided for in the state Growth Management Act. In order to allow for council review in conjunction with the 2012 King County Comprehensive Plan Update, the subarea plan shall be transmitted to the council no later than March 1, 2011, and must be filed in the form of fifteen copies with the clerk of the council, who shall retain the original and shall forward copies to each councilmember and to the lead staff for the growth management and natural resources committee, or its successor.

H. The executive shall conduct an inventory of county-owned or –managed facilities and properties for the purpose of evaluating their feasibility for use in programs such as pea patches and community gardens. The evaluation shall include a review of costs, safety and liability to the county, as well as, consistency with the primary use of the facility or property. The executive shall provide inventories of appropriate facilities or properties to groups that may be interested in partnering with King County to create and maintain pea patches and community gardens, including but not limited to the unincorporated area councils, neighborhood organizations, other municipalities and community groups, as well as housing or service organizations serving residents that would benefit from such programs. The initial inventory shall be transmitted to the council no later than March 1, 2009, and update annually thereafter by March 1 of each year to reflect additions or deletions to county-owned or –managed facilities or properties. The inventory must be filed in the form of fifteen copies with the clerk of the council, who shall retain the original and shall forward copies to each councilmember and to the lead staff for the growth management and natural resources committee, or its successor.

I. The executive shall commence a sub-area plan encompassing the entirety of the May Creek drainage basin that provides appropriate structure and emphasis for the valley's rural character and economics. This sub-area plan shall, at a minimum, consider upstream stormwater and drainage impacts, availability of current and projected near-term construction of public facilities, appropriate zoning and recommended future infrastructure requirements to support the goal of improving the rural character of the May valley. This sub-area area plan may consider the development of a Special District Overlay which supports equestrian and other agriculture activities within the valley.

J. The executive shall commence discussions with cities that border the Rural

855 Area in order to identify lands that will accommodate the needs of residents of those
856 cities for new or expanded schools.
857

Ordinance 16263 was introduced on 3/10/2008 and passed as amended by the Metropolitan King County Council on 10/6/2008, by the following vote:

Yes: 8 - Ms. Patterson, Mr. Dunn, Mr. Constantine, Mr. von Reichbauer, Mr. Ferguson, Mr. Gossett, Mr. Phillips and Ms. Hague
No: 0
Excused: 1 - Ms. Lambert

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Julia Patterson, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this 20 day of OCTOBER, 2008.

Ron Sims, County Executive

RECEIVED
2008 OCT 20 PM 4:00
KING COUNTY COUNCIL
CLERK

Attachments A. 2008 King County Comprehensive Plan--October 6, 2008, B. Technical Appendix A--Capital Facilities--March 1, 2008, C. Technical Appendix B--Housing--March 1, 2008, D. Technical Appendix C--Transportation--March 1, 2008, E. Transportation Needs Report 2008--March 1, 2008, F. Technical Appendix D--Growth Targets and the Urban Growth Area--March 1, 2008

ORDINANCE 16263

ATTACHMENT A

16263



King County

KING COUNTY
COMPREHENSIVE PLAN 2008

Adopted October 2008

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Introduction

King County Comprehensive Plan 2008

A. About King County

King County has some of the most beautiful scenery in the country, some of the most productive farmlands, and one of the most vibrant economies. The King County Comprehensive Plan 2008 establishes a vision that preserves this incredible diversity while continuing to acknowledge that citizens want options as to where they live, work and play. The plan guides growth and development throughout the unincorporated areas of the county and establishes King County's position on major issues such as transportation, annexations, regional water supply and environmental protection.

King County Geography

King County, covering 2,130 square miles, is the size of the state of Delaware, but much more geographically diverse. It extends from Puget Sound in the west to 8,000-foot Mt. Daniel at the Cascade crest to the east. King County's various landforms include saltwater coastline, river floodplains, plateaus, slopes and mountains, punctuated with lakes and salmon streams. Lake Washington, covering 35 square miles, and Lake Sammamish with 8 square miles are the two largest bodies of fresh water. Vashon-Maury Island in Puget Sound and Mercer Island in Lake Washington provide different island environments.

The north-south trending shapes of the lakes and hills make east-west travel more difficult than north-south travel. Four major river basins with salmon-bearing streams are separated by step-sided plateaus whose slopes are subject to landslides and erosion.

King County Jurisdictions

As of 2008, there are 39 cities ranging in size from Seattle with 586,000 people to Skykomish and Beaux Arts with less than 350 each. Since December 1994, five new cities have incorporated, shifting 120,000 people into city limits. King County's 39 cities cover 387 square miles, or 18% of the county's total land area. The incorporated population has increased by a total of 401,000

since 1994, primarily due to new cities and large annexations as well as growth within existing boundaries.

Unincorporated King County, the territory outside any city, now has about 368,000 people, or 20% of the county's population, on 82% of its land area. The unincorporated population has decreased by 139,000 since the 1994 Comprehensive Plan was initially adopted, chiefly through the incorporation of new cities.

King County Demographics

In 2007, with more than 1,860,000 people, King County is the largest county in Washington State and the 14th largest in the nation. As a populous, large county with a major central city, King County constitutes the majority of the "Seattle-Bellevue-Everett" metropolitan area of more than 2.5 million persons. King County exhibits growing diversity: 70% of the population is non-Hispanic white, 14% Asian or Pacific Islander, 5.6% African-American, 1% Native American and 6.8% Latino (2005 census data).

King County's population has grown by a quarter-million residents, or 16%, since 1994; a modest rate compared with Sunbelt metro areas and nearby Puget Sound counties. However, given the large population already here, the growth numbers are significant. The population increase since 1994 equals the total existing population of the cities of Bellevue, Renton and Shoreline together. King County is forecasted to grow by an additional 188,000 persons (10%) to about 2,049,000 by 2022.

The number of housing units in King County is growing at about the same rate as its population. Now estimated at 800,000 houses, apartment and condominium units, and mobile homes, housing has increased by 108,000 units (16%) since 1994. Household size has stabilized after declining in the 1970s and 1980s and is now estimated at 2.39 persons per household. A slight decline in household size is anticipated in coming years to about 2.30 in 2022.

King County Economy

King County is truly the economic engine of Washington State and the Pacific Northwest. Also, King County's economy is larger than that of several U.S. states. Nearly 1.2 million workers are employed within the borders of King County, at nearly 70,000 business firms, excluding sole proprietorships. King County's $61.5 billion payroll is 50.3% of Washington State's $122.3 billion payroll and 72.6% of the region's $84.7 billion payroll.

King County has a cyclical economy, with booms and recessions typically on a ten-year cycle. During the 1990s, the number of jobs grew by 26% to almost 1.2 million, then edged downward after 2001. Employment began to rise again in 2004, and by 2006, nonagricultural employment had almost returned to 2000 levels, increasing by 65,400 jobs. Manufacturing employment remains important, but aerospace, the largest sector, lost 11,100 jobs between 2001 and 2006. The economy has diversified from the traditional aerospace and resource bases to high tech, services and trade, both local and international. County unemployment rates have fallen steadily in 2006 and 2007 from the relative highs experienced in the five previous years. Given the county's complement of healthy, innovative businesses and its industrial diversification, its future unemployment rates should be lower than in the state and the nation.

B. Planning in King County

King County's comprehensive land use planning dates back to 1964. Its first comprehensive plan under the State Growth Management Act (GMA) was adopted in 1994. The GMA, passed by the Washington State Legislature in 1990, seeks to further protect the quality of life in the Pacific Northwest. The GMA directs the state's most populous and fastest growing counties and their cities to prepare comprehensive land use plans that anticipate growth for a 20-year horizon. Comprehensive plans adopted in accordance with GMA must manage growth so that development is directed to designated urban areas and away from the Rural Area and Resource Lands. The GMA also requires jurisdictions to designate and protect critical areas and commercially significant forestry, agriculture, and mining areas. The GMA requires each comprehensive plan to adhere to a set of thirteen goals and to include the following elements: land use, housing, capital facilities, utilities, rural, and transportation. The King County Comprehensive Plan 2000 represented the first major review and the first set of substantive changes since the county's first comprehensive plan under GMA was adopted in 1994. The 2008 update is the third major review of the comprehensive plan.

The King County Comprehensive Plan provides a legal framework for guiding regional growth and making decisions about land use in unincorporated King County. Public and private agencies, property owners, developers, community groups and King County staff use the comprehensive plan in several ways.

First, the plan is the framework for other plans and regulations such as subarea plans and the King County Code that govern the location and density of land uses and provide framework for development. It provides guidance to county officials for decisions on proposals such as zoning changes and developments. It also gives the public direction on the county's position on proposed changes in land use or zoning, environmental regulations, or broader policy issues.

The plan also provides a basis for decisions about public spending on facilities and services. And, the plan presents other agencies, such as cities and special purpose districts, with King County's position on large-scale matters such as annexation, use of resource lands, environmental protection and others.

The GMA allows local comprehensive plan amendments to be considered once each year. In King County, those annual amendments allow technical changes only, except for once every four years. Then, during the "Four-Year Cycle review process," substantive changes to policies, land use designations and the Urban Growth Area boundary can be proposed and adopted.

The King County Countywide Planning Policies (CPPs) set the framework for the county's and cities' comprehensive plans. The CPPs, adopted by the county and cities in 1992 and amended several times since 1992, establish an Urban Growth Area (UGA) within the western one-third of King County where most growth and development is targeted. The goals of the policies include: reducing urban sprawl, protecting the Rural Area, providing affordable housing throughout the county and coordinating protection of environmentally critical areas.

Another piece of the planning puzzle in King County is the multi-county planning policies (MPPs), which the GMA requires of the largest counties with adjacent urban areas. The Puget Sound Regional Council has developed the MPPs through extensive collaboration with four counties in the central Puget Sound region: Snohomish, King, Pierce and Kitsap counties. Vision 2040 is an integrated strategy that takes on regional issues that cannot be comprehensively addressed within a single jurisdiction. The Vision 2040 document outlines the regional growth strategy and specifies policies to help us achieve the strategy. The MPPs provide guidance and direction to regional, county, and local governments on such topics as setting priorities for transportation investment, stimulating economic development, planning for open space, making city and town centers more suitable for transit and walking, and improving transportation safety and mobility.

C. New and Emerging Issues: Toward a Sustainable King County

The Comprehensive Plan has been based on the principles of creating walkable neighborhoods, preserving open space and farmland, directing development toward existing communities, and providing a variety of transportation choices as the driving forces that determine the distribution of funding, creation of programs and projects, and for how the county interacts with local, state and federal agencies.

The impact of implementing these principles has been to: improve air quality through the reduction of greenhouse gas emissions (King County operates the largest hybrid transit fleet in

the nation and is using 20% biodiesel in its bus fleet), reduce fuel consumption, create higher urban densities by directing 96% of the growth into the urban cores of the region (Urban Growth Area), preservation of irreplaceable resource lands, park and critical areas, improving mobility by making transit service more accessible and sustaining a vibrant economy.

Three new framework polices - 1) health, equity, social and environmental justice; 2) climate change; and 3) measurement and monitoring—are being introduced into the Comprehensive Plan to address new issues or expansions of existing issues. These new framework policies represent a commitment to adapt growth management strategy to take advantage of new ideas. More importantly, they also form the broad foundation for more detailed and substantive implementing policies in the topical chapters of the Comprehensive Plan.

Health, Equity, Environmental and Social Justice

Despite broad economic and social gains in society and in this country in recent history, major differences exist and continue to persist for significant segments of our population—particularly for communities of color and poor people—across the continuum of measures of health, well being and quality of life. King County is not immune to the national trends and statistics, despite its location in the relatively prosperous Puget Sound area. In the United States and in King County, children and adults who live at the bottom of the social ladder face life threatening and debilitating conditions far more often than those in the middle, who in turn are more at risk than those at the top.

Land use patterns and transportation investments can play key roles in making communities healthier. Well-planned neighborhoods have features like connected street networks, nearby shopping, walking paths, and transit service. These amenities reduce dependency on cars, increase opportunities to be physically active, decrease the likelihood to be overweight, and improve air quality.

Food is as essential to our health and well-being as air and water. For example, King County is experiencing a rise in the rate of obesity, and at the same time, an increase in food insecurity and malnutrition. Both can be caused by lack of access to adequate amounts of nutritious food, and both can lead to the same thing - a diminished quality of life that ends with premature death due to diet-related chronic disease. King County plays an important role in guiding and supporting system improvements that will result in King County residents eating local, healthy food. King County supports food systems that are ecologically and economically sustainable and that improve the health of the county's residents.

King County's groundbreaking *Land Use, Transportation, Air Quality and Health Study* (now known as HealthScape)—the first study of its kind for a local government—shows that low density, separated land uses, and poor street connectivity is associated with: (1) reduced transit ridership, walking, and physical activity; (2) increased auto use, air pollution, greenhouse gas emissions, and energy consumption; and (3) increased obesity, which increases the likelihood of cardio vascular disease, type II diabetes, and colorectal cancer. HealthScape literally draws the link between sprawl, poor health, and greenhouse gas emissions.

Using data generated in King County, this study specifically concluded the following:

- People walk more in neighborhoods with a wide variety of retail services and easy access to those services. This improves health and reduces pollutants.
- Transit use is highest where walking is most prevalent, and walking is most prevalent where transit is convenient and efficient.
- Residents of more walkable areas are less likely to be overweight or obese and more likely to report being physically active.
- Residents in the most interconnected parts of the county drive 25% fewer miles than those who live in the most sprawling areas of the county.

With obesity rates rising at alarming rates, King County can use the findings from this study to update policies and plans to incorporate health and air quality into land use and transportation planning.

Equity and social justice are traditionally linked to land use planning through the concept of environmental justice. Generally, environmental justice encompasses the presence of industrial or commercial land uses that carry substantial adverse impacts to low-income and minority communities. But, environmental justice can also refer to *lack* of facilities and services and other amenities. The White Center Community Enhancement Initiative begun in 2005 is one example of a concerted community process that seeks to add infrastructure necessary for making a place safe, livable, and health-promoting. Collectively, these factors are the foundation of prosperity for all people and communities. In White Center, this is being accomplished through improving sidewalks, pedestrian connections, and spurring economic development in the neighborhood's commercial core. Land use planning brings the principles of community participation and community visioning to the equity and social justice movement, thus setting the stage for infrastructure improvements and policies that underpin achieving equity and social justice.

King County will work to reduce inequities and address concerns of social justice by incorporating these values into the daily practice of developing policies and programs, making funding decisions and delivering services. Further King County will identify and address the conditions at

the root of disparities, engage communities to have a strong voice in shaping their future, and raise and sustain the visibility of equity and social justice. The goal is to start by tackling problems further upstream than is typically done to get at the fundamental cause of the disparities in order to have a greater overall impact.

FW-101 King County will seek to reduce health disparities and address issues of equity, social and environmental justice when evaluating its land use policies, programs, and practices.

Climate Change

"Global warming is a 'modern' problem—complicated, involving the entire world, tangled up with difficult issues such as poverty, economic development, and population growth. Dealing with it will not be easy. Ignoring it will be worse." UN Framework Convention on Climate Change

There is consensus among the world's leading scientists that global warming caused by human emission of heat-trapping, greenhouse gases is among the most significant problems facing the world today. Climate scientists at the University of Washington predict average temperatures in the northwest will increase approximately one degree Fahrenheit per decade in the twenty-first century. Climate change in the northwest is expected to result in reduced snowpack and associated drinking water supplies, changes in winter flooding patterns, reduced summer stream flows for fish, altered habitat for other wildlife, and increases in infectious diseases for humans and wildlife.

King County is working locally, regionally, and nationally to reduce fossil fuel consumption and to survive the inevitable changes climate change will bring. At the local and regional levels, King County is building a green fleet of hybrid buses and cars, enacting major energy and resource conservation management programs, and requiring consideration of the impact of development proposals on greenhouse gas emissions using the State Environmental Policy Act.

At the national level, King County is forming Urban Leaders, a small coalition of large cities and counties to influence how infrastructure projects, such as floodplain management and water reuse, are funded at the federal level. In partnership with the Climate Impacts Group at the University of Washington, King County is writing a guidebook for regional governments on how to adapt to climate change impacts.

King County has joined several large counterparts across the country in partnering with the Sierra Club to form the Cool Counties Climate Stabilization Initiative, a major new strategy to combat

global warming. In 2006, King County joined the Chicago Climate Exchange (CCX), one of the first local governments and the only transit agency to do so. The CCX is a voluntary market in which members commit to reduce greenhouse gas emissions and work actively with other government members to advocate for a United States federal cap on greenhouse gas emissions.

While greenhouse gas emissions produced within the King County region constitute only a small percentage of national and global quantities, our region can play a critical role in pioneering the policies, practices and investments that inform climate change mitigation efforts worldwide.

King County is uniquely positioned among local governments to be a leader in reducing greenhouse gas emissions and preparing for the impacts of climate change. Using four levers of change—land use planning, transportation, environmental management and renewable energy - King County government has become a successful living laboratory and national model of strategies to reduce and prepare for global warming impacts.

FW-102 King County will be a leader in prevention and mitigation of, adaptation to, climate change effects.

Performance Measurement and Management

"An acre of performance is worth a whole world of promise." William Dean Howells

As part of a growing national movement at all levels of government, King County is embracing performance measurement and management. Performance measurement is measuring and reporting performance data while *performance management* is using performance information to inform management decisions. Successful organizations rely on performance management to inform leadership about how well they are reaching their goals and where improvements can be made.

King County is doing performance management for several important reasons:

- Ensure county goals are being met;
- Improve county services, where necessary;
- Increase transparency with the public;
- Increase use of data for more informed public discussion and decision-making; and
- Increase accountability at all levels of government.

In support of public access, King County publishes an annual performance report entitled *King County AIMs High: Annual Indicators and Measures* to accompany the budget. Providing

additional public access to performance reporting, the AIMs High website (www.kingcounty.gov/exec/aimshigh) emphasizes the relationship between community-level conditions and agency performance. The website is organized primarily by themes (such as natural resources), but the public can also access information by department.

In addition to public measurement reporting, the King County Executive initiated a performance management program called "KingStat" in 2006. KingStat is a set of regularly held, data-focused meetings between the County Executive and department managers to discuss agency performance. KingStat is designed to assist department directors in managing their operations, improve decision-making at all levels, and ensure that departments stay focused on top priorities.

FW-103King County will develop appropriate performance measurement tools, based on best management practices, in order to assess agency performance and the achievement of Countywide Planning Policies and Comprehensive Plan goals.

D. Summary of the King County Comprehensive Plan

Chapter One: Regional Planning

The vision and goals of this plan are based on the 13 planning goals specified in the Washington State Growth Management Act, the Countywide Planning Policies, the region's Vision 2040 and the values voiced by the citizens of King County. The official King County Land Use Map is included in this chapter. This chapter also describes the county's process for amending the Comprehensive Plan and outlines and distinguishes the annual cycle and the four-year-cycle amendments.

Chapter Two: Urban Communities

The Urban Communities chapter brings together several of the major elements necessary to make a community whole: housing, business centers, and human services. By merging these elements into one chapter, King County emphasizes the importance each plays as a part of a livable community. A major tenet of the GMA is to target growth in the urban areas, so the policies in this chapter better facilitate urban development where infrastructure and facilities exist or can be readily provided. This chapter also draws the connection between urban form and public health.

Chapter Three: Rural Communities and Natural Resource Lands

Protecting a rural way-of-life in King County is a major thrust of the comprehensive plan. This chapter delineates the county's approach to conserving rural and natural resource lands integral to providing diversity in lifestyle choices, continuing farming and forestry economies, protecting environmental quality and wildlife habitat, and maintaining a link to King County's resource-based heritage. This chapter also includes the policy basis for King County's Transfer of Development Rights Program.

Chapter Four: Environment

With Chinook salmon, Puget Sound and Coastal Bull trout, and Puget Sound Orca Whales listed as threatened species under the Endangered Species Act, with other species about to join the list, protecting the environment is a priority. King County's programs for protecting the environment are some of the most advanced in the country. Protecting and restoring air quality, water resources, soils, and plant, fish and animal habitats are among King County's primary goals. King County's approach to mitigating the effects of climate change and adapting to the inevitable changes that climate change will bring to the region are centered in Chapter Four. This chapter also establishes policies to protect the environment and enhance the region's high quality of life.

Chapter Five: *Reserved*

Chapter Six: Parks, Open Space and Cultural Resources

Protecting and enhancing King County's communities through public funding while encouraging continued stewardship for county parks, open spaces, recreation, and cultural resources is the central focus of this chapter. The Regional Trails Needs Project map and corresponding project list are also included in this chapter.

Chapter Seven: Transportation

King County will continue to promote a transportation system that provides residents with a range of transportation choices that respond to both community needs and environmental concerns including encouraging healthful transportation choices and reducing greenhouse gas emissions from transportation sources. This chapter also includes the policy guidance for the Transportation Concurrency Program, as required by the GMA.

Chapter Eight: Service, Facilities and Utilities

The Growth Management Act requires coordinated planning so that the services required by new residents and their homes and businesses are available as growth occurs. Needed services include many that are not provided by King County, such as water supply, local sanitary sewers, fire protection, schools, energy facilities, and telecommunications. King County does provide services such as regional wastewater treatment, regional solid waste management, and local stormwater management. This chapter guides service provision.

Chapter Nine: Economic Development

Economic Development is moved from a section in the Urban Communities Chapter to a stand alone chapter to reflect the nature of economic development as a countywide priority encompassing the Urban, Rural Area, and Resource Lands. King County's economy is the largest and most significant economy in Washington State. This chapter addresses business retention and development, workforce development, public-private partnerships, and the rural economy.

Chapter Ten: Community Planning

King County's community plans (except for the Vashon Town Plan, West Hill, and White Center) are no longer in effect as separately adopted plans. In many cases, however, the plans contain valuable historical information about King County's communities and often provide background for the land uses in effect today. Policies from the community plans were retained as part of the comprehensive plan to recognize the unique characteristics of each community.

Chapter Eleven: Implementation

The comprehensive plan policies, development regulations and countywide planning policy framework have been adopted to achieve the growth management objectives. This chapter explains the relationship between planning and zoning.

D. Technical Appendices

Integral to the vision and goals of the comprehensive plan are the detailed inventories, forecasts, finance plans and Urban Growth Area analysis required by the Growth Management Act. Four technical appendices (Volume 1) are adopted as part of the plan to implement these Growth Management Act requirements (RCW 36.70A.070, 36.70A.110), *36.70A130)*. Technical

Appendices A, B, C, and D were updated in 2008. *Beginning with 2004, Technical Appendix D was moved to Volume 1.*

Volume 1

Technical Appendix A. Facilities and Services
Technical Appendix B. Housing
Technical Appendix C. Transportation
Technical Appendix D. Growth Targets and the Urban Growth Area

Additional important information also supports the plan vision and goals. Nine technical appendices (Volume II) were prepared to provide supporting documentation to the 1994 plan:

Volume 2

Technical Appendix D. Growth Targets and the Urban Growth Area
Technical Appendix E. Washington State Laws
Technical Appendix F. History of Planning in King County
Technical Appendix G. Economic Development
Technical Appendix H. Natural Resource Lands
Technical Appendix I. Natural Environment
Technical Appendix J. Potential Annexation Areas
Technical Appendix K. King County Functional and Community Plans
Technical Appendix L. Public Involvement Summary

Information that supported amendments subsequent to 1994 are included as follows:

Volume 3

Technical Appendix M. Public Participation Summary 2000

Volume 4

Technical Appendix N. Public Participation Summary 2004

Volume 5

Technical Appendix O. Public Participation Summary 2008

E. The Regulations

The King County Comprehensive Plan is implemented through the adopted regulations. These include the King County Zoning Code and other code titles such as Water and Sewer Systems, Roads and Bridges, and Land Segregation. All development proposals in King County must meet the requirements of the code.

F. For More Information

Copies of the plan are available in all King County libraries. Please visit the website of the King County Department of Development and Environmental Services at http://www.metrokc.gov/permits/codes/CompPlan/ for current information on planning in King County and to view electronic versions of the plan and related documents.

As required by the GMA, King County maintains a docket for recording comments on the King County Comprehensive Plan and associated development regulations. Comments logged on the docket are reviewed by the county and made available for review by the public. The docket is available on the King County Website at http://www.metrokc.gov/permits/codes/CompPlan/docket/.

1 Chapter One

Regional Planning

Regional Planning

Passage of the Growth Management Act (GMA) in 1990 by the State Legislature was the first critical step in the development of rational policies to sustain growth in Washington. For the first time in the state's history, all urban counties and their cities were required to develop and adopt comprehensive plans and regulations to implement these plans. To ensure comparable planning efforts, the Growth Management Act requires that comprehensive plans address specific issues including, but not limited to: land use, transportation, housing, facilities and services, utilities, natural environment, and economic development.

To achieve coordinated planning efforts, the Growth Management Act further requires that counties and cities develop a set of framework policies to guide development of each jurisdiction's comprehensive plan. In order to implement the Growth Management Act, King County conducts planning on four different levels. These levels of planning encompass land areas ranging in size from small neighborhoods to multiple counties.

Four Levels of Planning for King County		
Level	Purpose	Examples
Multicounty	Most frequently, multi-county planning is conducted by the Puget Sound Regional Council and includes King, Pierce, Snohomish, and Kitsap Counties. This level of planning is needed to address issues that affect the entire Central Puget Sound region.	• Destination 2030 • Regional Benchmarks • Prosperity Partnership • Vision 2040
Countywide	This level of planning is conducted by King County in cooperation with the cities to address a wide range of issues that affect the entire county.	• Countywide Planning Policies • King County Comprehensive Plan • Action Plan for Affordable Housing
Subarea	This level of planning, previously called community plans and basin plans, brings the policy direction of the comprehensive plan to a smaller geographic scale. Smaller-scale subarea plans, known as area zoning studies, address issues of concern to individual neighborhoods.	• Duwamish Coalition Project • Fall City Subarea Plan • White Center Action Plan • Vashon Town Plan • Aurora Corridor Study • East Redmond Subarea Plan

Functional	This level of planning is conducted by King County, special purpose districts or other agencies. Some plans cover the entire county, while others pertain to specific areas. Functional plans focus on the delivery of services or facilities.	• Parks, Recreation and Open Space Plan • Regional Wastewater Services Plan • Six-Year Transit Development Plan

The Growth Management Act also provides for re-evaluation of the comprehensive plan to address emerging land use and regulatory issues. The act also calls for jurisdictions to evaluate progress towards the implementation of respective comprehensive plans and countywide planning policies.

I. Defining Regional Objectives

Prompted by citizens, King County adopted its first comprehensive plan to manage growth in 1964. Two decades later, the 1985 Comprehensive Plan identified an urban growth boundary line to limit urban growth to areas with the infrastructure needed for facilities and services. It also established policies to preserve the Rural Area, conserve the natural environment and designate resource lands for long-term agriculture and forest production.

King County played a key role in the development of *Vision 2020*, a long-range growth management, economic and transportation strategy for the central Puget Sound region developed by the Puget Sound Regional Council. In 2008, Vision 2040 replaced Vision 2020 as the long range guide for the future of the four-county region.

The Growth Management Act (GMA), adopted by the state legislature in 1990, requires urban counties to develop comprehensive land use plans addressing growth. The GMA also requires counties and cities to work together to develop framework policies to guide the comprehensive plan development. These Countywide Planning Policies (CPP), first adopted in 1992, establish a vision for the future of King County – its cities, unincorporated urban areas, rural areas, and farms and forests. Under the CPP vision for the year 2022, King County will boast a diversified sound regional economy and high quality of life with a defined Rural Area, busy urban centers linked by a high-capacity transit system and preservation of many natural areas.

King County's comprehensive plan builds on this vision for the unincorporated part of the county. The county's first comprehensive plan under the GMA was adopted in 1994. The 2008 update continues to be based on not only the mandates of the law, but also the goals voiced by citizens during the 1994 plan process and repeated during the plan update process.

The policies in this plan support the following objectives, which reflect the GMA goals, the CPP and public opinion:

- *Preserve the high quality of life* by balancing infrastructure needs with social, cultural, educational, recreational, civic, health and safety needs.
- *Spend money wisely and deliver services efficiently by:*

- Concentrating infrastructure investments and service delivery to support the regional development pattern near cities where a full range of local services are located or can be made available;
- Solving service deficiencies within the county to meet existing service needs and phasing service improvements for the needs of future growth;
- Looking to King County to provide countywide facilities and services; and
- Relying primarily upon cities and special purpose districts as the providers of local facilities and services appropriate to serve those local needs, except where the county is the local service provider.

- *Continue our economic prosperity* by promoting a strong and diverse economy for King County residents through policies and programs that encourage new business opportunities, increase family-wage jobs and create a predictable regulatory environment for businesses and citizens.
- *Increase the housing choices for all residents* by permitting a wide variety of home styles and by increasing the housing opportunities for all residents in locations closer to jobs.
- *Ensure that necessary transportation facilities and services are available to serve development at the time of occupancy and use* by targeting road and transit investments where growth is desired and for equitable contributions to the transportation system by new development.
- *Balance urban uses and environmental protection* through careful site planning that maximizes developable land while respecting natural systems.
- *Preserve Rural, Resource and ecologically fragile areas for future generations* by maintaining low residential densities in the Rural Area and in areas containing regionally and nationally important ecosystems for fish and wildlife and by recognizing that resource lands, such as farms and forests, provide economic, social and environmental benefits.

To help achieve these goals, this King County Comprehensive Plan 2008 Update:

- Includes strategies to address continued growth, climate change, equity and social justice, and planning for healthy communities;
- Renews emphasis on environmental protection in light of listings of Chinook salmon and bull trout as threatened species under the federal Endangered Species Act;
- Calls for the county to continue to work with its citizens and other jurisdictions to tackle issues and develop solutions consistent with community values; and
- Brings together the elements needed to guide growth and development in unincorporated King County toward the goal of a thriving, healthy and environmentally sound county.

The general policies in this section call on King County to strive to provide a high quality of life, actively solicit citizen participation, and use its planning processes to strengthen communities.

RP-101 King County shall strive to provide a high quality of life for all of its residents by working with cities, special purpose districts and residents to develop attractive, safe and accessible urban communities, retain rural character and rural neighborhoods, support economic development, maintain resource lands and preserve the natural environment.

RP-102 King County shall actively solicit citizen participation from individuals and organized groups, including Unincorporated Area Councils, in the development and implementation of its plans.

RP-103 King County shall seek comment during its planning processes from tribes.

RP-104 King County's planning should strengthen communities by addressing all the issues, resources and needs that make a community whole, including land use, transit, health, human services, natural environment and the provision of infrastructure and other services.

RP-105 King County shall integrate responses to the listings under the Endangered Species Act into future planning and economic development efforts and resource management programs to achieve a balance between environmental, social and economic goals and objectives, and collaborate with others to conserve species and their habitats in order prevent future listings under the Endangered Species Act

RP-106 King County should incorporate the most promising actions to reduce emissions of greenhouse gasses or otherwise respond to climate change into future planning, economic development efforts, and natural resource management.-

RP-107 The Urban Growth Area line is considered long-term and can only be amended consistent with Countywide Planning Policy FW-1, and comprehensive plan policies contained in this plan.

RP-108 The Comprehensive Plan Land Use Map is adopted as part of this plan. It depicts the Urban Growth Area, Rural Area, Resource Lands and other land uses. The Land Use Map at the end of this chapter generally represents the official Comprehensive Plan Land Use Map.

RP 109 **Using best management practices, King County shall develop assessment and review tools to ensure that health, equity, social and environmental justice impacts are considered in the development, implementation and funding of county projects and programs.**

The State's Growth Management Act requires cities and counties to balance a variety of goals in the implementation of growth management. One of the goals of GMA is to provide for the protection of private property rights in relation to the comprehensive planning process of the county. In support of this goal, King County undertakes a review process designed to assess its regulatory and administrative actions to avoid unconstitutional takings of private property.

RP-110 **King County shall to continue its process of reviewing county regulatory and administrative actions so as to avoid unconstitutional takings of private property.**

II. Planning Framework

There is a hierarchy of planning in the county with consistency between the levels. Some issues, such as the establishment of the Urban Growth Area (UGA), are best decided at the countywide level, while others, such as the amount of commercial space needed in a neighborhood, are best determined at the subarea plan level. The county will move over time to become both a regional and a rural government, without responsibility for land use planning on a local level within the UGA. This transition will be gradual, depending on the desires of local communities and the ability of cities to provide services to newly annexed areas.

RP-201 **King County's planning should include multi-county, countywide, and subarea levels of planning. Working with citizens, special purpose districts and cities as planning partners, the county shall strive to balance the differing needs identified across or within plans at these geographic levels.**

A. Multi-County Planning

The Growth Management Act states that multi-county planning must be done for the four-county region encompassing King, Pierce, Snohomish, and Kitsap Counties. This requirement has been fulfilled by the Puget Sound Regional Council (PSRC) through the creation of the Multi-county Planning Policies which are contained in Vision 2040. Multi-county planning will continue to be conducted under the auspices of the PSRC with participation by the four counties. The policies in Vision 2040 are designed to help the region achieve the growth strategy and address region wide issues including environmental planning, economic development, and transportation planning. The policies provide guidance and direction to regional, county, and local governments on priorities for transportation investments, stimulating economic development, planning for open space, making city and town centers more suitable for transit and walking, and improving transportation safety and mobility.

B. Countywide Planning

Countywide planning is conducted by King County in cooperation with the cities to address a wide range of issues that affect the entire county. State law requires that planning be coordinated on a countywide level, and that the county itself adopt a comprehensive plan to regulate those areas for which it has direct responsibility. The Countywide Planning Policies, adopted by the Metropolitan King County Council and

ratified by the cities within the county in 1992, are revised on an ongoing basis to implement the Growth Management Act and to meet the state requirement for countywide planning.

The Countywide Planning Policies describe an overall vision for the cities and unincorporated portions of King County, and provide general strategies and approaches to be used by local jurisdictions, acting individually and cooperatively, to achieve that vision. The Countywide Planning Policies were developed by a formal body, the Growth Management Planning Council (GMPC) which consists of elected officials from Seattle, Bellevue, the suburban cities and King County with ex-officio members from the special purpose districts from the Port of Seattle. The GMPC meets regularly to review issues of countywide significance and propose amendments to the Countywide Planning Policies.

King County, the Cities of Seattle and Bellevue, and the other cities and towns of King County are responsible for ensuring that their respective comprehensive plans are consistent with and implement the Countywide Planning Policies. As the regional government, King County provides leadership on issues of countywide importance. The county should continue to emphasize implementation of the Countywide Planning Policies when engaged in planning and negotiating activities with cities and other service providers. Examples of such opportunities include Potential Annexation Area, preannexation, and other interlocal agreements.

King County, together with its cities, published the 2007 King County Buildable Lands Report. Ratified in 2008, the Report fulfills the requirements of the GMA for the county and its cities to, every five years, evaluate whether there is sufficient suitable land to accommodate the projected county-wide population. The Buildable Lands evaluation represents a mid-course check. The focus of the evaluation is on the designated urban areas of King County and growth targets for those areas as established in the Countywide Planning Policies. Based on data from the previous five years, the 2007 Buildable Lands Report evaluates the actual housing constructed and the amount of actual land developed for commercial and industrial uses within the UGA. Based on that data, it projects that there is sufficient amount of land needed for housing, commercial and industrial uses through 2022.

The King County Comprehensive Plan provides policy guidance for unincorporated King County. The comprehensive plan addresses all of the mandatory and several of the optional elements of the State Growth Management Act. The plan serves as a vital guide to the future and provides a framework for managing change.

RP-202 **King County shall implement the Countywide Planning Policies through its comprehensive plan and through Potential Annexation Area, preannexation and other interlocal agreements with the cities.**

C. Subarea Planning

Subarea plans, previously called community plans and basin plans, focus the policy direction of the comprehensive plan to a smaller geographic area. Smaller-scale subarea plans, known as area zoning studies, address issues of concern at the neighborhood level. Examples of subarea plans and area zoning studies include the Fall City Subarea Plan, the East Redmond subarea plan, and planning efforts within a watershed or basin. Development of subarea plans are guided by the following policy as well as other applicable policies of the comprehensive plan.

RP-203 **Subarea plans, including area zoning studies, provide detailed land use plans for local geographic areas. Subarea plans implement and shall be elements of the King County Comprehensive Plan and shall be consistent with the plan's policies, development regulations and Land Use Map. The subarea plans should be consistent with functional plans' facility and service standards. The subarea plans may include, but are not limited to:**

- **a. Identification of policies in the comprehensive plan that apply to the subarea;**
- **b. Review and update of applicable community plan policies;**
- **c. Specific land uses and implementing zoning, consistent with the comprehensive plan;**
- **d. Identification of the boundaries of Unincorporated Activity Centers and Rural Towns;**
- **e. Recommendations for the establishment of new Unincorporated Activity Centers, Community and Neighborhood Business Centers, if appropriate;**
- **f. Recommendations for additional Open Space designations and park sites;**
- **g. Recommendations for capital improvements, the means and schedule for providing them and amendments to functional plans to support planned land uses;**
- **h. Resolution of land use and service issues in Potential Annexation Areas;**
- **i. Identification of new issues that need resolution at a countywide level;**
- **j. Identification of all necessary implementing measures needed to carry out the plan;**
- **k. Specific land uses and zoning that encourage healthy, livable communities by promoting physical activity of walking and bicycling; and**

l. Identification of locations and conditions for special overlay districts.

D. Functional Planning

Functional plans are detailed plans for facilities and services and also include action plans and programs for other governmental activities. Some functional plans are operational or programmatic and guide daily management decisions. Others include specific details of facility design and location. Plans that guide specific siting of facilities must be consistent with the comprehensive plan. Functional plans are prepared by King County, independent special purpose districts or other public and private agencies. The Regional Wastewater Services Plan, which plans for conveyance, treatment, recycling, and disposal of sewage, is an example of a functional plan. The Six-Year Transit Development Plan, which guides transit service throughout King County, is another example of a functional plan.

Capital improvements are important components of functional plans. Capital facilities and spending on improvements and new facilities are closely linked to availability of funds. Functional plans must identify costs and services of needed facilities and distinguish between improvements needed for new growth verses those needed to support existing public health and welfare needs.

RP-204 **Functional plans for facilities and services should:**

a. **Be consistent with the comprehensive plan and subarea and neighborhood plans;**
b. **Define required service levels for the Urban Growth Area, Rural Area and Resource Lands;**
c. **Provide standards for location, design and operation of public facilities and services;**
d. **Specify adequate, stable and equitable methods of pay for public facilities and services;**
e. **Be the basis for scheduling needed facilities and services through capital improvement programs; and**
f. **Plan for maintenance of existing facilities.**

RP-205 **Existing functional plans which have not been adopted as part of this comprehensive plan shall remain in effect and continue as official county policy until reviewed and revised to be consistent with the comprehensive plan, or until repealed or replaced. In case of conflict or inconsistency between applicable policies in existing community and functional plans and the comprehensive plan, the comprehensive plan shall govern.**

RP-206 **King County shall prepare functional plans to identify countywide facility and service needs and define ways to fund these consistent with the King County Comprehensive Plan. Independent special purpose districts and other public agencies also prepare functional plans which should be considered by King County.**

III. Comprehensive Plan Amendments

In the process of implementing the comprehensive plan, there may be a need for amendments to address emerging land use and regulatory issues. The county has established the comprehensive plan amendment process to enable individual citizens, businesses, community groups, cities, county departments and others to propose changes to existing comprehensive plan policies and development regulations. This process provides for continuous and systematic review of comprehensive plan policies and development regulations in response to changing conditions and circumstances impacting growth and development throughout King County.

The comprehensive plan amendment process includes and annual cycle and a four-year cycle. The annual cycle generally is limited to those amendments that propose technical changes. The four-year cycle is designed to address amendments that propose substantive changes. This amendment process, based on a defined cycle, provides the measure of certainty and predictability necessary to allow for new land use initiatives to work. By allowing annual amendments, the process provides sufficient flexibility to account for technical adjustments or changed circumstances. The process requires early and continuous public involvement and necessitates meaningful public dialogue.

King County has established a docket process to facilitate public involvement and participation in the comprehensive plan amendment process in accordance with RCW 36.70A.470. Parties interested in proposing changes to existing comprehensive plan policies, development regulations, land use designations, zoning, or other components of the plan can obtain and complete a docket form outlining the proposed amendment. Docket forms are available via the King County Web site at: http://www.metrokc.gov/permits/codes/compplan/.

RP-301 **The amendment process shall provide continuing review and evaluation of comprehensive plan policies and development regulations.**

RP-302 **Through the amendment process, King County Comprehensive Plan policies and supporting development regulations shall be subject to review, evaluation, and amendment according to an annual cycle and a four-year cycle in accordance with RCW 36.70A.130 (1) and (2).**

RP-303 **Except as otherwise provided in this policy, the annual cycle shall not consider**

proposed amendments to the King County Comprehensive Plan that require substantive changes to comprehensive plan policies and development regulations or that alter the Urban Growth Area (UGA) Boundary. Substantive amendments and changes to the UGA Boundary may be considered in the annual amendment cycle only if the proposed amendments are necessary for the protection and recovery of threatened and endangered species, to implement a proposal for a 4 to 1 project or to implement an amendment to a joint interlocal/development agreement in existence on January 1, 2008, between King County, another local government, and one or more private parties, only if the amendment to the joint interlocal/development agreement includes a provision to alter the UGA boundary to add areas to the Urban Growth Area, requires that an area four times the area that is added to the Urban Growth Area be permanently designated as park or open space and requires the transfer of development rights on terms as provided in the amendment.

RP-304 **The four-year cycle shall consider proposed amendments that could be considered in the annual cycle and also those outside the scope of the annual cycle, proposed amendments relating to substantive changes to comprehensive plan policies and development regulations, and proposals to alter the Urban Growth Area Boundary in accordance with applicable provisions of Countywide Planning Policy FW-1.**

RP-305 **In accordance with RCW 36.70A.140 and the State Environmental Policy Act, as applicable, King County shall ensure public participation in the amendment process for comprehensive plan policies and development regulations. King County shall disseminate information regarding public involvement in the comprehensive plan amendment process, including, but not limited to, the following: description of procedures and schedules for proposing amendments to comprehensive plan policies and development regulations; guidelines for participating in the docket process; public meetings to obtain comments from the public or other agencies; provision of public review documents; and dissemination of information relating to the comprehensive plan amendment process on the Internet or through other methods.**

The following policies guide the preparation of amendments and their review by King County.

RP-306 **Amendments to the Comprehensive Plan Land Use Map are subject to the requirements listed in policies RP-307 and RP-308.**

RP-307 **Proposed amendments each calendar year shall be considered by the Metropolitan King County Council concurrently so that the cumulative effect of the proposals can be determined. All proposed Comprehensive Plan amendments should include the following elements:**

a. **A detailed statement of what is proposed to be changed and why;**
b. **A statement of anticipated impacts of the change, including geographic area affected, populations affected, affect on climate change, and issues presented;**
c. **A demonstration of why existing comprehensive plan guidance should not continue in effect or why existing criteria no longer apply;**
d. **A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;**
e. **A statement of how the amendment complies with the Countywide Planning Policies;**
f. **A statement of how functional plans and capital improvement programs support the change; and**
g. **Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives.**

RP-308 **Proposed amendments to the comprehensive plan policies should be accompanied by any changes to development regulations, modifications to capital improvement programs, subarea, neighborhood, and functional plans required for implementation so that regulations will be consistent with the plan.**

A financial analysis is critical to all subarea and functional plans in order to evaluate the resources required and the time frame necessary for full implementation. Plan alternatives and costs should be clearly understood and plans should be financially achievable.

RP-309 **King County should identify the financial costs and public benefits of proposed subarea and functional plans prior to adoption to ensure that implementation can be appropriately prioritized.**

IV. Review and Evaluation

In accordance with the Growth Management Act (GMA), King County and its cities have developed a Review and Evaluation Program in order to collect and review information relating to a variety of critical land use planning issues. The purpose of the Review and Evaluation Program is to provide policy makers, business leaders, cities, other agencies, and the public with information to evaluate the progress made by jurisdictions on the implementation of the respective comprehensive plan and Countywide Planning Policies.

The Review and Evaluation Program involves a combination of implementation, monitoring, and reporting of information relating to critical countywide measures and indicators. This information is furnished through annual publications such as *The King County Annual Growth Report* and *The King County Benchmark Report*. King County collects and reviews information relating to and including, but not limited to, the following:

- Urban densities;
- Remaining land capacity (buildable lands);
- Growth and development assumptions, targets, and objectives;
- Residential, commercial, and industrial development;
- Transportation;
- Affordable housing;
- Economic development; and
- Environmental quality.

Working in cooperation with the Growth Management Planning Council and the cities, King County evaluates data collected countywide and publishes the King County Annual Growth Report and the King County Benchmark Report. In addition, on an on-going basis, King County prepares and transmits progress reports to the Washington State Department of Community, Trade and Economic Development.

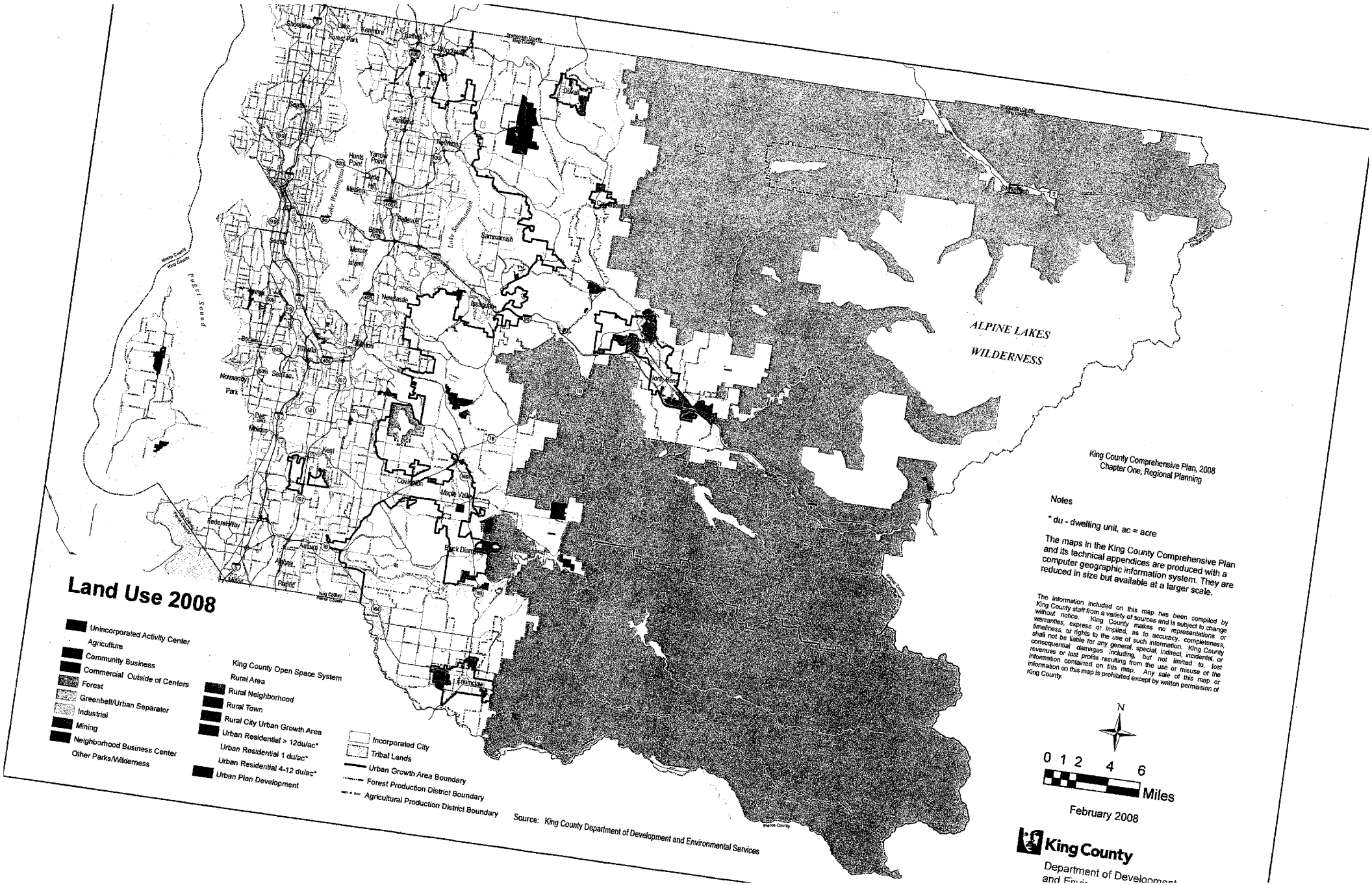
Some of the objectives of the Review and Evaluation Program include:

- Determining whether a county and its cities are achieving urban densities within urban growth areas by comparing growth and development assumptions, targets, and objectives contained in the Countywide Planning Policies and the county and city comprehensive plans with actual growth and development in the county and cities;

- Determining whether there is sufficient suitable land to accommodate applicable countywide population projections;
- Determining the actual density of housing constructed within the UGA since the adoption of, or since the most recent evaluation of, the comprehensive plan;
- Determining the actual amount of land developed for commercial and industrial uses within the UGA since the adoption of, or since the most recent evaluation of, the comprehensive plan;
- Reviewing commercial, industrial, and housing needs by type and density range to determine the amount of land needed for commercial, industrial, and housing for the remaining portion of the twenty-year planning period used in the most recently adopted comprehensive plan; and
- Adopting and implementing measures intended to promote consistency between estimates of available land capacity, measures of actual development by type, and goals and objectives of city and county comprehensive plan policies, development regulations, and Countywide Planning Policies. Such measures include, but are not limited to, possible amendments to Countywide Planning Policies as determined necessary by the county and the cities.

RP-401 **King County shall, in conjunction with the cities in accordance with the Countywide Planning Policies, conduct a Review and Evaluation Program to determine whether it is achieving needed urban densities within the Urban Growth Area. If necessary, the evaluation should also identify measures, other than adjusting the UGA, that can be taken to comply with the GMA.**

RP-402 **King County should work with the Growth Management Planning Council to adopt Countywide Planning Policies which support annual ratifications to allocated housing and employment growth targets for cities and the county.**


ALPINE LAKES
WILDERNESS
Land Use 2008
Unincorporated Activity Center
Agriculture
Community Business
Commercial Outside of Centers
Forest
Greenbelt/Urban Separator
Industrial
Mining
Neighborhood Business Center
Other Parks/Wilderness
King County Open Space System
Rural Area
Rural Neighborhood
Rural Town
Rural City Urban Growth Area
Urban Residential > 12du/ac*
Urban Residential 1 du/ac*
Urban Residential 4-12 du/ac*
Urban Plan Development
Incorporated City
Tribal Lands
Urban Growth Area Boundary
Forest Production District Boundary
Agricultural Production District Boundary
Source: King County Department of Development and Environmental Services
King County Comprehensive Plan, 2008
Chapter One, Regional Planning
Notes
* du - dwelling unit, ac = acre
The maps in the King County Comprehensive Plan and its technical appendices are produced with a computer geographic information system. They are reduced in size but available at a larger scale.
The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.
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February 2008
King County
Department of Development

2 Chapter Two

Urban Communities

Urban Communities

The Urban Communities chapter brings together the major elements that combine to make a community whole: housing, business centers, and human services. By merging these elements into one chapter, King County emphasizes the importance each plays as part of a livable community.

The chapter first defines the Urban Growth Area, where most growth will occur, and major land uses within it. The chapter than provides the framework to guide the development of new urban communities and redevelopment of existing communities within the unincorporated portion of the Urban Growth Area.

I. Urban Land Use

A. Urban Communities

The challenge for King County and its residents is to create urban communities that provide the places and choices for people and how they want to live, as well as respond to the cultural and economic diversity of our communities. Urban areas need more than physical infrastructure. They also need a broad range of amenities and human services that make them attractive and safe places to work and live, while protecting our physical environment and maintaining the quality of life we all value.

U-101 **Development within the Urban Growth Area should create and maintain safe, healthy and diverse communities. These communities should contain a range of affordable housing and employment opportunities, school and recreational facilities and should be designed to protect the natural environment and significant cultural resources.**

1. The Urban Growth Area

The Growth Management Act requires the county to designate an Urban Growth Area where most growth and development forecasted for King County will be accommodated. By designating an Urban Growth Area, King County and other counties in the state will:

- Limit sprawling development;
- Reduce costs by encouraging concentrated development;
- Improve the efficiency of human services, utilities and transportation;
- Protect the Rural Area and Resource Lands;
- Enhance open space; and
- Mitigate the impacts of climate change and adapt its effects.

The Urban Growth Area (UGA) for King County is designated on the official Land Use Map adopted with this plan. The Countywide Planning Policies (CPP) provide the framework that the Metropolitan King County Council used when adopting the UGA as part of the 1994 Comprehensive Plan.

The UGA includes all cities within the county including the cities in the Rural City Urban Growth Area, the cities' annexation areas, and land within the unincorporated part of the county characterized by urban-type growth. The UGA also includes the Bear Creek Urban Planned Developments east of Redmond.

See Chapter 3, Rural Area and Natural Resource Lands, for additional policy guidance on growth within the rural cities annexation areas.

King County's total UGA covers 460 square miles, less than one-quarter of the county's total area of 2,134 square miles. Cities comprise most of the land mass of the UGA, at 387 square miles; the unincorporated portion of the UGA is now about 73 square miles, according to the 2006 King County Annual Growth Report.

U-102 **The Urban Growth Area designations shown on the official Land Use Map includes enough land to provide the capacity to accommodate growth expected over the period 2001-2022. These lands should include only those lands that meet the following criteria:**

- **a. Are characterized by urban development which can be efficiently and cost effectively served by roads, water, sanitary sewer and storm drainage, schools and other urban governmental services within the next 20 years;**
- **b. Do not extend beyond natural boundaries, such as watersheds, which impede provision of urban services;**
- **c. Respect topographical features that form a natural edge such as rivers and ridge lines;**
- **d. Are sufficiently free of environmental constraints to be able to support urban growth without major environmental impacts unless such areas are designated as an urban separator by interlocal agreement between jurisdictions;**
- **e. Are included within the Bear Creek Urban Planned Development (UPD) sites; and**
- **f. Are not rural land or unincorporated agricultural or forestry lands designated through the Countywide Planning Policies Plan process.**

U-103 **Parcels which are split by the Urban Growth Area boundary line should be redesignated to either all urban or all rural unless the parcel is split to recognize environmentally sensitive features, or the requirements of interlocal agreements or King County plans.**

Some cities that border the Urban Growth Area operate parks in the Rural Area. These parks may have been acquired by the city through a direct purchase or through a transfer agreement with King County. Cities can continue to operate parks in the Rural Area consistent with rural development standards. In specific circumstances, cities can request that these parks be redesignated to urban to allow future annexation by the city.

U-104 **Rural properties that are immediately adjacent to a city and are planned or designated for park purposes by that city may be redesignated to urban when the city has committed to designate the property in perpetuity in a form satisfactory to the King County Council for park purposes and:**

a. **The property is no more than 30 acres in size and was acquired by the city prior to 1994; or**
b. **The property is no more than 30 acres in size and receives county support through a park or recreation facility transfer agreement between King County and a city; or**
c. **The property is or was formerly a King County park and is being or has been transferred to a city.**

U-105 **Existing or proposed churches in the Rural Area may be included within the Urban Growth Area when all of the following criteria are met:**

a. **The church property must have an interior lot line as defined by 21A.06.730 that is adjacent to the original Urban Growth Area boundary as established by the 1994 King County Comprehensive Plan, excluding the Rural City Urban Growth Areas and excluding UGA boundaries established through the 4 to 1 Program; and**
b. **The church property shall not be adjacent to an Agricultural Production District or the Forest Production District; and**
c. **Sewer service is required once the property is included in the UGA; and**
d. **Direct vehicular access to a principal arterial road is required; and**
e. **The church property shall be included in the Potential Annexation Area of the appropriate city at the same time it is included in the UGA.**

U-106 **Except for the Blakely Ridge and Redmond Ridge Fully Contained Communities designations, no new Fully Contained Communities shall be approved in King County.**

2. Growth in Cities and Urban Centers and the Promotion of Public Health for All

The King County Comprehensive Plan directly affects land use planning decisions only in unincorporated King County. The cities, however, contain most of the county's economic base and much of its urban population and provide urban services to adjacent unincorporated areas. In addition, many public services vital to urban growth are provided to unincorporated areas by independent special purpose districts. The Countywide Planning Policies guide the development of urban centers, which are located in

cities and should accommodate concentrations of housing and employment. The significant role of the cities and districts, therefore, must be recognized in county decision-making and through future planning efforts.

Focusing development in urban areas can have a positive effect on public health while also addressing climate change. The percentage of King County residents who are overweight or obese has risen rapidly since the late 1980s. With obesity comes increased risk for diabetes, hypertension and heart disease. Evidence suggests one major reason for rising obesity is the lack of physical activity. Growth patterns in suburban areas, which discourage walking and promote a reliance on private auto use, have contributed to this public health problem. Communities that feature many land uses, higher housing density, sidewalks and street connections and nearby services encourage physical activity such as walking and bicycling.

While creating communities that have a positive effect on public health we are also creating communities that will have a positive effect on climate change. When people replace their auto trips with walking or biking, they are improving their health and reducing their carbon footprint at the same time. Communities that have integrated street networks, a mix of uses, and residential densities supportive of public transportation can reduce vehicle miles traveled because auto trips are being replaced with more walking, biking and transit.

U-107 **Most population and employment growth should locate in the contiguous Urban Growth Area in western King County, especially in cities and their Potential Annexation Areas.**

U-108 **King County supports land use and zoning actions that promote public health by increasing opportunities for every resident to be more physically active. Land use and zoning actions include: concentrating growth into the Urban Area, promoting urban centers, allowing mixed-use developments, and adding pedestrian linkages.**

U-109 **King County supports the development of Urban Centers to meet the region's needs for housing, jobs, services, culture and recreation and to promote health. Strategies may include exploring opportunities for Joint Development or Transit Oriented Development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers.**

U-110 **King County should concentrate facilities and services within the Urban Growth Area to make it a desirable place to live and work, to increase the opportunities for**

walking and biking within the community, to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance.

U-111 **King County shall work with cities, especially those designated as urban centers, in collaborative efforts that result in transfers of development rights from the Rural Area.**

U-112 **Development standards for urban areas should emphasize ways to allow maximum permitted densities and uses of urban land while not compromising the function of critical environmental areas. Mitigating measures should serve multiple purposes, such as drainage control, groundwater recharge, stream protection, air quality, open space preservation, cultural and historic resource protection and landscaping preservation. When technically feasible, standards should be simple and measurable, so they can be implemented without lengthy review processes.**

As global warming occurs, there is a greater likelihood that the frequency of hazardous heat islands in urban areas will increase. The term "heat island" refers to urban air and surface temperatures that are higher than the nearby Rural Areas. Heat islands form as cities replace natural land cover with pavement, buildings, and other infrastructure. The heat island effect can be reduced by requiring cool roofs, cool pavements, and vegetation.

U-113 **King County will work with cities, the community, and developers to design communities and development projects that employ techniques that reduce heat absorption throughout the community and the region.**

3. Urban Growth Area Targets

The Countywide Planning Policies (CPPs) require the county and its cities to plan for future household and employment growth target ranges for each jurisdiction. In 1994, the Growth Management Planning Council adopted household and job targets for each jurisdiction to distribute the expected growth.

Growth target ranges represent jurisdictions' policy choices regarding the amount of growth they intend to accommodate. King County and its cities have also developed targets for employment to foster a local balance between population and employment. The countywide and unincorporated King County's household growth target and employment targets are contained in the CPPs.

In November 2002, a new set of household and job growth targets were established to guide growth for the period 2001-2022. Each urban jurisdiction including unincorporated King County was assigned a growth target based on land capacity and other factors. The complete table of city growth targets, "Adopted 22-Year Household Growth Targets," is included in this chapter to provide the regional context for the unincorporated area targets.

U-114 **Land use policies and regulations shall accommodate a growth target of approximately 13,400 households and approximately 7,900 jobs by 2022, established in the Countywide Planning Policies for the unincorporated portion of the Urban Growth Area.**

U-115 **King County shall provide adequate land capacity for residential, commercial and industrial growth in the urban unincorporated area. This land capacity shall include both redevelopment opportunities as well as opportunities for development on vacant lands.**

U-116 **King County shall use household and employment targets to implement the comprehensive plan in urban communities. The targets allocated to subareas of unincorporated King County will be monitored and may be refined through future planning that includes communities, affected cities and service providers.**

The following table, "Household Growth Targets by Sub-region" establishes a breakdown by subarea of the new unincorporated King County household targets for the Urban Growth Area. The targets in this table reflect annexations and incorporations that have occurred since the adoption of this plan in 1994. The table further provides guidance for transfer of portions of growth targets into cities when annexation takes place in the future. Although they may be refined through future planning with affected communities and adjacent cities, these ranges are intended to be used as a guide for future planning of land uses and decisions on services and infrastructure.

HOUSEHOLD GROWTH TARGETS BY SUB-REGION

Unincorporated King County, 2001-2022

Adopted Household Growth Target 2001-2022

Sub-Region	Unincorporated King County			Cities' Targets	Sub-Region Totals
	Total	In designated Potential Annexation Areas	Outside PAAs		
East King County	**6,801**	2,702	4,099 *	40,844	47,645
South King County	**4,935**	4,343	592	37,420	42,355
Sea-Shore (North Highline)	**1,670**	0	1,670	54,699	56,369
Rural Cities ** (Expansion area)	**0**	0	0 **	5,563	5,563
Urban Area Total	**13,406**	7,045	6,361	138,526	151,932
Rural Area Total	6,000	***		0	6,000
King County Total	19,406			138,526	157,932

NOTES:

* The 4,099 target outside East County PAAs consists of the Bear Creek UPD/FCC.

** Rural-city target numbers include their unincorporated expansion areas.

*** Targets apply to Urban areas only. The rural area does not have a growth target. Growth in rural areas is forecast to be 6,000 households or 4% of countywide total growth.

Source: Growth Management Planning Council Motion 02-2, November 2002

Adopted 22-year Household Growth Targets
King County and its Cities, 2001 - 2022
Household Growth Target to be accommodated by local jurisdiction plans and regulations
Between January 2001 and 2022

	A	B	C	D	E	
Jurisdiction	1990 Households	Original 1992-2012 Growth Target	2000 Households	Adopted H'hold Target 2001-2022	PAA H'hold Target	
Algona	587	404	845	**298**		
Auburn	13,357	8,088	16,108	**6,003**	*815*	
Beaux Arts	119	0	121	**3**		
Bellevue	35,756	8,727	45,836	**10,117**	*178*	
Black Diamond	541	1,624	1,456	**1,099**		
Bothell	4,807	1,951	6,401	**1,751**	*584*	
Burien	12,000	1,796	13,399	**1,552**		
Carnation *	439	404	636	**246**		
Clyde Hill	1,063	12	1,054	**21**		
Covington	3,400	1,493	4,398	**1,373**		
Des Moines	7,054	2,154	11,337	**1,576**	*2*	
Duvall *	946	1,661	1,596	**1,037**		
Enumclaw *	2,936	2,425	4,317	**1,927**		
Federal Way	25,705	15,239	31,437	**6,188**	*1,161*	
Hunts Point	187	4	165	**1**		
Issaquah	3,170	3,380	4,840	**3,993**	*802*	
Kenmore	n.a.	n.a.	7,307	**2,325**		
Kent	16,246	9,075	31,113	**4,284**	*546*	
Kirkland	17,211	5,837	20,736	**5,480**	*747*	
Lake Forest Park	1,488	451	5,029	**538**		
Maple Valley	2,250	1,539	4,809	**300**		
Medina	1,129	17	1,111	**31**		
Mercer Island	8,007	1,122	8,437	**1,437**		
Milton	266	29	339	**50**	*33*	
Newcastle	2,000	833	3,028	**863**	*1*	
Normandy Park	2,570	135	2,609	**100**		
North Bend *	1,044	1,527	1,841	**636**		
Pacific	1,707	1,212	1,992	**721**	*39*	
Redmond	14,153	11,617	19,102	**9,083**	*390*	
Renton	18,219	8,960	21,708	**6,198**	*1,739*	
Sammamish	n.a.	n.a.	11,131	**3,842**		
Seattle	236,702	53,877	258,499	**51,510**		
SeaTac	9,611	5,525	9,708	**4,478**	*0*	
Shoreline	n.a.	2,559	20,716	**2,651**		
Skykomish	103	27	104	**20**		
Snoqualmie *	611	2,784	632	**1,697**		
Tukwila	5,639	5,388	7,186	**3,200**	*8*	
Woodinville	3,000	1,797	3,512	**1,869**		
Yarrow Point	371	18	379	**28**		
City Total:	454,400	163,683	584,974	**138,526**	*7,045*	
Unincorp. KC:	123,400	33,501	125,942	**19,406**	*6,361*	

- urban	123,400	26,501	79,042	**13,406**	*6,361*	
- rural **	38,000	7,000	46,900	**6,000**	*n.a.*	
Urban Area Total:	577,800	190,184	664,016	**151,932**	*n.a.*	
King County Total	615,800	197,184	710,916	**157,932**	*n.a.*	

NOTES: Column D indicates the approximate number of households each jurisdiction is expected to accommodate during the 22-year period 2001-2022. These growth targets were adopted by the King County Growth Management Planning Council in 2002, and amended in 2004. The targets replace the earlier 1992-2012 numbers which are shown as Column B. Column E shows the unincorporated household targets associated with designated Potential Annexation Areas (PAAs) of selected cities. ** Targets of five rural cities include surrounding growth areas. ** Rural-designated areas do not have a target. They are expected to grow by no more than 6,000 households during the 22-year period.*

B. Residential Land Use

Housing is the major use of urban land in King County, occupying well over half of the county's developed land area. This plan supports the creation of a full range of housing choices for county residents.

U-117 **New residential development in the Urban Growth Area should occur where facilities and services can be provided at the lowest public cost and in a timely fashion. The Urban Growth Area should have a variety of housing types and prices, including mobile home parks, multifamily development, townhouses and small-lot, single-family development.**

1. Residential Densities

The density of eight homes per acre expressed below is a long-term goal and would be an average density of single-family and multifamily developments. Single-family homes will continue to account for most of the land area used for new development in the county. This plan proposes ways to develop single-family homes more efficiently so that urban land is used more efficiently, homes are affordable, more housing choices are available and densities are adequate to allow for transit services. Housing at higher densities can promote public health by creating urban communities that support public transportation and nearby services and thereby increase opportunities for walking or biking.

U-118 **King County shall seek to achieve through future planning efforts over the next twenty years, an average zoning density of at least seven to eight homes per acre in the Urban Growth Area through a mix of densities and housing types. A lower density zone may be used to recognize existing subdivisions with little or no opportunity for infill or redevelopment.**

U-119 **King County should apply the urban residential, low land use designation: to protect floodplains, critical aquifer recharge areas, high function wetlands and unstable slopes from degradation, and link these environmental features into a network of open space, fish and wildlife habitat and urban separators. The residential density for land so designated should be maintained at one unit per acre, provided that lands that are sending sites under the Transfer of Development Rights Program may transfer density at a rate of at least four units per acre.**

U-120 **Multifamily housing in the Urban Growth Area should be sited as follows:**

a. In or next to unincorporated activity centers or next to community or

neighborhood business centers;

b. In mixed-use developments in centers and activity areas; and

c. On small, scattered parcels integrated into existing urban residential areas. New multifamily housing should be built to the scale and design of the existing community or neighborhood, while contributing to an area-wide density that supports transit and allows for a range of housing choices. Over time, zoning should encourage a larger proportion of multifamily housing to be located on small scattered sites rather than on larger sites.

U-121 **Land zoned for multifamily uses should be converted to nonresidential zone categories only after new multifamily sites are identified and rezoned to replace the multifamily housing capacity lost due to the conversion.**

2. Minimum Density

In accordance with Countywide Planning Policy LU-66(b), King County has included a minimum density requirement in its zoning regulations for all new urban residential development with a zoned density of four or more homes per acre.

U-122 **King County should apply minimum density requirements to all urban residential zones of four or more homes per acre, except under limited circumstances such as the:**

a. Presence of significant physical constraints, or

b. Implementation of standards applied to a property through a property-specific development condition, special district overlay, or subarea plan.

3. Increases of Zoning Density

While King County supports higher densities in the urban areas, increased densities that would be incompatible with existing neighborhoods or cause significant impacts on roads, services and the environment are discouraged. The following policies will guide decisions on application of densities and proposed rezones.

U-123 **Requests for increases in density of urban residential property zoned for one dwelling unit per acre must include a demonstration that the property does not meet the criteria of Policy U-119.**

U-124 **King County shall not approve proposed zoning changes to increase density within the Urban Area unless:**

a. **The development will be compatible with the character and scale of the surrounding neighborhood;**

b. **Urban public facilities and services are adequate, consistent with adopted levels of service and meet GMA concurrency requirements, including King County transportation concurrency standards;**

c. **The proposed density change will not increase unmitigated adverse impacts on environmentally critical areas, either on site or in the vicinity of the proposed development;**

d. **The proposed density increase will be consistent with or contribute to achieving the goals and policies of this comprehensive plan, and subarea plan, if applicable; and**

e. **The proposal is consistent with the adopted city comprehensive plan for the Potential Annexation Area where the rezone is located if the proposed density exceeds eight dwelling units per acre. If the city is not planning for urban densities and efficient land use patterns consistent with the Countywide Planning Policies, then this paragraph shall not apply.**

U-125 **King County, when evaluating rezone requests for increases in density, shall notify adjacent cities, special purpose districts and local providers of urban utility services and should work with these service providers on issues raised by the proposal.**

U-126 **King County shall not support requests for residential density increases on lands located within the outer boundaries of the Noise Remedy Area as identified by Seattle-Tacoma International Airport.**

Development in the Urban Growth Area at a higher density than normally permitted by zoning will be allowed in exchange for public amenities such as low-income housing, preservation of designated historic features or extra energy conservation measures, or through the transfer of development rights from other parts of the county.

U-127 **Density incentives should encourage private developers to: provide innovative affordable housing, significant open space, trails and parks; use the Transfer of Development Rights Program; locate development close to transit;**

participate in historic preservation; and include energy conservation measures exceeding state requirements.

4. Mixed-Used Development

Mixed-use development combines higher density residential units with retail or office uses in the same building or within an integrated development on the same lot. Quality mixed-use developments can provide convenient shopping and services to both residents of the development and those who live near by. They can help to build a sense of community, as neighboring merchants and residents get to know each other. Mixed use is traditional in older downtowns and commercial areas, where offices and retail typically occupy the first floor and residences are upstairs. Mixed-use developments can promote public health and help provide mitigation for climate change by providing opportunities for people to walk or bicycle to retail and public services. People are more likely to walk to their destination if the distance is less than one-half mile or to bike if the distance is less than two miles. If people can replace some of their driving trips with walking, biking or transit, then vehicle miles traveled will decrease. Further, by placing shopping and services close to where people live, even if some of the trips are made by auto they will be shorter than if the uses had been separated.

U-128 **King County supports mixed-use developments in community and neighborhood business centers, the White Center Unincorporated Activity Center, and in areas designated commercial outside of centers.**

U-129 **Design features of mixed-use developments should include the following:**

- **a. Integration of the retail and/or office uses and residential units within the same building or on the same parcel;**
- **b. Ground level spaces built to accommodate retail and office uses;**
- **c. Off-street parking behind or to the side of the buildings, or enclosed within buildings; and**
- **d. Opportunities to have safe, accessible pedestrian connections and bicycle facilities within the development and to adjacent residential developments.**

U-130 **In a mixed-use development where residential and nonresidential uses are proposed in separate structures and the residential uses are proposed to be constructed prior to the nonresidential uses, the initial review of the development should be through a process that ensures an integrated design.**

U-131 **In a mixed-use development, incentives such as increases in residential**

density or floor area ratio should be used to encourage the inclusion of public gathering spaces in the site design.

5. Urban Residential Neighborhood Design and Infill/Redevelopment

King County residents can enjoy their urban neighborhoods both for their unique character and for the amenities they provide. Outdoor spaces need to be usable, attractive, comfortable, and enjoyable. The design of urban streets, including features such as parking strips, street trees, alleys and off-street parking all contribute to the character of urban neighborhoods. Careful site planning can incorporate neighborhood features, contribute to aesthetic value, minimize site disturbance, conserve energy and, in some cases, reduce development costs. Neighborhood shopping, libraries, larger parks, high schools and public golf courses are examples of uses that provide amenities for nearby residents. Small retail establishments integrated into residential development (e.g., a laundromat or video rental store) can provide convenient services and help residents reduce automobile trips. Urban areas that are interesting and safe for pedestrians and bicyclists, and that provide many necessary services close to residential developments, can promote public health by increasing opportunities for physical activity during a normal day's activities.

U-132 **King County encourages innovative, quality infill development and redevelopment in existing urban areas. A variety of regulatory, incentive and program strategies could be considered, including:**

- **a. Special development standards for infill sites;**
- **b. Assembly and resale of sites to providers of affordable housing;**
- **c. Impact mitigation fee structures that favor infill developments;**
- **d. Greater regulatory flexibility in allowing standards to be met using innovative techniques; and**
- **e. Joint public/private loan guarantee pools.**

U-133 **Single-family detached homes, townhomes, duplexes and apartments shall be allowed in all urban residential zones, provided that:**

- **a. Apartments shall not be allowed in the R-1 zone unless fifty percent or more of the site is environmentally constrained; and**
- **b. Apartments in R-1, R-4, R-6 and R-8 shall not be developed at densities in excess of 18 units per acre in the net buildable area.**

U-134 **Urban residential neighborhood design should preserve historic and natural characteristics and neighborhood identity, while providing privacy, community**

space, and safety and mobility for pedestrians and bicyclists.

U-135 **Site planning tools, such as clustering, shall be permitted in order to allow preservation or utilization of unique natural features within a development.**

U-136 **New urban residential developments should provide recreational space, community facilities and neighborhood circulation for pedestrians and bicyclists to increase opportunities for physical activity.**

U-137 **Residential developments should provide a variety of housing types and lot patterns through lot clustering, flexible setback requirements and mixed attached and detached housing.**

U-138 **Nonresidential uses, such as schools, religious facilities, libraries and small-scale retail and personal services, should be integrated into urban residential neighborhoods to create viable neighborhoods with reduced dependence on the automobile. These uses should be sited, designed and scaled to be compatible with existing residential character and should provide convenient and safe walking and bicycling connections to neighboring residences.**

Multifamily residential development is important to King County's housing supply because it uses land and energy efficiently and provides opportunities for affordable rental and ownership housing. Multifamily development is defined as one building that contains two or more separate dwelling units. Multifamily developments can be apartments, duplexes, or townhouses.

U-139 **Multifamily residential development should provide common and private open space, variation in facades and other building design features which may include varying window treatments, building colors and materials, and light fixtures that will give a residential scale and identity to multifamily development.**

Generally, larger parcels of buildable vacant land in the Urban Growth Area have been preferred for development. Development of these large parcels, especially for attached units at higher densities, often provoked concerns about compatibility due to their scale and design.

As larger vacant lots become increasingly scarce, attention will turn more and more towards smaller vacant lots often located within built neighborhoods (i.e., infill) and to redevelopment. Residential

development proposals on small lots and redevelopment often can be an unobtrusive and desirable means of increasing density within existing neighborhoods. Infill development and redevelopment are necessary to achieve growth management objectives such as maximizing the efficient use of land and increasing the variety of housing choices and prices.

U-140 **King County should support infill and redevelopment proposals that serve to improve the overall character of existing communities or neighborhoods.**

6. Residential Site Improvement Standards and Public Services

The following policies govern King County land use regulations and functional plans that contain improvement standards for the review of proposed rezones, residential subdivisions, short subdivisions, multifamily buildings and construction permits.

U-141 **Residential developments within the Urban Growth Area, including mobile home parks, shall provide the following improvements:**

- **a. Paved streets (and alleys if appropriate), curbs and sidewalks, and internal walkways when appropriate;**
- **b. Adequate parking and consideration of access to bus service and passenger facilities;**
- **c. Street lighting and street trees;**
- **d. Stormwater control;**
- **e. Public water supply;**
- **f. Public sewers; and**
- **g. Landscaping around the perimeter and parking areas of multifamily developments.**

U-142 **Common facilities such as recreation space, internal walkways that provide convenient and safe inter- and intra-connectivity, roads, parking, solid waste and recycling areas should be included in multifamily developments.**

Neighborhood recreation space and parks are important amenities for residents. The higher the density, the more essential such amenities become to a desirable living environment. If the site of a proposed development is large enough, a park site dedication or private park site can be required as a condition of a rezone, subdivision or site plan approval.

U-143 **Recreation space based on the size of the developments shall be provided on**

site, except that in limited cases, fee payments for local level park and outdoor recreation needs may be accepted by King County.

U-144 **Recreation spaces located within a residential development, except those for elderly or other special needs populations, shall include a child's play area.**

U-145 **Recreation spaces located in residential developments in the Urban Area should include amenities such as play equipment, open grassy areas, barbecues, benches, trails and picnic tables.**

C. Commercial Land Use

The Countywide Planning Policies call for a significant share of new jobs and housing to occur within cities and in urban centers, which are areas of concentrated employment and housing. The designated urban centers are to accommodate 15,000 jobs within a one-half-mile radius of a major transit stop, an average employment density of 50 jobs per gross acre and an average of 15 housing units per gross acre. All of the urban centers are in cities.

In addition to the urban centers, cities and unincorporated urban King County have existing intensive industrial, commercial and residential areas that will continue to grow and provide employment, services, shopping and housing opportunities, but not at the same level as urban centers. Three categories of centers are established for urban unincorporated areas of King County. Higher density, more-concentrated developed industrial and commercial areas are classified as unincorporated activity centers. Midrange centers are called community business centers and smaller, local centers are called neighborhood business centers. The locations of these centers are shown on the Urban Centers map at the end of this chapter. This plan also recognizes existing commercial and industrial development that is outside of unincorporated activity centers, community business centers and neighborhood business centers.

U-146 **Business/office park developments should be located in or adjacent to an unincorporated activity center. They may serve as a transition between office/retail areas and residential areas. They should be designed to take advantage of on-site or nearby structured parking and/or bus service and passenger facilities should be compatible with the objective of higher employment densities.**

U-147 **New commercial and office development shall locate in designated**

unincorporated activity centers, community and neighborhood business centers, and in areas designated commercial outside of centers.

Warehouse-style retail businesses, large retail complexes, stadiums, large churches and colleges are examples of land uses that serve as destinations from throughout the region. Such uses require a full range of urban services including transit, substantial parking, and access to arterials and freeways, and therefore should locate in the urban area where these services are available. In addition, these land uses have traffic and impervious surface impacts that are inappropriate for the Rural Area.

U-148 **New facilities and businesses that draw from throughout the region, such as large retail uses, large public assembly facilities and institutions of higher education should locate in the Urban Area.**

1. Unincorporated Activity Centers

Unincorporated activity centers are the primary locations for commercial and industrial development in urban unincorporated King County. Currently, White Center is the only designated unincorporated activity center, as other such centers are now parts of cities. The *White Center Community Action Plan* establishes the size and mix of uses allowed in the White Center Unincorporated Activity Center.

U-149 **Unincorporated activity centers in urban areas should provide employment, housing, shopping, services and leisure-time amenities to meet the needs of the regional economy. The mix of uses may include:**

- **a. Health, human service and public safety facilities;**
- **b. Retail stores and services;**
- **c. Professional offices;**
- **d. Business/office parks;**
- **e. Multifamily housing and mixed-use developments;**
- **f. Heavy commercial and industrial uses, when there is direct freeway or rail access;**
- **g. Light manufacturing;**
- **h. Parks and open space; and**
- **i. Farmer's Markets**

U-150 **Within unincorporated activity centers, the following zoning is appropriate: Urban Residential with a density of twelve to forty-eight dwelling units per acre; Community Business; Neighborhood Business; Office and Industrial.**

U-151 King County may designate new unincorporated activity centers or expand existing unincorporated activity centers only through a subarea planning process which should address:

a. The relationship of the entire center to its surrounding uses;
b. Availability of supporting public services;
c. The function of the center to other centers in the sub-region;
d. The need for additional commercial and industrial development;
e. The size and boundaries of the center; and
f. Zoning.

U-152 The size, uses and boundaries of unincorporated activity centers should be consistent with the following criteria:

a. More than forty acres in size, excluding land needed for surface water management or protection of environmentally critical areas;
b. Retail space based on the amount of residential development planned for the surrounding area to provide for community and regional shopping needs; and
c. Retail space should not exceed sixty acres and 600,000 square feet unless it is served by direct freeway access by a principal or minor arterial and is well served by transit.

U-153 Design features of unincorporated activity centers should include the following:

a. Safe and attractive walkways and bicycle lanes with access to each major destination including schools, community centers and commercial areas;
b. Buildings close to sidewalks to promote walking and access to transit;
c. Compact design with close grouping of compatible uses;
d. Off-street parking in multistory structures located to the side or rear of buildings or underground;
e. Public art;
f. Public spaces, such as plazas and building atriums;
g. Retention of attractive natural features, historic buildings and established character;
h. Aesthetic design and compatibility with adjacent uses through setbacks, building orientation, landscaping and traffic control;
i. Screening of unsightly views, such as heavy machinery, outdoor storage areas, loading docks and parking areas from the view of adjacent uses and from arterials; and

j. **Signs should be regulated to reduce glare and other adverse visual impacts on nearby residences, without limiting their potential contribution to the color and character of the center.**

U-154 **Development within the designated White Center Unincorporated Activity Center, as shown on the Comprehensive Plan Land Use Map, shall be in accordance with the White Center Community Action Plan.**

U-155 **The White Center Community Action Plan establishes the following zoning as appropriate within the White Center Unincorporated Activity Center: Urban Residential with a density of twelve to forty-eight dwelling units per acre, Neighborhood Business, Community Business, Office and Industrial.**

U-156 **In the White Center Unincorporated Activity Center, existing Industrial uses should be zoned and regulated to preserve their use into the future. Conversion of industrial properties to other uses shall be strictly limited.**

White Center was selected as one of three case study areas for further study as part of the King County Land Use Transportation Air Quality and Health project, now known as HealthScape. Information from the study will show which types of changes in the urban form of the area or in the transportation system will lead to an increase in public health. These results should be used to guide development in the White Center area and to prioritize capital expenditures. Additionally, the redevelopment of Park Lake Homes was selected as a demonstration project for low-impact development in the county.

U-157 **In the White Center Unincorporated Activity Center, new major residential developments should include low-impact design features and should promote public health by increasing opportunities for physical activity in daily life. The development should include: safe walkways and bicycle lanes with access to commercial areas, schools, and community facilities; trails; and pocket parks.**

2. Community Business Centers

Community business centers are primarily retail developments designed to serve a nearby market area of 15,000 to 40,000 people. Community business centers should be sited so they do not adversely affect other centers and are easily accessible by automobile or public transportation. Community business centers should be designed to be compatible with adjacent residential uses, and should promote pedestrian and bicycle access.

U-158 Community business centers in the urban areas should provide primarily shopping and personal services for nearby residents. Offices and multifamily housing are also encouraged. Industrial and heavy commercial uses should be excluded. Community business centers should include the following mix of uses:

a. Retail stores and services;
b. Professional offices;
c. Community and human services;
d. Multifamily housing as part of a mixed-use development, with residential densities of at least 12 units per acre when well served by transit;
e. fruit and produce stands or small outlets offering locally produced value-added food product, such as cheese, meats, preserves.

U-159 Designated community business centers are shown on the Comprehensive Plan Land Use Map. Expansion of existing or designation of new community business centers shall be permitted only through a subarea planning process. Redevelopment of existing community business centers is encouraged.

U-160 Within community business centers, the following zoning is appropriate: Neighborhood Business, Community Business and Office.

U-161 The specific size and boundaries of community business centers should be consistent with the criteria listed below.

a. More than ten acres and up to 40 acres in size, excluding land needed for surface water management or protection of environmentally critical areas;
b. Designed to provide shopping and services for a market population of 15,000 to 40,000 people;
c. Located one to three miles from an unincorporated activity center or from another community business center. May be located less than two miles from a neighborhood business center when it is demonstrated the neighborhood business center will not be adversely affected; and
d. Must be located at the intersection of two principal or minor arterials.

U-162 Design features of community business centers should include the following:

a. Safe and attractive walkways and bicycle lanes;
b. Close grouping of stores;
c. Off-street parking behind or to the side of buildings, or enclosed within

buildings;

d. **Public art;**
e. **Retention of attractive natural features, historic buildings and established character;**
f. **Landscaping, which may include planters and street trees;**
g. **Appropriate signage;**
h. **Public seating areas; and**
i. **Architectural features which provide variation between buildings or contiguous storefronts.**

3. Neighborhood Business Centers

Neighborhood business centers are shopping areas offering convenience goods and services to local residents. Neighborhood business centers are intended to be small and compatible with adjacent residential areas and often are used on the way to another destination (for example, a fuel stop before or after commuting). Sometimes they consist of only one use or business. Neighborhood business centers should be designed to promote pedestrian and bicycle access.

U-163 **Neighborhood business centers in urban areas should include primarily retail stores and offices designed to provide convenient shopping and other services for nearby residents. Industrial and heavy commercial uses should be excluded. Neighborhood business centers should include the following mix of uses:**

a. **Retail stores and services;**
b. **Professional offices;**
c. **Multifamily housing as part of a mixed-use development with residential densities up to 12 units per acre when convenient to a minor arterial. Higher densities are appropriate when the center is a walkable community, convenient to a principal arterial or well-served by transit; and**
d. **Farmers' Markets.**

U-164 **Designated neighborhood business centers are shown on the Comprehensive Plan Land Use Map. Expansion of existing or the designation of new neighborhood business centers shall only be permitted through a subarea planning process. Redevelopment of existing neighborhood business centers is encouraged.**

U-165 **Within neighborhood business centers, the following zoning is appropriate: Neighborhood Business and Office.**

U-166 **The specific size and boundaries of neighborhood business centers should be consistent with the criteria listed below.**

a. **Ten acres or less in size, excluding land needed for surface water management or protection of environmentally sensitive features;**
b. **Designed to provide convenience shopping for a market population of 8,000 to 15,000 people;**
c. **Located on a minor arterial with adequate traffic capacity;**
d. **Serviced by intersections free of traffic congestion caused by topography or poor road design; and**
e. **Located one to three miles from another neighborhood business center.**

U-167 **Design features of neighborhood business centers should include the following:**

a. **Safe and attractive walkways and bicycle lanes;**
b. **Close grouping of stores;**
c. **Off-street parking behind or to the side of buildings, or enclosed within buildings;**
d. **Public art;**
e. **Retention of attractive natural features, historic buildings or established character;**
f. **Landscaping, which may include planters and street trees;**
g. **Appropriate signage;**
h. **Public seating areas; and**
i. **Architectural features which provide variation between buildings or contiguous storefronts.**

4. Commercial Development Outside of Centers

The Commercial Outside of Center (CO) Land Use designation recognizes commercial uses predating this plan that were located outside a designated center. The CO designation is also appropriate as a transitional designation within certain potential annexation areas. In these areas, the county will utilize the memorandum of understanding and applicable comprehensive plan policies to determine the appropriate zoning to implement this transitional designation.

U-168 **Stand-alone commercial developments legally established outside designated centers in the Urban Growth Area may be recognized with the CO designation and appropriate commercial zoning. When more detailed subarea plans are prepared,**

these developments may be designated as centers and allowed to grow if appropriate, or may be encouraged to redevelop consistent with the residential density and design policies of the comprehensive plan.

U-169 **The CO designation may be applied as a transitional designation in Potential Annexation Areas identified in a signed memorandum of understanding between a city and the county for areas with a mix of urban uses and zoning in order to facilitate the joint planning effort directed by the memorandum of understanding. Zoning to implement this transitional designation should recognize the mix of existing and planned uses. No zone changes to these properties to allow other nonresidential uses, or zone changes to allow expansion of existing nonresidential uses onto other properties, should occur unless or until a subarea planning process with the city is completed.**

5. Commercial Site Improvement Standards and Public Services

The following policy governs King County land use regulations and functional plans that contain improvement standards for the review of proposed rezones and commercial construction permits.

U-170 **Commercial, retail and industrial developments should foster community, create enjoyable outdoor areas and balance needs of automobile movement with pedestrian and bicycle mobility and safety. Commercial and industrial developments shall provide the following improvements:**

- **a. Paved streets;**
- **b. Sidewalks and bicycle lanes in commercial and retail areas;**
- **c. Adequate parking for employees and business users;**
- **d. Landscaping along or within streets, sidewalks and parking areas to provide an attractive appearance;**
- **e. Adequate stormwater control, including curbs, gutters and stormwater retention facilities;**
- **f. Public water supply;**
- **g. Public sewers; and**
- **h. Controlled traffic access to arterials and intersections.**

6. Industrial Development

Maintaining a strong industrial land supply is an important factor in maintaining the county's economic base and providing family-wage jobs. The following policies assure that industrial development is compatible with adjacent land uses while providing appropriate services for employees. In addition, King County is committed to helping return contaminated sites to productive use.

U-171 **Within the UGA but outside unincorporated activity centers, properties with existing industrial uses shall be protected. The county may use tools such as special district overlays to identify them for property owners and residents of surrounding neighborhoods.**

U-172 **Industrial development should have direct access from arterials or freeways. Access points should be combined and limited in number to allow smooth traffic flow on arterials. Access through residential areas should be avoided.**

U-173 **Small amounts of retail and service uses in industrial areas may be allowed for convenience to employees and users.**

U-174 **King County, in collaboration with cities and the development community, should create and fund a process to clean up and reclaim polluted industrial areas in order to expand the land available for industrial development.**

D. Urban Planned Developments (UPDs) and Fully Contained Communities (FCCs)

Within the designated UGA, development of large land ownerships may offer the public and the property owner opportunities to realize mutual benefits when such development is coordinated through the review process as an Urban Planned Development (UPD). Possible public benefits include greater preservation of public open space, proponent contributions to major capital improvement needs, diversity in housing types and affordability, and the establishment of the specific range and intensity of uses for the entire Urban Planned Development. A property owner and the public could benefit from the efficiency of combined hearings and land use decision making, as well as the establishment of comprehensive and consistently applied project-wide mitigations guiding the review of subsequent land use approvals.

U-175 **Sites for potential Urban Planned Developments (UPDs) may be designated within the established Urban Growth Area to realize mutual benefits for the public and the**

property owner. Two UPD areas have been designated by the county: the Bear Creek UPD area, comprised of Redmond Ridge (formerly known as Northridge) UPD, Trilogy at Redmond Ridge (formerly known as Blakely Ridge) UPD, and the proposed Redmond Ridge East UPD; and Cougar Mountain Village UPD. Future UPD sites in the Urban Growth Area shall be designated through a subarea planning process, or through a comprehensive plan amendment initiated by the property owner.

U-176 **The creation of Urban Planned Developments (UPDs) is intended to serve as a model for achieving a mix of uses, appropriate development patterns, and high quality design as well as providing for public benefits which shall include:**

a. Open space and critical areas protection;

b. Diversity in housing types and affordability;

c. Quality site design; and

d. Transit and nonmotorized transportation opportunities.

The Bear Creek UPD area was first designated for urban development in 1989 in the Bear Creek Community Plan. The urban designation of this area under the GMA was established in the Countywide Planning Policies in 1992 and affirmed in 1994. The Bear Creek UPD area was included in the Urban Growth Area designated in the 1994 King County Comprehensive Plan. Since the adoption of the 1994 Comprehensive Plan, both Redmond Ridge and Trilogy have been approved as Urban Planned Developments and King County has entered into development agreements governing the development of these sites. The legality of these development approvals was challenged and these legal challenges have been rejected. Therefore, these sites will be, and are being, developed at urban densities.

Through the adoption of the King County Comprehensive Plan 2000 Update, King County reaffirmed its urban designation of the Bear Creek UPD area. In addition to the reasons that led the county (and the region) to originally include this area within the county's UGA, when the county adopted the 2000 update, it noted that: two sites within this area had been approved for urban development after the adoption of the original GMA comprehensive plan; significant infrastructure improvements had been made at these sites; and the ultimate development of these sites was proceeding in accordance with issued permit approvals. The existence of these urban improvements further supported a conclusion that this area is characterized by urban growth within the meaning of the GMA and was therefore appropriately included within the county's UGA.

Since the county considered and adopted the 2000 update, significant development within the Bear Creek UPD area has taken place. The UPD permits approved by the county required the construction of infrastructure needed to support urban development of the Bear Creek UPD area. Those infrastructure

improvements have now been completed or are under construction. This includes sanitary sewer trunk lines and pump stations; water trunk lines, pump stations, and storage facilities; stormwater collection, detention, treatment and discharge facilities; other utilities; a park and open space system linked by trails; and required road improvements. In addition, King County has granted final plat approval for lots for more than 2,100 of the dwelling units approved by the Redmond Ridge and Trilogy UPD permits and more than 1,600 of those dwelling units have been built, are under construction, or have been permitted. Furthermore, major community facilities and services such as the 18-hole golf course and clubhouse, the Redmond Ridge Community Center, and the retail center and grocery store have been completed or are under construction. All of these developments support the conclusion that the Redmond Ridge and Trilogy UPD sites are now fully characterized by and irrevocably committed to urban growth, and the county therefore reaffirms its urban designation of the Bear Creek UPD area.

The urban designation of the Bear Creek area includes one portion of the original urban area that has not yet been approved for development. However, this area, now referred to as Redmond Ridge East, is the subject of pending applications for approval of a UPD permit and an FCC permit. Those permits would authorize the urban development of Redmond Ridge East. Redmond Ridge East would be served by the urban infrastructure that has already been constructed to serve the Redmond Ridge and Trilogy UPD sites. The county reaffirms its urban designation of the Redmond Ridge East for the following reasons: this site has always been treated by King County as part of the Bear Creek UPD urban area; this site is adjacent to the urban development that has already occurred and that will continue to occur at Trilogy and Redmond Ridge; this site is located in relationship to the rest of the Bear Creek UPD area so as to be appropriate for urban growth; and this site is an area that will be served by existing urban public facilities and services that have been provided in accordance with Trilogy and Redmond Ridge UPD permit requirements.

The Growth Management Act allows counties to establish a process, as part of the UGA designation, for reviewing proposals to authorize new Fully Contained Communities (FCC). Criteria for approval of FCCs are contained in RCW 36.70A.350. If a county establishes in its comprehensive plan a process for authorizing FCCs, it must adopt procedures for approving FCCs in its development regulations. King County has established a new fully contained community, consisting of the Bear Creek UPD area.

U-177 **King County has established a new Fully Contained Community. One area is designated through this plan shown on the Land Use Map as a Fully Contained Community: the Bear Creek UPD area comprised of Trilogy at Redmond Ridge, Redmond Ridge, and Redmond Ridge East Urban Planned Development sites. Nothing in these policies shall affect the continued validity of the approved Urban Planned Development permits for either of these sites. This FCC designation may be**

implemented by separate or coordinated FCC permits.

U-178 The population, household, and employment growth targets and allocations for the county's UGA in this plan include the Bear Creek UPD area. Accordingly, the requirements in RCW 36.70A.350(2) that the county reserve a portion of the 20-year population projection for allocation to new Fully Contained Communities has been satisfied.

U-179 The review and approval process for a Fully Contained Community (FCC) permit shall be the same as that for an Urban Planned Development (UPD) permit, except the following additional criteria shall be met, pursuant to the provisions of RCW 36.70A.350:

a. New infrastructure (including transportation and utilities infrastructure) is provided for and impact fees are established and imposed on the FCC consistent with the requirements of RCW 82.02.050;
b. Transit-oriented site planning and traffic demand management programs are implemented in the FCC. Pedestrian, bicycle, and high occupancy vehicle facilities are given high priority in design and management of the FCC;
c. Buffers are provided between the FCC and adjacent non-FCC areas. Perimeter buffers located within the perimeter boundaries of the FCC delineated boundaries, consisting of either landscaped areas with native vegetation or natural areas, shall be provided and maintained to reduce impacts on adjacent lands;
d. A mix of uses is provided to offer jobs, housing, and services to the residents of the new FCC. No particular percentage formula for the mix of uses should be required. Instead, the mix of uses for a FCC should be evaluated on a case-by-case basis, in light of the geography, market demand area, demographics, transportation patterns, and other relevant factors affecting the proposed FCC. Service uses in the FCC may also serve residents outside the FCC, where appropriate;
e. Affordable housing is provided within the new FCC for a broad range of income levels, including housing affordable by households with income levels below and near the medium income for King County;
f. Environmental protection has been addressed and provided for in the new FCC, at levels at least equivalent to those imposed by adopted King County environmental regulations;
g. Development regulations are established to ensure urban grown will not occur in

adjacent nonurban areas. Such regulations shall include but are not limited to rural zoning of adjacent Rural Areas, FCC permit conditions requiring sizing of FCC water and sewer systems so as to ensure urban growth will not occur in adjacent nonurban areas; and/or FCC permit conditions prohibiting connection by property owners in the adjacent Rural Area (except public school sites) to the FCC sewer and water mains or lines;

h. Provision is made to mitigate impacts of the FCC on designated agricultural lands, forest lands, and mineral resource lands; and

i. The plan for the new FCC is consistent with the development regulations established for the protection of critical areas by King County pursuant to RCW 36.70A.170.

For purposes of evaluating a FCC permit the following direction is provided: The term "fully contained" is not intended to prohibit all interaction between a FCC and adjacent lands but to limit impacts on adjacent lands and contain them within the development site as much as possible. "Fully contained" should be achieved through the imposition of development conditions that limit impacts on adjacent and nearby lands and do not increase pressures on adjacent lands for urban development. "Fully contained" is not intended to mandate that all utilities and public service needed by an urban population both start and end within the property (since sewer, water, power, and roads, are of such a nature that the origin and/or outfall cannot reasonable both exist within the property boundaries), but that the costs and provisions for those utilities and public services that are generated primarily by the FCC (schools, police, parks, employment, retail needs) be reasonably accommodated within its boundaries and not increase pressure for more urban development on adjacent properties.

E. Urban Separators and the Four-to-One Program

The Countywide Planning Policies call for the county and cities to implement urban separators. Different from the Rural Area and Resource Lands, these are low-density areas within the Urban Growth Area that create open space corridors, provide a visual contrast to continuous development and reinforce the unique identities of communities. Urban separators can play a significant role in preserving environmentally critical areas and in providing habitat for fish and wildlife. They also provide recreational benefits, such as parks and trails, and meet the Growth Management Act's requirement for greenbelts and open space in the Urban Growth Area. Urban Separators are mapped on the Land Use 2008 map in Chapter 1.

U-180 **Urban separators are corridors of land that define community or municipal identities and boundaries, provide visual breaks in the urban landscape, and link parks and open space within and outside the Urban Growth Area. These urban corridors should include and link parks and other lands that contain significant environmentally sensitive features, provide wildlife habitat or critical resource protection, contain defining physical features, or contain historic resources. The residential density for land so designated should be maintained at one unit per acre, provided that lands that are sending sites under the Transfer of Density Program may transfer density at a rate of at least four units per acre.**

U-181 **King County should actively pursue designating urban separators in the unincorporated area and work with the cities to establish permanent urban separators within the unincorporated area that link with and enhance King County's urban separator corridors.**

U-182 **Designated urban separators should be preserved through park, trail and open space acquisitions; incentive programs such as the Transfer of Development Rights program; the Public Benefit Rating System program and regulatory measures.**

While urban separators complement the regional open space system by helping to define urban communities, the King County Four-to-One Program provides an opportunity to add land to the regional open space system through the dedication of permanent open space. The purpose of the program is to create a contiguous band of open space, running north and south along the main Urban Growth Area Boundary. Changes to the UGA through this program are processed as Land Use Amendments to the King County Comprehensive Plan, subject to the provisions in K.C.C. chapter 20.18.

U-183 **Through the Four-to-One Program, King County shall actively pursue dedication of open space along the original Urban Growth Area line adopted in the 1994 King County Comprehensive Plan. Through this program, one acre of Rural Area land may be added to the Urban Growth Area in exchange for a dedication to King County of four acres of permanent open space.**

U-184 King County shall evaluate Four-to-One proposals for both quality of open space and feasibility of urban development. The highest-quality proposals shall be recommended for adoption as amendments to the Urban Growth Area. Lands preserved as open space shall retain their Rural Area designations and should generally be configured in such a way as to connect with open space on adjacent properties.

U-185 King County shall use the following criteria for evaluating open space in Four-to-One proposals:

a. Quality of fish and wildlife habitat areas;
b. Connections to regional open space systems;
c. Protection of wetlands, stream corridors, ground water and water bodies;
d. Unique natural, biological, cultural, historical, or archeological features; and
e. Size of proposed open space dedication and connection to other open space dedications along the Urban Growth Area line.

U-186 King County shall preserve the open space acquired through this program primarily as natural areas, passive recreation sites or resource lands for farming or forestry. King County may allow the following additional uses only if located on a small portion of the open space, provided that these uses are found to be compatible with the site's natural open space values and functions such as those listed in the preceding policy:

a. Trails;
b. Natural-appearing stormwater facilities;
c. Compensatory mitigation of wetland losses on the urban designated portion of the project, consistent with the King County Comprehensive Plan and the Critical Area Ordinance; and
d. Active recreation uses not to exceed five percent of the total open space area. Support services and facilities for the active recreation uses may locate within the active recreation area only, and shall not exceed five percent of the active recreation area. An active recreation area shall not be used to satisfy the active recreation requirements for the urban designated portion of the project as required by K.C.C. Title 21A.

U-187 Land added to the Urban Growth Area under the Four-to-One Program shall have a minimum density of four dwellings per acre and shall be physically contiguous to the original Urban Growth Area, unless there are limitations due to the presence of

critical areas, and shall be able to be served by sewers and other efficient urban services and facilities; provided that such sewer and other urban services and facilities shall be provided directly from the urban area and shall not cross the open space or rural area. In some cases, lands must meet affordable housing requirements under this program. The total area added to the Urban Growth Area as a result of this policy shall not exceed 4,000 acres.

U-188 **King County shall amend the Urban Growth Area to add rural lands to the UGA consistent with Policy U-183 during the annual comprehensive plan amendment process. Open space dedication shall occur at final formal plat recording. If the applicant decides not to pursue urban development or fails to record the final plat prior to expiration of preliminary plat approval, the urban properties shall be restored to a rural designation during the next annual review of the King County Comprehensive Plan.**

II. Potential Annexation Areas

There are 226,300 people living in urban unincorporated King County, as reported in the 2007 Annual Growth Report. Subsequent to this report, approximately 31,000 residents have transitioned to a city through annexations to Auburn and Renton. The 2008 urban incorporated population estimated at 195,300 nears the populations of Vancouver or Tacoma, the second and third largest cities in the state. The land base in these areas is primarily residential, with limited amounts of commercial and retail development. Much of the urban unincorporated area is made up of geographically isolated islands surrounded by cities or adjacent to the urban growth boundary. Because these areas are scattered across the county, the provision of local services is costly. The lack of a substantive urban unincorporated area tax base exacerbates these difficulties, and covering the cost of serving these areas reduces the amount of revenue available for regional services and for local services in the Rural Area. Therefore, King County has a strong fiscal interest in seeing the remaining urban unincorporated areas be annexed to cities next several years.

The annexation of urban unincorporated areas is also good public policy. The State Growth Management Act and the regionally adopted Countywide Planning Policies stipulate that counties are the appropriate providers of regional services and of local services to the Rural Area. For their part, cities are the appropriate providers of local urban services to all areas within the designated urban growth boundary. This logical split of government services is in part a reflection of the greater taxing authority afforded to cities by the state Legislature. County taxing authority remains similar to what was historically adopted in the state constitution. Annexation is a means to achieve the desired governmental service and land use vision set forth in regional policy and state law.

Although it is the policy of the county to support and promote annexation, its formal ability to do so is extremely limited. State laws provide the cities, county residents and property owners with the authority to initiate the annexation process. A successful annexation initiative depends on establishing a collaborative and ongoing dialogue between the three affected interest groups: residents, the county, and the affected city. King County has a long history of engaging in annexation discussions with urban unincorporated area residents. Though the county's formal role in affecting annexation is limited, in 2004 the County Council adopted Motion No. 12018, a multi-year initiative intended to accelerate the pace of the annexation of urban areas by establishing the Annexation Initiative (AI). Since the establishment of the AI, there have been seven elections for annexation or incorporation in the county resulting in four successful elections and approximately 35,000 residents transitioning to a city. Of these seven elections,

four were approved by voters with the areas annexing; one was approved by voters and subsequently rejected by the proposed annexing city; two annexation and one incorporation effort were rejected by voters. The county will continue to work collaboratively with urban unincorporated area residents and with the cities to plan for orderly and timely governance transitions.

The policies in this section are intended to guide the county's decision making on annexation-related issues to ensure the needs of citizens in the urban unincorporated area are considered, and that a smooth transition from county to city government occurs.

U-201 In order to meet the Growth Management Act and the regionally adopted Countywide Planning Policies goal of becoming a regional service provider for all county residents and a local service provider in the Rural Area, King County shall encourage annexation of the remaining urban unincorporated area. The county may also act as a contract service provider where mutually beneficial.

U-202 To help create an environment that is supportive of annexations, King County shall work with cities and with Unincorporated Area Councils, neighborhood groups, local business organizations, public service providers and other stakeholders on annexation-related activities. King County will also seek changes at the state level that would facilitate annexation of urban unincorporated areas.

U-203 The Interim Potential Annexation Areas Map adopted by the Growth Management Planning Council illustrates city-designated potential annexation areas (PAAs), contested areas (where more than one city claims a PAA), and those few areas that are unclaimed by any city. For contested areas, the county should attempt to help resolve the matter, or to enter into an interlocal agreement with each city for the purpose of bringing the question of annexation before voters. For unclaimed areas, King County should work with adjacent cities and service providers to develop a mutually agreeable strategy and time frame for annexation.

U-204 King County shall support annexation proposals that are consistent with the Countywide Planning Policies and the Washington State Growth Management Act, and when the area proposed for annexation is wholly within the annexing city's officially adopted PAA, and is not part of a contested area.

U-205 King County shall not support annexation proposals that would:

a. Result in illogical service areas;

b. Create unincorporated islands unless the annexation is preceded by an interlocal agreement in which the city agrees to pursue annexation of the remaining island area in a timely manner;
c. Focus solely on areas that would provide a distinct economic gain for the annexing city at the exclusion of other proximate areas that should logically be included;
d. Move designated Agricultural and/or Forest Production District lands into the Urban Growth Area; or
e. Apply zoning to maintain or create permanent, low-density residential areas, unless such areas are part of an urban separator or are environmentally constrained, rendering higher densities inappropriate.

U-206 King County shall favor annexation over incorporation as the preferred method of governance transition. King County will not support incorporations when the proposed incorporation area is financially infeasible.

U-207 King County shall work with cities to jointly develop preannexation agreements to address the transition of service provision from the county to the annexing cities. The development of such agreements should include a comprehensive public involvement process. Pre-annexation agreements may address a range of considerations, including but not limited to:
a. Establishing a financing partnership between the county, city and other service providers to address needed infrastructure;
b. Providing reciprocal notification of development proposals in PAAs, and opportunities to identify and/or provide mitigation associated with such development;
c. Supporting the city's desire, to the extent possible, to be the designated sewer or water service provider within the PAA, where this can be done without harm to the integrity of existing systems and without significantly increasing rates;
d. Assessing the feasibility and/or desirability of reverse contracting in order for the city to provide local services on the county's behalf prior to annexation, as well as the feasibility and/or desirability of the county continuing to provide some local services on a contract basis after annexation;
e. Exploring the feasibility of modifying development, concurrency and infrastructure design standards prior to annexation, when a specific and aggressive annexation timeline is being pursued;
f. Assessing which county-owned properties and facilities should be transferred to city control, and the conditions under which such transfers should take place;
g. Transitioning county employees to city employment where appropriate;

h. **Ensuring that land use plans for the annexation area are consistent with the Countywide Planning Policies with respect to planning for urban densities and efficient land use patterns; provision of urban services, affordable housing, and transportation; the protection of critical areas; and the long-term protection of urban separators;**
i. **Continuing equivalent protection of cultural resources, and county landmarks and historic resources listed on the King County Historic Resource Inventory;**
j. **Maintaining existing equestrian facilities and establishing equestrian linkages; and**
k. **Establishing a timeline for service transitions and for the annexation.**

As part of its annexation initiative, King County will explore new options for revenue generation to make the provision of services to urban unincorporated areas financially sustainable. If annexation is not occurring at a pace consistent with the intent of these policies, the county may consider utilizing its land use authority to encourage new development that will generate higher tax revenues.

U-208 King County shall consider initiating new subarea planning processes for the urban unincorporated areas to assess the feasibility of allowing additional commercial, industrial and high-density residential development through the application of new zoning.

III. Housing

A. Housing Choice and Opportunity Throughout King County

Adequate choices and opportunities are essential to fully address the spectrum of housing needs for all King County residents. A basic goal of the Washington State Growth Management Act (GMA) is to encourage affordable housing. Likewise, the King County Comprehensive Plan promotes affordable housing for all county residents by supporting adequate funding, zoning, and regional cooperation to create new and diverse housing choices in communities throughout the county.

Most housing is financed by and developed in the private sector. The ability of the private sector to develop affordable housing is affected by a wide range of market forces. Local government actions such as land-use policies, development regulations and infrastructure finance also have a significant impact on housing affordability.

Public funding and incentive programs are essential to address housing needs of lower-income county residents, including people with special needs, such as the elderly and people with disabilities. The policies in this chapter address low-cost housing development, preservation and assistance programs needed to ensure safe and adequate housing for lower-income and special needs residents.

In addition, the King County Consortium represents unincorporated areas and most county cities outside of Seattle. This consortium prepares a Consolidated Housing and Community Development Plan which outlines the needs, resources and housing goals to be achieved. An annual action plan details specific housing and community development objectives.

1. Range of Housing Choices

Interjurisdictional cooperation and public/private partnerships are needed to address the full range of critical housing needs.

U-301 **King County shall work with cities and the private sector to encourage a wide range of housing within the Urban Growth Area to meet the needs of our diverse**

population, support economic growth, ensure an equitable and rational distribution of low-income and affordable housing throughout the county and provide housing choices for people of all income levels.

U-302 **Through subarea and regional planning with cities, incentives programs and funding initiatives, King County shall plan for housing to meet the needs of all economic segments of the population throughout the Urban Growth Area and within Rural Towns. King County shall plan for construction or preservation of housing units affordable to households as follows:**

- **16% of housing stock should be affordable to households below 30% of the King County median income;**
- **8% of housing stock should be affordable to households between 30% and 50% of the King County median income;**
- **17% of housing stock should be affordable to households between 50% and 80% of the King County median income;**
- **20% of housing stock should be affordable to households between 80% and 120% of the King County median income; and**
- **39% of housing stock should be affordable to households above 120% of the King County median income.**

U-303 **King County should promote the preservation and development of affordable rental housing opportunities for households earning up to 90% of the King County median income by providing a range of incentives to private sector developers as well as incentives and subsidies to non-profit developers.**

U-304 **King County should promote the preservation and development of affordable ownership housing opportunities for households earning up to 115% of the King County median income by providing a range of incentives to private sector developers as well as incentives and subsidies to non-profit developers.**

Meeting these objectives will entail providing sufficient land for a variety of affordable housing such as higher-density single-family homes, multifamily properties, manufactured housing, accessory apartments and mixed-use developments.

U-305 **King County, in partnership with other jurisdictions, shall evaluate achievement of countywide and local goals for housing for all economic sectors of the population by analyzing housing indicators, adopted land use regulations, actions that encourage**

development and preservation of low and moderate-income housing and the effect of market factors on housing development. The results of this evaluation shall be used to develop new or revised policies, programs, regulations, and incentives to better meet the Countywide Planning Policies' housing goals.

U-306 King County should work with cities to increase opportunities for affordable housing development by assuring there is sufficient land capable of being developed for multifamily housing, small lot single-family homes and townhouses, and manufactured housing parks, and other types of housing, such as accessory dwelling units, that tend to be affordable to low-, moderate- and middle-income households.

U-307 King County shall provide opportunities for attached and detached accessory dwelling units in urban residential areas and shall encourage all jurisdictions within King County to adopt provisions to allow accessory dwelling units in their communities.

U-308 King County shall promote development of attached accessory dwelling units in all urban residential zones. King County shall allow detached accessory dwelling units in all urban residential zones on lots greater than 5,000 square feet in size subject to compliance with supplemental parking, safety and setback requirements that may be required of the detached accessory unit.

U-309 King County shall work with other jurisdictions to eliminate barriers for affordable and special needs housing development.

U-310 King County should support housing development that is compatible with surrounding uses by:

a. Providing information on potential development sites;
b. Funding services, amenities, infrastructure and access improvements;
c. Developing public financing techniques which give housing development and redevelopment in designated areas, such as urban centers, a market advantage; and
d. Making transit and rideshare services available.

U-311 King County should encourage land use and investment strategies to stimulate mixed-use and mixed-income developments as a way to integrate neighborhoods and increase housing choices.

U-312 King County should encourage affordable housing through redevelopment of nonresidential buildings, such as schools and commercial buildings, in locations suitable for housing and in ways that preserve significant historic features where appropriate.

U-313 King County should encourage the development and preservation of residential buildings that have shared facilities, such as single-room occupancy hotels and boarding homes, to provide opportunities for lower rents.

U-314 King County shall provide opportunities and encourage other jurisdictions to provide opportunities for housing types that provide lower-cost ownership opportunities including manufactured housing, condominiums, townhouses and cottage-style housing.

U-315 King County should explore adding affordable housing as a benefit criteria in the Transfer of Development Credits program, especially as the program is expanded to include incorporated areas of King County.

U-316 All Urban Planned Developments (UPDs) and other large housing developments shall provide a mix of housing types and densities, including housing that is affordable to a range of households including low-, moderate-, and middle-income households. This mix should include housing opportunities for households with special needs, including the elderly and persons with disabilities.

2. Ensuring and Expanding Affordable Housing Resources

U-317 King County should initiate and actively participate in regional solutions to critical affordable housing needs. Cities, community and housing representatives should be invited to identify and implement solutions.

U-318 King County shall work with cities and community representatives to establish new, countywide funding sources for housing development, preservation and related services, such that each city and King County contribute on an equitable basis.

U-319 King County shall work with other jurisdictions, housing developers, and service providers throughout the state to urge federal and state government to expand both

capital and operating funding for low-income housing, including low-income housing for people with special needs.

U-320 **King County should work with jurisdictions and housing providers across the state to urge state and federal governments to expand funding for direct assistance services such as rental assistance and emergency services.**

U-321 **King County shall participate in the 10 Year Plan to End Homelessness to sustain and support a coordinated, regional response to homelessness that includes access to homelessness prevention services, emergency shelter, transitional housing, permanent affordable housing, and appropriate support services for homeless families, single adults, and youth.**

U-322 **King County should work with local employers to develop affordable employer-assisted housing opportunities located within commuting distance of the employment site, using alternative modes of transportation.**

B. Affordable Housing Development

The supply of affordable housing serving low-, moderate- and middle-income households has not kept up with the increasing demand in the Puget Sound region due to the soaring costs associated with new housing construction. In King County today, a substantial need exists for low-income rental housing and for moderately priced homes that can be purchased by first-time homebuyers.

Existing units will provide some of the affordable housing needed for low-income households in the future. However, with the projected growth in the number of low- to moderate-income households and the short supply of lower-cost housing available today, new construction must include affordable housing. Efforts to provide sufficient land and infrastructure and reduced development costs will help make new units affordable. In addition, a combination of incentives programs and funding will help keep rents affordable and expand opportunities for first-time homebuyers.

1. Development Incentives for Affordable Housing

Incentives that will help developers provide low- and moderate-income housing include reduction in development costs or an expansion of the development potential on the property.

U-323 **Density bonuses and other incentives shall be available to both single-family and multifamily developments to promote development of affordable rental or ownership housing.**

U-324 **King County shall exempt payment of impact fees to promote development of affordable rental or ownership housing.**

U-325 **King County should explore methods to expedite plan reviews for affordable housing projects, in coordination with other incentive or subsidy programs.**

U-326 **King County shall explore coordination of incentive programs with cities to develop common program guidelines and reduce administrative costs.**

U-327 **King County should provide density bonuses in all urban residential zones for the construction of small detached single-family homes limited in size by covenant, and for new manufactured housing units.**

U-328 **King County should provide expedited building permit review for all affordable housing projects that utilize affordable housing incentive programs, subsidies, tax abatement or tax credits.**

U-329 **King County should provide reduction in parking requirements for affordable housing projects that utilize affordable housing incentive programs, subsidies, tax abatement or tax credits.**

2. Housing Development Subsidies

Federal, state and local housing programs provide vital assistance to low-income households. King County has used federal funds for housing for more than two decades, but it is not adequate for local needs. During the past five years, King County also has used local funds for development and preservation of affordable housing. As a result, residents have more housing choices. Residents who need emergency housing can stay in the community of their choice and their children can continue to attend schools. Local housing funds have also leveraged significant private investment as well as other public funding resources.

Housing for very low-income households is usually developed by private, nonprofit agencies or by public housing authorities. By using federal subsidy programs administered at the state or local level, private for-profit developers and lenders also are active in low-income housing development.

U-330 **King County shall give priority in its housing funding programs to developments that serve low-income individuals and households, secure appropriate housing options for people with special needs, prevent displacement of low-income people, or provide low-income and special needs housing along with social services.**

U-331 **King County should explore increasing affordable housing opportunities, especially in areas with an existing or forecast shortage of affordable housing, through new programs, development incentives, and changes to funding program guidelines to facilitate new construction, rehabilitation, and acquisition to preserve affordable housing.**

U-332 **King County should seek opportunities to fund programs and projects where county funds are matched by additional public and private loans and contributions, increasing the amount of housing that can be developed.**

U-333 **King County should expand its use of surplus county-owned property and air-rights over county-owned property for affordable housing and should explore its use for other public benefits, such as human services, and consider conveyance of properties to public or nonprofit housing developers and agencies at below-market cost. Surplus county property shall be prioritized for housing development that will be consistent with the King County Consortium Consolidated Plan and the 10 Year Plan to End Homelessness.**

U-334 **King County should support the efforts of nonprofit developers and housing agencies to increase the supply of housing for low-income households, through technical assistance and funding for capacity building, training, and predevelopment activities.**

U-335 **King County should encourage and support efforts by nonprofit housing developers, housing agencies, and service providers to develop long-term nongovernment funding sources such as planned giving, endowments, and related economic development ventures.**

U-336 **King County should support programs that provide apprenticeship and employment training in the building trades through affordable housing development. King County should explore ways to partner with nonprofit housing developers in offering pre-apprenticeship, apprenticeship and employment training opportunities.**

U-337 **King County should promote the incorporation of the principles of healthy communities and homes, sustainability, and greenhouse gas emissions mitigation in affordable housing development. King County should consider the degree to which affordable housing developments implement sustainable development principles as one criterion for providing subsidies to nonprofit developers and housing agencies.**

C. Preservation of Existing Affordable Housing

This plan calls for more residential growth by preserving existing housing stock and developing new units on vacant parcels within established neighborhoods. These locations can offer affordable housing that is close to jobs, transportation and services. Housing development can also provide welcome improvements to communities suffering from a lack of investment. However, new development in established communities may result in the loss of existing low-cost housing. For example, when existing affordable housing stock is demolished or upgraded to create market rate units, neighborhoods lose housing for its low-income residents. Low-cost housing is a community resource we should strive to preserve.

Redevelopment policies must be balanced with the need to preserve existing low-cost housing and neighborhoods. Retention of affordable housing can be encouraged through appropriate zoning and development regulations, financial incentives, rehabilitation programs, historic preservation, and acquisition strategies.

Additionally, preservation of affordable housing minimizes health and safety risks and provides residential stability. Historic features to existing buildings are also preserved. In combination, these efforts increase livability and help establish the character of existing neighborhoods.

U-338 **King County should develop and expand incentives and subsidy programs to preserve affordable housing threatened by market forces and expiring federal subsidies. Relocation assistance and replacement housing should be developed, where feasible, to help low-income households when displacement is unavoidable.**

U-339 **King County should explore land use and financial incentives to preserve and improve existing housing in redeveloping areas through the use of programs such as transfer of development rights, tax credits and tax abatements for low-income housing and tax abatements and restoration loans for housing designated as a historic landmark.**

U-340 **King County should assist owners of rental properties serving low- and moderate-income residents to acquire financing for building health and safety improvements in exchange for long-term agreements to maintain affordable rents.**

U-341 **King County should work with financial institutions and other housing agencies to expand resources for housing rehabilitation through techniques such as reverse mortgage programs and loan pools.**

U-342 **King County should coordinate preservation of existing affordable housing with city and county historic preservation programs and incentives, and should promote preservation and restoration of significant historic features in the rehabilitation of existing buildings and sites for housing.**

U-343 **King County shall support ongoing efforts to maintain and preserve existing mobile home parks, at an appropriate level of safety and habitability, as a source of affordable housing for low-income homeowners through zoning, funding for acquisition and rehabilitation of parks and homes.**

U-344 **King County should consider the constraints of rehabilitation, legalization of accessory dwelling units, and historic preservation, so usable structures are rehabilitated to an appropriate level of safety and habitability.**

U-345 **Development standards should promote lower-cost infill development such as accessory dwelling units and cottage-style housing in a manner that allows existing housing to be retained through measures such as an innovative or flexible building envelope, access and infrastructure standards.**

D. Access to Housing

An important goal of addressing affordable housing needs is the successful integration of housing for low-income households into the larger community. This can be accomplished by:

- Siting community facilities and affordable housing with convenient access to employment, transportation and services;
- Adopting favorable land use policies and regulations;
- Increasing housing choices for special needs residents;
- Making reasonable accommodations for people living with disabilities;
- Permitting group living situations with supportive services; and
- Establishing positive relationships with neighbors of affordable housing.

Publicly funded developments can contribute to increasing access to housing for lower-income and special needs residents through new construction or acquisition and rehabilitation of existing housing.

For special needs groups, public policies favor community-based, independent living in small residences such as single-family homes or apartments. These policies are supported by the King County Fair Housing Ordinance as well as state and federal laws that prohibit housing discrimination against protected classes, including people with disabilities.

U-346 **King County shall promote opportunities for publicly funded housing, including housing for low-income people with special needs, by:**

a. Adopting land use policies and regulations that treat publicly funded housing and other low-income housing the same as housing of a similar size and density;

b. Adopting funding and program policies that encourage integration of assisted housing within communities and a fair distribution of publicly funded housing throughout the county. However, mandatory dispersion requirements which limit where publicly funded housing may locate, should not be applied; and

c. Encouraging developers and owners of publicly funded housing units to undertake activities to establish and maintain positive relationships with neighbors.

U-347 **King County shall make reasonable accommodations in its rules, policies, practices and services when such accommodations may be necessary to afford persons with disabilities equal opportunity to use or enjoy a dwelling.**

U-348 **King County should develop and adopt standards for publicly funded housing that will:**

a. Increase the ability of people with special needs to visit or have physical access to housing units regardless of their residency status;

b. Allow household members to age in place; and

c. **Include universal design principles that increase the amount of housing that is accessible and usable by all persons.**

U-349 **King County should support the ability of people, especially the elderly and persons with disabilities, to find housing opportunities that allow them to live as independently as possible in the housing and community of their choice.**

U-350 **King County shall prohibit special requirements through land-use regulations, restrictive covenants and conditional or special use permits that limit the ability of persons from protected classes (as defined in the King County Fair Housing Ordinance) to live in residences of their choice.**

U-351 **King County shall permit group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision, within a single-family house or apartment.**

U-352 **King County should work with housing industry representatives to identify and remove barriers (such as real estate marketing, finance or insurance practices) that restrict housing choices and opportunities for low- and moderate-income people and people with special needs.**

U-353 **King County should use land use planning and funding programs to help site community facilities and assisted publicly funded housing so that low- and moderate-income residents and persons with special needs have convenient access to community and transportation services.**

E. Reducing Development Costs

Rising costs have contributed to increases in rents and housing prices at all price levels. These costs are associated with land acquisition, construction, financing, permit processes, roads and utilities and market demand. Although some of these cost increases fall outside the control of local governments, others are directly affected by public policy decisions. Public policies should be evaluated for implications related to the cost of housing development. Cost-saving approaches should be studied. Strategies for increasing favorable zoning, regulations and infrastructure can significantly cut housing development costs. These will help curtail rising housing costs and increase the amount of new, affordable housing units.

U-354 **King County should pursue land use policies and regulations that result in lower development costs without loss of adequate public review, environmental quality or public safety and do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.**

U-355 **King County shall continue to improve development standards to allow higher densities and flexibility of housing types in all residential zones, in order to best accommodate the environmental conditions on the site and the surrounding neighborhood when planning housing developments.**

U-356 **King County should encourage the use of area-wide Environmental Impact Statements when plans are developed for activity centers, areas identified for redevelopment or other neighborhoods to provide a more complete analysis of cumulative environmental impacts and reduce the time and cost of environmental review for individual developments.**

U-357 **King County shall seek to minimize the time necessary to process development permits to meet affordable housing and environmental goals and community and aesthetic concerns.**

U-358 **King County should encourage the formation of common development codes and standards with cities, sewer and water districts and other permitting agencies to increase predictability and reduce development costs.**

U-359 **King County should develop new partnerships with public and private lending institutions to find solutions that reduce housing financing costs for both builders and consumers.**

F. New Housing Models

The characteristics of people seeking housing continue to change. Today, there are more single adults living alone or in shared housing than ever before. More families are single-parent households. Many households have two parents working full-time. As the population ages, more seniors will need housing.

King County can assist in the development of housing types that meet the needs of these individuals and families by funding affordable housing, revising development standards and/or expediting permit

processing. Demonstration projects can provide needed housing for low-income households and test new models for housing simultaneously.

U-360 **King County should assist in development of innovative, affordable demonstration projects by exploring alternative land development, flexible development standards, and construction techniques.**

U-361 **King County shall encourage new housing models by supporting projects such as owner-built housing, land trusts for rental and ownership housing, and other innovative developments.**

U-362 **Within the Urban Growth Area, King County shall promote the development and expansion of land trusts that provide affordable ownership opportunities.**

U-363 **King County should support transit-oriented development that expands housing opportunities at locations near frequent transit by engaging private and nonprofit entities in an investment/development partnership. Public transit funds should be used only when it is shown that the public transit benefit of such investment is equal to or greater than the cost. King County should support efforts to incorporate affordable housing in transit-oriented development.**

U-364 **King County should explore the feasibility of allowing five-story wood frame construction as a technique that will increase the availability of multifamily housing while lowering development costs and maintaining fire safety.**

U-365 **King County should promote cottage-style housing development that clusters a limited number of small-scale detached units around a common green space at a density level that is up to twice that allowed by base density. The general character and size of cottage-style development should be controlled in the same manner that creates compatibility with a single-family neighborhood.**

U-366 **King County should encourage development of residential communities that achieve lower prices and rents through shared common houses, open spaces and community facilities.**

G. Direct Assistance to Households

In many cases, the most effective form of housing assistance is direct assistance to low- or moderate-income households. This approach is commonly used for first-time homebuyer programs, which provide reduced-rate mortgages or assistance with closing costs. These forms of assistance increase options for homebuyers and enable them to find housing they prefer. Federal programs also provide direct rental assistance to low-income households to help pay rent in public and privately owned rental housing.

1. Homeowner Assistance

U-367 **King County should work with local lenders to expand assistance for first-time homebuyers, including homebuyer education and counseling, low-cost financing and assistance with down payments and closing costs.**

U-368 **King County should provide financial assistance for housing rehabilitation to low-income home owners, including owners of mobile homes residing in parks, and through community-based repair programs, such as tool banks or painting programs.**

2. Renter Assistance and Homeless Prevention

U-369 **King County should support programs that help prevent homelessness, such as emergency rental assistance, mortgage default counseling, and improvements to emergency services referral networks.**

U-370 **King County should support programs that assist low-income renters to remain in or to gain access to private market housing, such as revolving loan funds that cover utility and damage deposits, and rental assistance programs.**

U-371 **King County should support programs that provide landlord-tenant counseling, workshops and mediation in landlord-tenant disputes, as well as legislation which protects the rights of tenants and landlords, such as fair rental contracts.**

H. Balancing Jobs and Housing

As the population of the Puget Sound region grows, King County is expected to remain the major employment center of the region. As job growth occurs, the workers for these jobs must be

accommodated with adequate opportunities for housing. If a balance of job growth and housing availability is not achieved, these workers will need to live longer distances away from their jobs, thus increasing pressures upon transportation systems.

U-372 **King County shall work with the Growth Management Planning Council or its successor and the private sector to support development of an adequate supply of housing commensurate with job growth within the county and its cities. To attain this goal, King County shall:**

- **a. Support job and household growth targets and policies established in the Countywide Planning Policies;**
- **b. Establish performance measures to gauge how jurisdictions are accommodating growth;**
- **c. Participate in buildable lands inventories, market analyses and other studies to evaluate if sufficient land capacity is available for residential development; and**
- **d. Work with cities to ensure additional actions are taken throughout the county to accommodate and promote residential development when job growth causes great demand for housing and severe shortages in the availability of housing for new workers in the county.**

IV. Sustainable Development

It is the goal of King County to work toward a model sustainable community where both the public and private sectors seek to balance urban growth with natural resource protection while addressing climate change. Sustainable development seeks to achieve this goal by addressing the impacts of the built environment in which we live and work. Sustainable development is implemented through planning, design and construction methods, including green building and low impact development (LID) that promote environmental quality, economic vitality and social benefits.

Current development practices contribute significantly to the adverse impacts buildings and associated infrastructure have on our environment. These impacts include heavy consumption of energy and water, large-scale production of wastes, water pollution, degradation of habitats and other ecological resources, and contribution to greenhouse gas emissions. Implementing sustainable development involves incorporating green building and LID practices into our policies through education, incentives and regulation to help reduce these negative impacts.

Green building is defined as design, construction and operational practices that significantly reduce or eliminate the negative impact of buildings through sustainable site planning, water savings, energy efficiency, materials selection and enhanced indoor environmental quality for occupants. One strategy of green building is LID. LID is an approach to land development that emphasizes maintaining or restoring a site's natural hydrologic function by protecting and enhancing native vegetation and soils, minimizing impervious surfaces and managing stormwater at its source.

A. Sustainable Development for King County Capital Improvement Projects

The King County Green Building Initiative requires the use of sustainable development practices in all buildings the county constructs, remodels and renovates. By incorporating sustainable development practices when projects are in the planning and predesign phase, economic benefits may realized, including the reduction of operating costs, enhanced asset value, optimized building performance and a healthier workplace for its employees. The strategic energy management, efficiency and conservation program called for in F-308 will enable King County to monitor the effectiveness of sustainable development practices in improving energy efficiency.

U-401 **King County should incorporate sustainable development principles and practices into the design, construction and operation of county facilities and county-funded projects.**

U-402 **King County should leverage its purchasing power related to capital improvement projects to help expand the markets for green building products, including recycled-content materials and clean, renewable energy technologies.**

B. Sustainable Development in the Private Sector

King County seeks to foster innovative design and development techniques in the private sector that reduce the negative impacts of site development and building construction while maintaining affordability and economic development. Similarly, King County also encourages the use of low-impact site design techniques to reduce impacts to aquatic resources.

U-403 **King County should encourage, support and promote the application of sustainable development practices in all private sector development within the county. This may be accomplished through working with residential and commercial developers to reduce impervious surface areas, protect ground and surface water within a watershed, assure that habitat protection needs are incorporated into development proposals to the extent possible, incorporate greater use of green building materials and utilize systems that conserve or reuse resources, including those that use energy more efficiently. When King County provides technical assistance and incentives for the use of sustainable development practices, it shall be at no cost to any private sector development. King County shall collaborate with the private sector on potential future regulatory tools.**

U-404 **King County shall identify and evaluate potential changes to land use development regulations and building codes to support and promote green building and low impact development.**

C. Low Impact Development

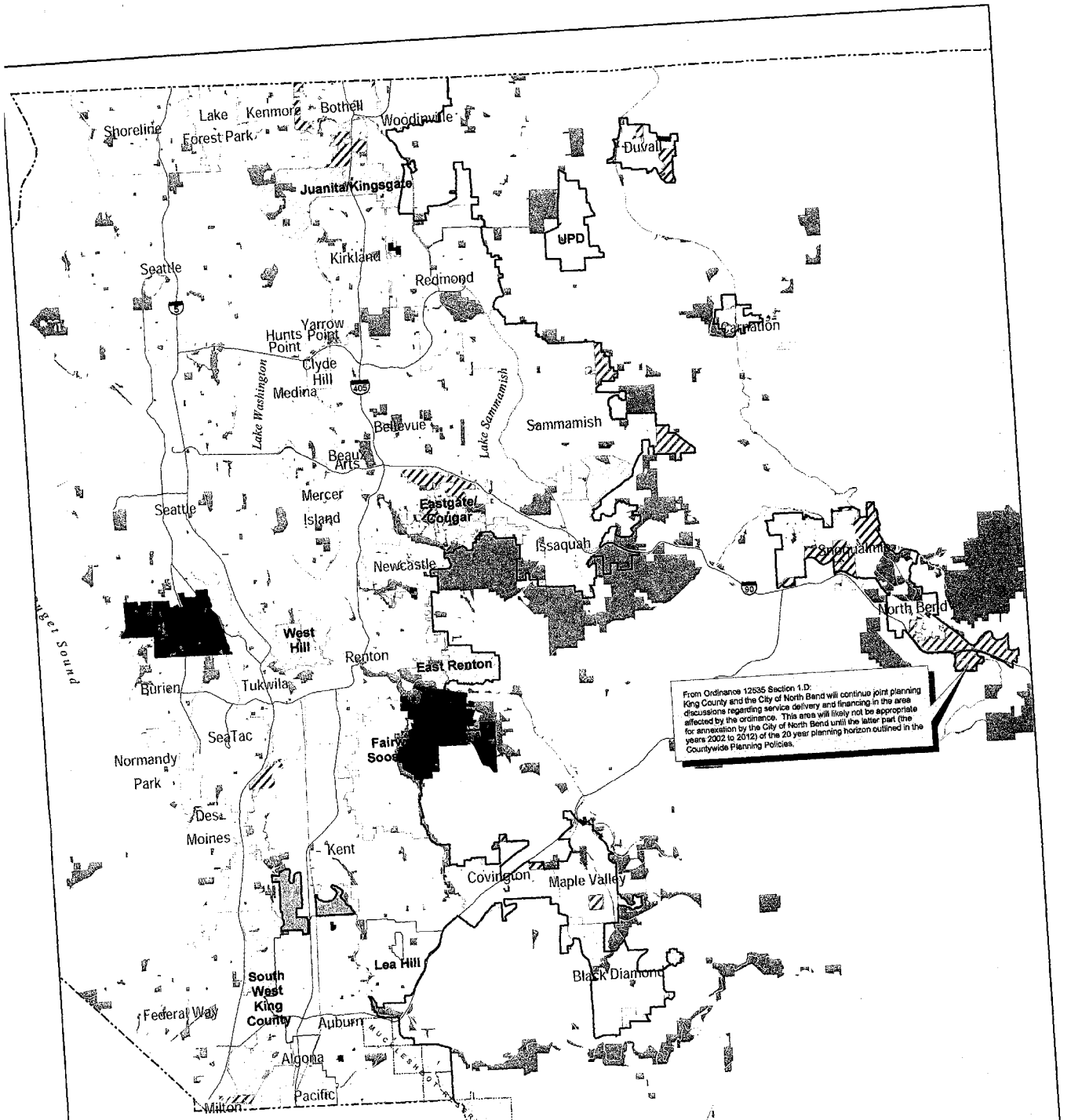
Current development practices can adversely impact water resources. Low impact development (LID) is an approach to land development that works to preserve a site's natural hydrologic functions by protecting native vegetation and soils, reducing impervious surface and managing stormwater at its source. LID techniques include retention of native vegetation, soil amendment, rainwater harvesting,

pervious pavement and bioretention. King County has been and will continue to be a leader in developing and implementing state-of-the-art stormwater management techniques including LID. LID is becoming increasingly important in meeting the challenge of protecting declining and federally protected aquatic species, meeting the requirements of the Municipal National Pollutant Discharge Elimination System Permit and in doing our part to protect and restore Puget Sound.

U-405 **King County should incorporate low impact development principles and practices into the design, construction and operation of all county facilities and county-funded projects to the fullest extent feasible.**

U-406 **King County should work with residential and commercial developers to incorporate low impact development practices that protect native vegetation and soils, facilitate reuse of resources, such as reclaimed water, reduce the carbon footprint of the project, and reduce impervious surface. When King County provides technical assistance and incentives for the use of low impact development practices, it shall be at no cost to any private sector development.**

U-407 **King County shall identify and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.**



Interim Potential Annexation Areas 2008

Urban Areas which are within the designated PAA of two or more cities-- "OVERLAPS"--OR OTHERWISE CONTESTED AREAS

Urban Areas which are not within the designated PAA of any city-- "GAPS"

Green River Agricultural Districts

Pending Annexation

Potential Annexation Area Recognized by City-County Interlocal Agreement

Interim Potential Annexation Areas

Cities

Parks

Urban Growth Area Boundary

Countywide Planning Policy Map
Rural City Urban Growth Areas:
Carnation, Black Diamond, Duvall, Enumclaw, North Bend (North Bend Potential Annexation Area reflects resolution of a joint planning area, see Ordinance 12535 Section 1.D), Skykomish (not shown), and Snoqualmie.

Interlocal Agreement:
Auburn, March 1999

Potential Annexation Areas Sources:

City Comprehensive Plans:
Algona, August 1995
Bothell, December 1994
Federal Way, November 1995
Issaquah, September 1997
Kent, April 1995
Milton, December 1995
Comprehensive Plan Amendment November 1997
Newcastle, June 1997
Pacific, July 1995
Redmond, December 1997
Renton, December 1997
SeaTac, December 1995
Seattle
Tukwila, December 1995

King County Comprehensive Plan, 2008
Chapter Two, Urban Communities

The maps in the King County Comprehensive Plan and its technical appendices are produced with a computer geographic information system. They are reduced in size but available at a larger scale.

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February 2008

King County
Department of Development and Environmental Services

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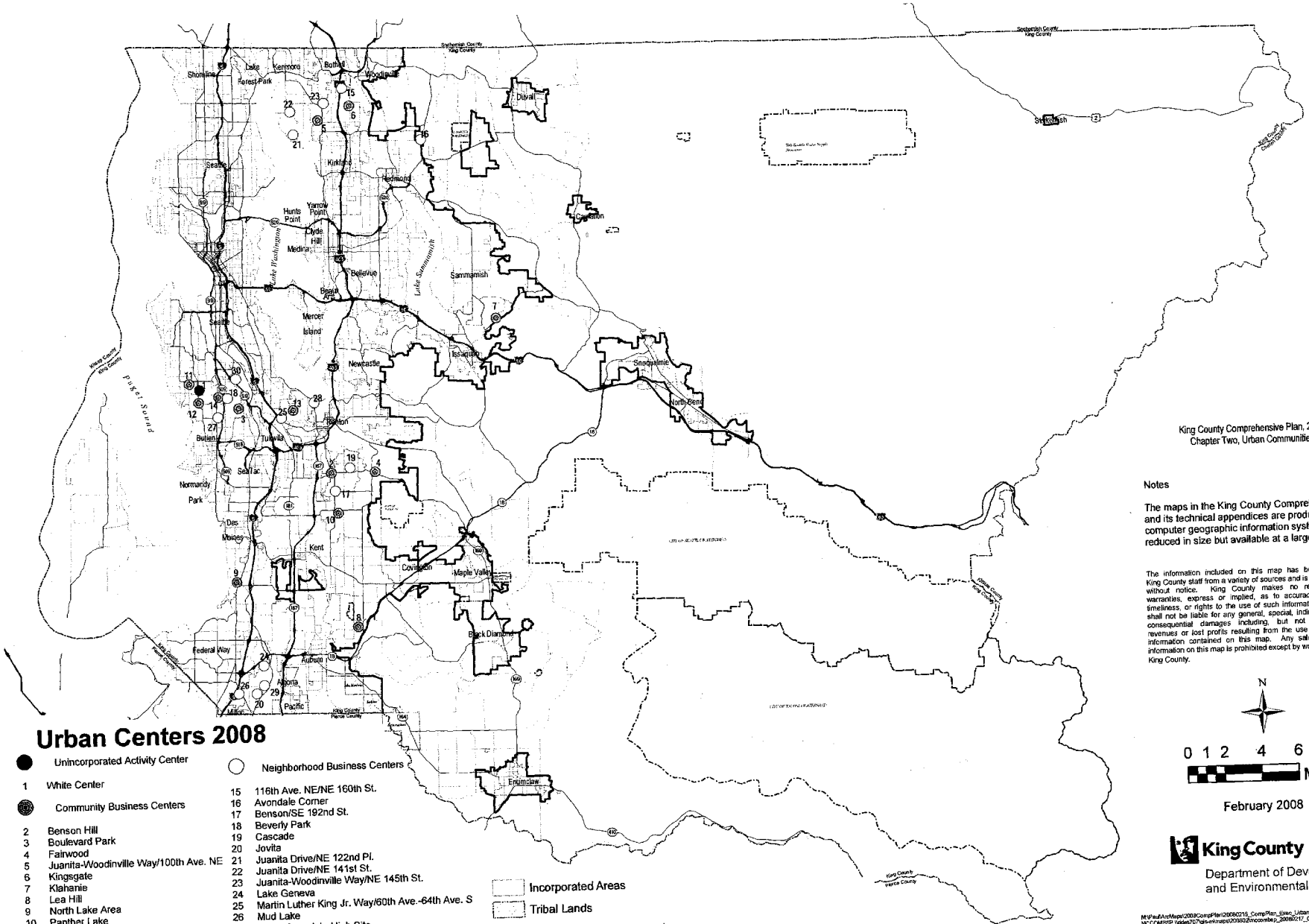

Urban Centers 2008

● Unincorporated Activity Center

1 White Center

◉ Community Business Centers

2 Benson Hill
3 Boulevard Park
4 Fairwood
5 Juanita-Woodinville Way/100th Ave. NE
6 Kingsgate
7 Klahanie
8 Lea Hill
9 North Lake Area
10 Panther Lake
11 Roxhill
12 Salmon Creek
13 Skyway
14 Top Hat

○ Neighborhood Business Centers

15 116th Ave. NE/NE 160th St.
16 Avondale Corner
17 Benson/SE 192nd St.
18 Beverly Park
19 Cascade
20 Jovita
21 Juanita Drive/NE 122nd Pl.
22 Juanita Drive/NE 141st St.
23 Juanita-Woodinville Way/NE 145th St.
24 Lake Geneva
25 Martin Luther King Jr. Way/60th Ave.-64th Ave. S
26 Mud Lake
27 Puget Sound Jr. High Site
28 Rainier Ave. S./S. 114th St.-S. 117th St.
29 Spider Lake
30 Unincorporated South Park

Incorporated Areas
Tribal Lands
Urban Growth Area Boundary
Municiple Watershed Boundary

Source: King County Department of Development and Environmental Services

King County Comprehensive Plan, 2008
Chapter Two, Urban Communities

Notes

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February 2008

King County
Department of Development and Environmental Services

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3

Chapter Three

Rural Area and Natural Resource Lands

Rural ((Legacy)) Area and Natural Resource Lands

Rural King County is an essential part of the county's rich diversity of lifestyle choices and landscapes in a backdrop of scenic natural beauty. This chapter sets forth the county's intent and policies to ensure the conservation and enhancement of rural communities and resource lands. This chapter addresses the Rural Area, which comprises the land use classifications of Rural, Rural Neighborhood Commercial Centers, and Rural Towns. It also addresses the designated Resource Lands, which include lands designated Agriculture, Forest or Mining on the Land Use Map.

Growth Management Act's Goals, Elements, and Requirements

Sections I through V of this chapter satisfy the Growth Management Act's (GMA) mandatory rural element by designating rural lands in order to limit development and prevent sprawl, by permitting land uses that are compatible with the rural character established in the King County Countywide Planning Policies, and by providing for a variety of rural densities. These sections also satisfy the mandatory land use element by indicating the population densities that are appropriate for the Rural land use classification. The policies in these sections also encourage natural resource-based industries and natural resource land uses in the Rural Area as required by the GMA.

Section VI of this chapter satisfies GMA Goal 8 to maintain and enhance natural resource-based industries; RCW 36.70A.170 requirement to designate natural resource lands; and RCW 36.70A.080 optional conservation element by conserving natural resource lands.

Rural Legacy and Communities

Understanding and conserving the unique characteristics of each of the county's rural communities will help the county retain its rural character and its agricultural and forestry heritage.

King County's Rural Area, including communities such as the Hobart Plateau, Vashon Island, the Snoqualmie Valley, and the Enumclaw Plateau, are characterized by low-density residential development, farms, ranches, forests, watersheds crucial for both fisheries and flood hazard management, mining areas, small cities and towns, historic sites and buildings, archaeological sites, and regionally important recreation areas. These rural uses and activities interact with the county's rich agricultural and forestry resources. The location of the Rural Area between the Urban Growth Area and the designated Resource Lands helps to protect commercial agriculture and timber from incompatible uses.

Designation and conservation of a Rural Area sustains rural communities and rural character as valued parts of King County's diversity. It also provides choices in living environments; maintains a link to King County's heritage; allows farming, livestock uses, and forestry to continue; and helps protect environmental quality and sensitive resources, such as groundwater recharge areas. Rural King County also acts to enhance urban areas by providing a safe and reliable local food source, nearby open space and parks for a variety of recreation and tourism opportunities, and educational opportunities to explore current and historic agricultural and forestry practices.

Within the Rural Area are lands designated as Rural Towns and Rural Neighborhood Commercial Centers. The purpose of these designations is to provide services and limited goods that satisfy rural residents' daily needs.

Resource Lands in King County

The growing, harvest, extraction, processing, and use of products from the land play an important role in King County's economy by providing jobs and products for local use and export. Agricultural and forest lands also provide scenic views, links to King County's cultural heritage, and environmental benefits such as wildlife habitat, improvements in air and water quality, and carbon sequestration. In large measure, King County's quality of life is dependent upon the thoughtful planning and sound management of these lands to ensure their long-term conservation and productive use.

The population growth in the Puget Sound Region since 1945 has resulted in the conversion of agricultural and forest lands to other uses, and the reduction of mining opportunities. The natural resource land base has diminished for many reasons, among them the demand for more land for urban land uses, fragmentation of large acreages into rural residential properties, loss of infrastructure such as local processing facilities for resource-based industries, and the high cost of land. Since 1994, when King County designated its resource lands of long term significance under GMA, it has been much more successful in retaining these areas.

Section VI contains King County's strategy for conservation of these valuable resource lands and for encouraging their productive and sustainable management. The strategy consists of policies to guide planning, incentives, education, and regulation. Although Section VI focuses on the designated resource lands of long term commercial significance, many of the policies are applicable to farm, forest and mineral lands in the Rural Area as well.

I. Rural Legacy and Communities

Preserving rural King County plays a key role in ensuring a continuing variety of landscapes, maintaining the diverse communities that portray the rural legacy, and supporting the evolving rural economic opportunities for the county and its residents. The rural landscape is characterized by extensive forests and farm lands, free-flowing rivers and streams that provide high-quality habitat for fish and wildlife, and a mixture of housing types along with small commercial enterprises and business hubs. Rural lands and rural-based economies contribute to the range of choices and enhance the quality of life of all county residents. The Growth Management Act requires King County to protect these areas while sustaining traditional rural lifestyles and rural character.

Traditional rural economic activities have evolved over the decades as residents have responded to changing markets and the expansion of urban areas. Large-scale, commercial forestry and mining have been and continue to be the traditional land uses in the eastern half of King County. Farming continues in the prime soils found in the river valleys and on the Enumclaw Plateau. Although historic activities such as hop farming have disappeared, and the number of dairy farms has declined, today's farmers are exploring new crops as well as opportunities to create value-added products. County residents raise livestock such as poultry, cattle, sheep, llamas, alpacas, and buffalo. A broad range of equestrian uses are also a part of the rural economy. The Rural Towns, Rural Neighborhood Commercial Centers, and home-based businesses have also responded to the changes in the county, and in the commercial market place.

The glacial soils and terrain that give King County its natural beauty also create significant environmentally critical areas, such as steep, erodable slopes, wetlands and groundwater recharge areas. Maintenance of tree cover, natural vegetation and wetlands are critical to the continued functioning of the ecosystem and preservation of rural character. The interplay of forest cover, soils and water are essential to watershed health, ensuring adequate groundwater recharge, runoff and pollution reduction, carbon sequestration and habitat functions.

Conserving rural and natural resource lands in King County is integral to providing diversity in lifestyle choices; sustaining farming, livestock, and forestry economies; protecting environmental quality and wildlife habitat; and maintaining a link to the county's resource-based heritage.

A. Rural Legacy

King County's rural legacy is bound to its historic, cultural, ecological, and archaeological sites, and to its rich and varied forestry, agricultural and mining heritage. The railroad played a significant role in the historic growth and development of the county; its legacy is still seen in tourism opportunities in the cities of Skykomish and Snoqualmie. Historic barns are found throughout the agricultural areas of the county. Lumber mills influenced the development of communities, such as Preston, where the mill site is still in existence and historic photos adorn the walls of the community center. Chapter Six of this plan provides the direction and policies for preserving the county's rural heritage. The policies that relate to conserving the farms and forests in King County are discussed in sections II and VI of this chapter.

R-101 **King County will continue to preserve and sustain its rural legacy by supporting its historic, cultural, ecological, agriculture, forestry, and mining heritage through collaboration with the King County Landmarks Commission, 4Culture, unincorporated area councils, community organizations, rural residents, and rural business owners, including forest and farm owners.**

B. Rural Character

King County is committed to protecting rural character and recognizes that each of its rural communities has distinct and unique characteristics. These communities vary depending on settlement and economic history, geography, and distance from the urbanizing areas of the region. For example, residents of Vashon Island, accessible only by ferry, enjoy an island's leisurely and scenic lifestyle. Residents of the hilly gorge region around Black Diamond enjoy numerous recreational opportunities. There are small communities throughout rural King County, such as Hobart and Cumberland, each with their own unique history and lifestyle. Other rural communities, such as Old Maple Valley, are in transition as development of land in and adjacent to the areas is occurring. In the Snoqualmie Valley, farming is still the mainstay, while further east, the Town of Skykomish has a significant railroad and forestry history.

The growth in the Puget Sound region affects rural character everywhere in the region. King County was once firmly rooted in agriculture, forestry and mining. However, with the regional growth both the rural economy and the rural population are changing, as are the expectations of some rural residents for county services. Some residents are more accustomed to independent lifestyles focused around resource uses such as farming, dairying, keeping of livestock, or forestry. Other residents and visitors can be surprised by the sights, sounds, and smells associated with rural living; and can be accustomed to higher levels of

service and facilities than are traditionally provided in the Rural Area. It is the intent of the county to continue to provide services at established rural levels that support and help maintain rural character.

Several years ago, numerous rural residents realized both a need to protect their diverse communities and to represent their common interests to the county. Thus, the Unincorporated Area Councils (UACs) were created to represent the interests of rural residents and business owners, within a specific area. The four rural UACs are Four Creeks Unincorporated Area Council, Greater Maple Valley Area Council, Upper Bear Creek Unincorporated Area Council, and Vashon-Maury Island Community Council. Although each UAC operates separately and has different by-laws, the UAC's are now working together to represent interests common throughout rural King County, such as growth impacts and transportation issues.

The GMA requires the protection of traditional rural activities and rural character. One of the challenges facing the county is to provide for a diversity of lifestyle choices while providing public services at rural levels.

R-102 **King County will continue to support the diversity and richness of its rural communities and their distinct character by working with the unincorporated area councils, community groups, rural residents, and business owners to sustain and enhance the rural character of its rural and resource lands, Rural Neighborhood Commercial Centers, and Rural Towns.**

II. Rural Designation

A. Rural Area Designation Criteria

The Rural Area designation in King County represents the multi-use nature of rural lands, including working farms and forests, livestock uses, home-based businesses and housing. The term Rural Area includes the Rural, Rural Commercial Neighborhood Centers, and Rural Towns designations on the Land Use Map. The sustainability and enhancement of these areas and their underlying economic health is critical to the range of lifestyle choices available in King County.

The criteria set forth in this section were used to draw the boundaries of the Rural Area designated by this plan.

R-201 **It is a fundamental objective of the King County Comprehensive Plan to maintain the character of its designated Rural Area. The GMA specifies the rural element of comprehensive plans include measures that apply to rural development and protect the rural character of the area (RCW 36.70A.070(5)). The GMA defines rural character as it relates to land use and development patterns (RCW 36.70A.030(15)). This definition can be found in the Glossary of this Plan. Rural development can consist of a variety of uses that are consistent with the preservation of rural character and the requirements of the rural element. In order to implement GMA, it is necessary to define the development patterns that are considered rural, historical or traditional and do not encourage urban growth or create pressure for urban facilities and service. Therefore, King County's land use regulations and development standards shall protect and enhance the following components of the Rural Area:**

a. **The natural environment, particularly as evidenced by the health of wildlife and fisheries (especially salmon and trout), aquifers used for potable water, surface water bodies including Puget Sound and natural drainage systems and their riparian corridors;**
b. **Commercial and noncommercial farming, forestry, fisheries, mining and cottage industries;**
c. **Historic resources, historical character and continuity, including archaeological and cultural sites important to tribes;**

d. **Community small-town atmosphere, safety, and locally owned small businesses;**
e. **Economically and fiscally healthy Rural Towns and Rural Neighborhood Commercial Centers with clearly defined identities compatible with adjacent rural, agricultural, forestry and mining uses;**
f. **Regionally significant parks, trails and open space;**
g. **A variety of low-density housing choices compatible with adjacent farming, forestry and mining and not needing urban facilities and services; and**
h. **Traditional rural land uses of a size and scale that blend with historic rural development.**

R-202 **The Rural Area designations shown on the King County Comprehensive Plan Land Use Map include areas that are rural in character and meet one or more of the following criteria:**

a. **Opportunities exist for significant commercial or noncommercial farming and forestry (large-scale farms and forest lands are designated as Resource Lands);**
b. **The area will help buffer nearby Resource Lands from conflicting urban uses;**
c. **The area is contiguous to other lands in the Rural Area, Resource Lands or large, predominantly environmentally critical areas;**
d. **There are major physical barriers to providing urban services at reasonable cost, or such areas will help foster more logical boundaries for urban public services and infrastructure;**
e. **The area is not needed for the foreseeable future that is well beyond the 20-year forecast period to provide capacity for population or employment growth;**
f. **The area has outstanding scenic, historic, environmental, resource or aesthetic values that can best be protected by a Rural Area designation; or**
g. **Significant environmental constraints make the area generally unsuitable for intensive urban development.**

The Rural Area includes all lands in King County outside of the designated Urban Growth Area (UGA), not including the designated Forest and Agricultural Production Districts. The Rural Area is generally located east of the UGA, with the exception of the entirety of Vashon-Maury Islands. Within the Rural Area, three land use categories are applied: Rural, allowing low-density residential development, forestry, farming, livestock uses, and a range of traditional rural uses; Rural Town, recognizing historical settlement patterns and allowing commercial uses to serve rural residents; and Rural Neighborhood Commercial Centers, allowing small-scale convenience services for nearby rural residents.

While the GMA, the Countywide Planning Policies and King County's policies and regulations call for protecting the Rural Area by limiting housing densities, there are many other features besides density that characterize the Rural Area. Some of the most important features include integration of housing with traditional rural uses such as forestry, farming and keeping of livestock; protection of streams, wetlands and wildlife habitat; preservation of open vistas, wooded areas and scenic roadways; and reliance on minimal public services. King County is committed to maintaining these features as well, and the policies in this chapter call for continuing and expanding upon these efforts.

R-203 **King County's Rural Area is considered to be permanent and shall not be redesignated to an Urban Growth Area until reviewed pursuant to the Growth Management Act (RCW 36.70A.130(3)) and Countywide Planning Policy FW-1.**

B. Forestry and Agriculture in Rural King County

The Rural designation includes working farms and forests. These contribute to rural character; the diversity and self-sufficiency of local economies; and open space, wildlife habitat, flood hazard management, and environmental quality. However, Rural Area land in farm and forest use has diminished since 1985, mostly through the conversion of these lands to residential uses. Pressures to convert from resource use include the high land value for alternative uses and the encroachment of residential and other development that conflicts with the resource use.

Although most of King County's agriculture and timber lands are within designated Agricultural and Forest Production Districts, there is a significant land base for agriculture and forestry in the Rural Area. King County has studied this land base, has mapped agricultural use, and has identified rural forest areas where forestry will be enhanced and protected. Efforts to conserve the forest, farm, and livestock uses are important and include technical assistance, incentive programs, and the Transfer of Development Rights program (as presented in Section III).

R-204 **Farming and forestry are vital to the preservation of rural King County and should be encouraged throughout the Rural Area. King County should encourage the retention of existing and establishment of new rural resource-based uses, with appropriate site management that protects habitat resources. King County's regulation of farming, keeping of livestock, and forestry in the Rural Area should be consistent with these guiding principles:**

a. Homeowner covenants for new subdivisions and short subdivisions in the Rural Area should not restrict farming and forestry;

b. **Agricultural and silvicultural management practices should not be construed as public nuisances when carried on in compliance with applicable regulations, even though they may impact nearby residences; and**

c. **County environmental standards for forestry and agriculture should protect environmental quality, especially in relation to water and fisheries resources, while encouraging forestry and farming.**

R-205 **Uses related to and appropriate for the Rural Area include those relating to agriculture, forestry, mineral extraction, and fisheries, such as the raising of livestock, growing of crops, creating value-added products, and sale of agricultural products; small-scale cottage industries; and recreational and small-scale tourism uses that rely on a rural location.**

Most of the policies related to agriculture and forestry are found in the Resource Lands section (Section VI) of this chapter. Many of these policies are relevant to agriculture and forestry in the Rural Area as well as in the designated Agricultural and Forest Production districts.

The importance of farming and forestry to the Rural Area was first emphasized in the 1994 Comprehensive Plan. Subsequently, the county took steps to encourage the continuation of farm and forestry practices in the Rural Area, including developing a Farm and Forest Report in 1996. The report recommended a series of actions to protect the rural farm and forest land base as well as the practices of farming and forestry, including the provision of technical assistance to aid property owners in land management, outreach to owners of properties vulnerable to development, creating opportunities for property owners to sell their development rights, and seeking funding for public acquisition of rural resource lands. The report also recommended the continuation of the King County Agriculture Commission and the appointment of a Rural Forest Commission to review the impact of proposed regulations on rural forestry and recommend incentive programs.

1. Forestry

Since 1996, King County has been actively implementing the recommendations of the Farm and Forest Report through the Forestry Program. Throughout the Rural Area, King County encourages small-scale forestry and land stewardship through a variety of land owner incentive and community-based programs that:

a. Promote forest stewardship through education and technical assistance programs, such as the Washington State University Extension Forest Stewardship Programs;

b. Provide technical assistance and information to landowner groups and community associations seeking to implement land/water stewardship, habitat restoration and management plans;
c. Create opportunities and incentives for voluntary, cooperative management of woodlots and open space currently in separate ownership;
d. Offer technical assistance and information to landowners who are interested in managing their forest for non-timber specialty forest products;
e. Explore opportunities for providing relief from special levies and assessments; and
f. Provide education and assistance in the control of noxious and invasive weeds.

The county encourages forest stewardship planning and active forest management as a means of reducing conversion of forestland to other uses, to improve forest health, to sustain rural economic activities and to reduce risks from wildfire. Hundreds of landowners have written plans and entered the Timber Land Current Use Taxation Program. Some of these landowners have had difficulty implementing their plans because of development regulations. The county has worked with the Rural Forest Commission to identify and propose changes to the code to remove impediments to the implementation of forest stewardship plans.

The small size of forested properties in the Rural Area means that the volume of timber harvested at any one time is usually small. Under these circumstances it is difficult for landowners to find forestry services or log buyers. King County continues to explore ways to facilitate the harvest, utilization and marketing of wood products grown in the Rural Area.

R-206 **The conservation of forest land and forestry throughout the Rural Area shall remain a priority for King County. Landowner incentive programs, technical assistance, permit assistance, regulatory actions and community-based education shall be used throughout the Rural Area to sustain the forest land base and forestry activities. King County should ensure that its regulations, permitting processes and incentive programs facilitate and encourage active forest management and implementation of forest stewardship plans.**

The Forestry Program will continue to evaluate additional ways to conserve rural resource lands and encourage forestry. In addition, King County has identified properties for acquisition, and has worked in partnership with other jurisdictions and citizen groups to match high priority sites with funding sources for permanent conservation. King County owns and manages over 3,000 acres of forest properties: Taylor Mountain Forest, Ring Hill, Sugarloaf, Island Center, Dockton, and Mitchell Hill forests. The county has also conserved several forest properties that have remained in private ownership by purchasing the development rights.

Although economic incentive programs and technical assistance are available to all property owners in the Rural Area interested in pursuing small-scale forestry, special efforts to maintain forest cover and the practice of sustainable forestry are warranted where there are opportunities to sustain large, contiguous blocks of rural forest. The Agricultural and Forest Lands map identifies such areas as Rural Forest Focus Areas and notes the locations and boundaries of each focus area.

R-207 **Rural Forest Focus Areas are identified geographic areas where special efforts are necessary and feasible to maintain forest cover and the practice of sustainable forestry. King County shall target funding, when available, new economic incentive programs, regulatory actions, and additional technical assistance to the identified Rural Forest Focus Areas. Strategies specific to each Rural Forest Focus Area shall be developed, employing the combination of incentive and technical assistance programs best suited to each focus area.**

R-208 **The Rural Forest Focus Areas should be maintained in parcels of 20 acres or more in order to retain large, contiguous blocks of rural forest. Regulations or incentives should seek to achieve a maximum density of one home per 20 acres.**

2. Farming

The 1996 Farm and Forest Report provided a series of strategies for conserving farmland and sustaining farming both within the designated Agricultural Production District (APD) where the prime agricultural soils are found and outside the APD, where there continues to be a significant amount of farming. A 2003 survey identified 25,000 acres in the Rural Area in active agriculture, much of it in livestock production.

R-209 **The county should develop specific incentives to encourage agricultural activities in the remaining prime farmlands located outside the Agricultural Production District. These incentives could include tax credits, expedited permit review, reduced permit fees, permit exemptions for activities complying with best management practices, assistance with agricultural waste management or similar programs.**

The raising and management of livestock and the production of associated products are components of the county's agricultural economy. Livestock raised in the county includes, but is not limited to, cattle, buffalo, sheep, hogs, llamas, alpacas, goats, and poultry.

R-210 **King County supports the raising and management of livestock and the production of related value-added products. The management of livestock and the lands and structures supporting the raising of livestock, should be consistent with industry best management practices and with county, state, and federal regulations related to the specific industry.**

C. Equestrian Activities

King County recognizes the contributions of equestrian livestock husbandry, training, competition, and recreation activities to the overall rural quality of life in King County. These activities provide a lifestyle value to numerous county residents and visitors and economic revenue for rural residents and business owners. There are numerous organizations that support the equestrian industry by providing education and promoting equine husbandry, including the King County Agriculture Program, King County Extension Service, Future Farmers of America, 4H, the King County Executive Horse Council, Backcounty Horsemen, the Enumclaw Forested Foothills Recreation Association, and numerous other special interest equestrian-related groups.

In the 2004 Comprehensive Plan, Equestrian Communities were identified and mapped to support coordinated activities between the county and the equestrian industry, especially in preserving trails. However, a diversity of equestrian uses are found throughout the county and these uses should be sustained and encouraged where compatible with the existing character of the area in which new equestrian facilities are proposed.

As growth continues to occur throughout the county, open land to sustain livestock and existing or potential trail segments may be lost to uncoordinated land development and road improvements. Also, requirements of the Endangered Species Act may limit livestock management choices and the location of new equestrian facilities on land constrained by large riparian corridors. Additionally, with the county's emphasis on preserving agricultural and forestry lands within the Agricultural and Forest Productions Districts, the development of large equestrian facilities of a size and scale that would be incompatible with agricultural and forestry practices within these districts should be discouraged.

R-211 **King County should continue to support and sustain equestrian activities and ensure that regulations support those activities compatible with the area in which they are located.**

Equestrian uses in the county include trail riding. Although llama and alpaca treks are becoming increasingly popular, most of the trail riding in King County is on horses. The following policies address the need to continue to support trails for equestrian, multi-use, and existing trail linkage purposes.

R-212 **King County should support the identified equestrian uses in the Rural Area by providing facilities on King County rights-of-way where not in conflict with the terms of utility easements to accommodate horse travel; by maintaining equestrian links, including multiple-use trails, where appropriate; and by adoption of supportive land use regulations for use of these areas for horsekeeping. King County will work with local communities to identify and protect multiple-use trails and other public trails that support horse travel within the Rural Area.**

R-213 **Soft-surface multiple-use trails in corridors separate from road rights-of-way are the preferred option for equestrian travel for safety reasons and to avoid conflicts with residential activities associated with the street. Existing off-road trails should be preserved during site development, with relocation as appropriate to accommodate development while maintaining trail connections. The King County Road Design Standards will accommodate safe equestrian travel within road rights-of-way. Where appropriate, capital improvement programs for transportation and park facilities shall also enable the use of new facilities by equestrians. Construction standards for multiple-use nonmotorized trails to be established in road rights-of-way within the Rural Area should assure a minimum eight-foot-wide gravel shoulder on arterial roads and 4.5 foot gravel shoulder on local access roads, or provide a trail separated from the driving lanes by a ditch or other barrier. Construction standards for soft-surface multiple-use nonmotorized trails in corridors separate from road rights-of-way shall be consistent with current trail construction and maintenance practices as promulgated by the U.S. Forest Service.**

R-214 **King County's land use regulations should protect rural equestrian community trails by supporting preservation of equestrian trail links in the Rural Area, protecting livestock from intrusions from residential development, and encouraging subdivision layouts that preserve opportunities for keeping of horses. Representatives of the equestrian community shall be given the opportunity to review and monitor regulatory and programmatic actions by King County, such as rural area development regulations, that have the potential to affect equestrian uses.**

R-215 **Property owners in the Agricultural and Forest Production Districts are encouraged to voluntarily allow continued equestrian access to existing trails or alternative access if the existing trail impedes future use of their property.**

R-216 **Equestrian trails should be a category in the county's Public Benefit Rating System, so that a landowner who provides trail access may qualify for a tax reduction under the program.**

R-217 **County departments negotiating trades or sales of county land shall determine whether any historically established trails exist on the property, and ensure that those trails are retained or replaced to ensure that key linkages to regional systems are not lost as a condition of the trade or sale.**

III. Rural Densities and Development

A. Rural Growth Forecast

The GMA requires most new growth to be accommodated in Urban Growth Areas (UGA), yet growth may be permitted outside the UGA provided it is not urban in character.

The Rural Area is not expected to accommodate large amounts of growth and allows for low-density residential development and other traditional rural uses. The GMA requires that rural development be contained and controlled to ensure the protection of rural character, assure the visual compatibility of rural development with the surrounding rural area, protect environmentally critical areas and habitat, and protect against conflicts with natural resource uses such as farming, forestry, and mining.

In 2002, the Growth Management Planning Council adopted urban area targets to accommodate the 2022 countywide population projections supplied by the state. These urban targets assumed a rural area forecast of an additional 6,000 housing units during the period 2001 to 2022. No attempt has been made to allocate this rural forecast to subareas of rural King County.

Since adoption of King County's initial comprehensive plan under GMA in 1994, annual building permit activity in the Rural Area has continued to drop to an average of approximately 570 new building permits per year for the period 1999-2002. Application of new zoning measures and other regulatory tools have also helped to reduce subdivision activity, but if the current rate of 570 new homes per year continues, the Rural Area could be built out to its full capacity within 20 years of the date of this plan.

The application of lower-density zoning or more restrictive standards could reduce the creation of new lots, but there are limited opportunities to address development of existing legal lots. One measure that would slow the growth rate on existing lots would be the establishment of an annual limit on the number of building permits to be issued in the Rural Area. This alternative would be more palatable if it were linked to a transfer of development rights program or a development rights purchase program.

R-301 **A low growth rate is desirable for the Rural Area, including Rural Towns, to comply with the State Growth Management Act, prevent sprawl and the overburdening of rural services, reduce the need for capital expenditures for rural roads, maintain rural character and protect the environment. King County shall focus its resources on the**

unincorporated Urban Area until such time that these areas become part of cities. All possible tools may be used to limit growth in the Rural Area. Appropriate tools include land use designations, development regulations, level of service standards and incentives.

B. Residential Densities

The low-density residential living choices available in the Rural Area provide an important part of the variety of housing options for King County residents. The residential land use policies in this section, together with their implementing regulations, strike a balance between making rural housing available to those who desire a rural way of life and keeping densities and the number of housing units low enough so they can be supported by a rural level of public facilities and services, be compatible with nearby commercial and noncommercial farming and forestry, and prevent or significantly reduce adverse impacts of development on the natural environment. These policies and implementing regulations could allow 14,000 to 24,000 more housing units at ultimate buildout in addition to the roughly 58,000 residences existing in the designated Rural Area in 2000. The Transfer of Development Rights Program will help reduce development capacity in the Rural Area, and King County should continue to seek other programs that provide economic incentives for property owners to voluntarily limit residential development of their land.

R-302 **Residential development in the Rural Area should occur as follows:**

a. **In Rural Towns at a variety of densities and housing types, compatible with maintenance of historic resources and community character; and**
b. **Outside Rural Towns at low densities compatible with traditional rural character and uses, farming, forestry, mining and rural service levels.**

The use of land and the density of development (measured as the number of homes or other structures per acre or per square mile of land) are key determinants and contributors to the character of the Rural Area, as described above in Section A. Although human settlement of King County's Rural Area has a wide variety of uses and densities, both the historical and desirable range of uses and densities defined here are necessarily narrower and less intense than that found in the Urban Area. Residential development at very low densities (including the land for accessory uses, on-site sewage disposal and local water supply) consumes or will consume most of the land in the Rural Area. Residential density may be the single, most important factor in protecting or destroying rural character that can be influenced by government policies and regulations.

Low overall densities in the Rural Area will be achieved through very large minimum lot sizes or limited clustering at the same average densities when facilities and services permit (for example, soil conditions

allow on-site sewage disposal on smaller lots). The Rural Area cannot be a significant source of affordable housing for King County residents, but it will contain diverse housing opportunities through a mix of large lots, clustering, existing smaller lots and higher densities in rural cities and Rural Towns, as services permit.

Future development in the Rural Area will, to a great extent, be controlled by the availability of transportation concurrency. Concurrency certificates are issued only to proposed developments that meet strict level of service standards. In the Rural Area, this standard is an average volume/capacity ratio of 0.69 during the afternoon peak period. Many of the traffic zones in the Rural Area are near or already out of compliance; therefore, proposed subdivisions are being denied concurrency certificates. In the Transportation Chapter, policies prevent the construction of road projects in the Rural Area for the purpose of increasing road capacity, meaning that these zones will remain out of compliance.

R-303 **The Rural Area should have low residential densities that can be sustained by minimal infrastructure improvements such as septic systems and rural roads, cause minimal environmental degradation and impacts to significant historic resources, and that will not cumulatively create the future necessity or expectation of urban levels of services. Concurrency certificates for proposed new subdivisions in the Rural Area shall not be issued if trips generated by such subdivisions would exceed rural transportation level of service standards.**

R-304 **Rural area residential densities shall be applied in accordance withR-305 – R-309. Individual zone reclassifications are discouraged and should not be allowed in the Rural Area. Property owners seeking individual zone reclassifications should demonstrate compliance with R-305 – R-309.**

Although King County designated Resource Lands and zoned extensive portions of its territory as Agricultural Production Districts or Forest Production Districts, very low residential densities adjacent to Resource Lands are essential to minimize land use conflicts. In addition, a significant part of the Rural Area land base is still used for farming or forestry uses. Therefore, suitability of lands for continuing resource uses and proximity to designated natural resource lands will be important considerations in applying the lower rural densities.

R-305 **A residential density of one home per 20 acres or 10 acres shall be achieved through regulatory and incentive programs on lands in the Rural Area that are managed for forestry or farming respectively, and are found to qualify for a Rural Forest Focus Area designation in accordance with R-207.**

R-306 **A residential density of one home per 10 acres shall be applied in the Rural Area where:**

a. **The lands are adjacent to or within one-quarter mile of designated Agricultural Production Districts, the Forest Production District or legally approved long-term mineral resource extraction sites; or**
b. **The lands contain significant environmentally constrained areas as defined by county ordinance, policy or federal or state law, or regionally significant resource areas or substantial critical habitat as determined by legislatively approved basin plans or Watershed Resource Inventory Area Plans; and**
c. **The predominant lot size is greater than or equal to 10 acres in size.**

R-307 **For Vashon-Maury Island, a residential density of one home per 10 acres:**

a. **Shall be maintained on areas zoned RA-10 as of 1994 to help protect community character and reduce adverse impacts on the island's infrastructure; and**
b. **Shall be applied to areas with a predominant lot size of 10 acres or greater and mapped as category I Critical Aquifer Recharge Areas.**

R-308 **A residential density of one home per 5 acres shall be applied in the Rural Area where:**

a. **The land is physically suitable for development with minimal environmentally sensitive features or critical habitat as determined by legislatively adopted watershed based plans;**
b. **Development can be supported by rural services;**
c. **The land does not meet the criteria in this plan for lower density designations; and**
d. **The predominant lot size is less than 10 acres.**

Although King County intends to retain low residential densities in the Rural Area, residential development has occurred in the past on a wide variety of lot sizes. Both existing homes on small lots and rural infill on vacant, small lots contribute to the variety of housing choices in the Rural Area. In some cases, however, rural-level facilities and services (e.g. on-site sewage disposal, individual water supply systems) may not permit development of the smallest vacant lots. The effect of Policy R-209 is to recognize that some of the Rural Area has already been subdivided at a density greater than one lot per five acres (for example, parts of the shoreline of Vashon Island), but not to allow more than one home per five acres on unplatted acreage. Zoning to implement policies R-206 through R-209 has been applied through subarea and local plans and area zoning maps.

R-309 **The RA-2.5 zone has generally been applied to rural areas with an existing pattern of lots below five acres in size that were created prior to the adoption of the 1994 Comprehensive Plan. These smaller lots may still be developed individually or combined, provided that applicable standards for sewage disposal, environmental protection, water supply, roads and rural fire protection can be met. A subdivision at a density of one home per 2.5 acres shall only be permitted through the transfer of development credits from property in the designated Rural Forest Focus Areas. The site receiving the density must be approved as a Transfer of Development Rights receiving site in accordance with the King County Code. Properties on Vashon-Maury Islands shall not be eligible as receiving sites.**

Accessory dwelling units provide opportunities for affordable housing, on-site housing for workers and caretakers, housing for extended family members, and rental income for landowners. However, detached accessory dwelling units function similarly to separate homes on separate lots and should be treated as such. When a subdivision is proposed for a property that already has a house and a detached accessory dwelling unit, the house and accessory dwelling unit shall count as two units. For example, on an RA-5 zoned 20 acre parcel, which could be subdivided into four lots, the existing primary dwelling and the accessory unit in a separate building shall count as two of the four units allowed on the site.

R-310 **Accessory dwelling units in structures detached from the primary dwelling shall be counted as a separate dwelling unit for the purpose of lot calculations under the zoning in place at the time of a proposed subdivision.**

R-311 **The King County Residential Density Incentive Program shall not be available for development in the Rural zones.**

C. Transfer of Development Rights Program

The Growth Management Act encourages the use of innovative techniques for land use management. King County has a long tradition of using such techniques, including programs promoting transfers of development rights, to achieve its land management goals.

To that end, King County promotes the transfer of development rights from land valuable to the public ("sending sites"), to land better able to accommodate growth ("receiving sites"). The Transfer of Development Rights (TDR) Program is a voluntary program that allows sending site landowners to achieve an economic return on their property while maintaining it in forestry, farming, habitat, parks, or

open space in perpetuity. It also increases housing opportunities in Urban Area receiving sites where urban services and infrastructure can accommodate additional growth.

Sending site landowners choose to sever the right to develop their land from the land itself and sell their development rights to receiving site landowners who are permitted to build at greater densities than allowed under current zoning with the purchase of development rights. When transferable development rights are allocated to sending site property owners, the land is protected from future development in perpetuity through a conservation easement. In so doing, the TDR program: (1) benefits small rural property owners by providing them financial compensation to not develop their land, (2) directs rural development growth into urban areas, and (3) preserves land through private market transactions.

R-312 **As an innovative means to permanently preserve private lands with countywide public benefit, to encourage higher densities in urban areas and reduce residential development capacity in Rural Area and Resource Lands, King County shall continue to operate an effective TDR Program.**

R-313 **The priority of the TDR Program is to reduce development potential in the Rural Area and Resource Lands by encouraging the transfer of development rights from private rural lands into the Urban Growth Area.**

R-314 **King County supports and shall work actively to facilitate the transfer of Rural Area and Resource Lands development rights to:**

- **a. Preserve the rural environment, encourage retention of resource-based uses and reduce service demands;**
- **b. Provide permanent protection to significant natural resources;**
- **c. Increase the regional open space system;**
- **d. Maintain low density development in the Rural Area and Resource Lands; and**
- **e. Provide mitigation for the impacts of urban development on global warming by reducing emissions from transportation and sequestering carbon through retention of forest cover.**

R-315 **To promote transfers of development rights, King County shall:**

- **a. Facilitate transfers from private property owners with sending sites to property owners with receiving sites;**
- **b. Operate the King County TDR Bank to buy and sell development rights;**
- **c. Work with cities to develop interlocal agreements that encourage transfers of development rights into cities; and**

d. Seek public amenity funding to enhance the livability of incorporated area receiving site neighborhoods accepting increased densities.

1. Sending and Receiving Sites

R-316 Eligible sending sites shall be lands designated on the King County Comprehensive Plan land use map as Rural Area (RA), Agriculture (A), Forestry (F), and Urban Separator, and shall provide permanent land protection to create a public benefit. Priority sending sites are:

a. Lands in Rural Forest Focus Areas;

b. Lands adjacent to the Urban Growth Area boundary;

c. Lands contributing to the protection of endangered and threatened species;

d. Lands that are suitable for inclusion in and provide important links to the regional open space system; and

e. Agricultural and Forest Production District lands.

R-317 For transfer of development rights purposes only, qualified sending sites are allocated development rights as follows:

a. Sending sites with Rural Area or Agricultural zoning shall be allocated one TDR for every five acres of gross land area;

b. Sending sites with Forest zoning shall be allocated one TDR for every eighty acres of gross land area;

c. Sending sites with Urban Separator land use designation shall be allocated four TDRs for every one acre of gross land area;

d. If a sending site has an existing dwelling or retains one or more development rights for future use, the gross acreage shall be reduced in accordance with the site's zoning base density for the purposes of TDR allocation; and

e. King County shall provide bonus TDRs to sending sites in the Rural Area as follows:

1. The sending site is a vacant RA zoned property and is no larger than one-half the size requirement of the base density for the zone; and

2. The sending site is a RA zoned property and is located on a shoreline of the state and has a shoreline designation of conservancy or natural.

R-318 Prior to the county's allocation of transferable development rights to a sending site landowner, the landowner shall record and place on title of the sending site parcel a

conservation easement documenting the development restrictions. If a development right(s) is being retained for future development, the subsequent development must be clustered, and the tract preserved with a permanent conservation easement shall be larger than the developed portion. In the case of lands within the Rural Forest Focus Areas, no more than one dwelling unit per 20 acres shall be retained, and the tract preserved with a conservation easement shall be at least 15 acres in size.

R-319 **TDRs may be made to receiving sites as follows:**

a. **Unincorporated urban areas. Preference should be given to locations within designated urban centers, and to areas adjacent to transit stations and park-and-ride lots;**
b. **Transfers into incorporated areas shall be detailed in an interlocal agreement between the city receiving the development rights and the county;**
c. **Rural Areas zoned RA-2.5, that are not on Vashon Island, may receive transfers of development rights only from the Rural Forest Focus Areas.**

2. Rural and Resource Land Preservation Program

Rural and Resource Lands face increasing development pressure, yet the county must simultaneously plan for, and allow, future development growth. This tension makes it incumbent on the county to strengthen its TDRs efforts. For this reason, King County seeks to increase the number of development right transfers and adopt an expanded Rural and Resource Land Preservation program to reduce and redirect rural development potential into the urban areas.

R-320 **The goals of the Rural and Resource Land Preservation Program are to: (1) reduce the development potential in rural and resource lands by 25%; (2) increase activity in the TDR market; (3) bolster demand for TDRs; (4) offer rural property owners access to incentive programs; (5) protect low-density rural areas from encroaching urban development; and (6) reduce carbon emissions by decreasing vehicle miles traveled from the rural area and by sequestering carbon in the Rural Area.**

R-321 **The Rural and Resource Land Preservation TDR Program shall include, but is not limited to, the following:**

a. **In addition to the density that is allowed on a receiving site in the urban growth area from the purchase of TDRs, the county shall evaluate the climate change related impacts of the proposed development. In so doing the county shall**

consider the climate change effects related to reducing transportation related emissions, sequestering of carbon on the sending site, and any other climate change effects that result from the transfer of development rights from the sending site, provided that such consideration is not precluded by administrative rules promulgated by the state. Furthermore, any standards related to consideration of climate change impacts through the SEPA process shall be subject to council review and adoption by ordinance;

b. In the Rural Area, a development proposal for a short subdivision creating up to four lots may purchase TDRs from other Rural Area properties or the TDR Bank in order to satisfy transportation concurrency requirements. The transfer shall not result in an increase in allowable density on the receiving site. A short subdivision creating two lots where the property has been owned by the applicant for five or more years and where the property has not been subdivided in the last ten years shall satisfy the transportation concurrency requirements without having to purchase TDRs;

c. King County shall provide an added density bonus of up to a 100% increase above the base density allowed in K.C. Code 21A.12.030, when TDRs are used for projects within any designated commercial center or activity center within the Urban Growth Area that provides enhanced walkability design and incorporates transit oriented development;

d. King County may allow accessory dwelling units in the Rural Area that are greater than one thousand square feet, but less than 1,500 square feet, if the property owner purchases one TDR from the Rural Area; and

e. King County may allow a detached accessory dwelling unit on a RA-5 zoned lot that is two and one-half acres or greater and less than three and three-quarters acres if the property owner purchases one TDR from the Rural Area.

R-322 King County should increase funding for urban area amenities and the TDR Bank and seek private and other public funding to strengthen the TDR program and facilitate the transfer of development rights from the Rural Area in order to preserve the rural environment, encourage retention of rural resource-based uses and avoid urban service demands in the Rural Area. King County should pursue public or private partnerships and bond or levy proposals for additional TDR Bank funding to target threatened private rural or resource lands. Rights purchased through such a program could be sold into any appropriate urban location.

D. Nonresidential Uses

Although low-density residential development, farming and forestry are the primary uses in the Rural Area, some compatible public and private uses are appropriate and contribute to rural character. Compatible uses might include small, neighborhood churches, feed and grain stores, produce stands and home occupations such as small day care facilities or veterinary services. In addition, it may be necessary to locate some public facilities in the Rural Area, such as utility installations that serve rural homes. Any allowed nonresidential uses should be designed to blend with rural residential development and resource uses.

R-323 **Nonresidential uses in the Rural Area shall be limited to those that:**

a. Provide convenient local services for nearby residents;

b. Require location in a Rural Area;

c. Support natural resource-based industries;

d. Provide adaptive reuse of significant historic resources; or

e. Provide recreational opportunities that are compatible with the surrounding Rural Area.

These uses shall be sited, sized and landscaped to complement rural character as defined in policy R-101, prevent impacts to the environment and function with rural services including on-site wastewater disposal.

R-324 **Golf facilities shall be permitted when located outside of Rural Forest Focus Areas, Regionally Significant Resource Areas and Locally Significant Resource Areas, as a conditional use, in the RA-2.5 and RA-5 zones.**

The service area of most schools in the Rural Area is large and relatively sparsely populated. Placing schools in rural cities or Rural Towns allows them to be served with urban-level utilities and fire protection and to be used efficiently for other community activities.

R-325 **In the Rural Area, elementary schools may locate where required to serve neighborhoods. New middle/junior high schools and high schools and school facilities are encouraged to locate in rural cities or unincorporated Rural Towns. In reviewing proposals for middle/junior high and high schools and school facilities outside rural cities or Rural Towns, King County should ensure that any approved project will not stimulate local demand for urban-level services. In order to support**

the availability of public facilities and services for educational purposes, public schools and public school facilities may exceed nonresidential development standards as provided for by county code, shall comply at a minimum with applicable surface water design manual standards and may be provided with public sewer services in accordance with F-249.

R-326 **Small airfields beyond those already established in the Rural Area should not be permitted, due to their cumulative impacts on air traffic and nearby uses.**

R-327 **Library services for the Rural Area should be provided by bookmobiles, or by libraries in Rural Towns or rural cities.**

E. Character/Development Standards

The aesthetic qualities and character of the Rural Area depend on a combination of factors, including low densities; a high ratio of undeveloped or undisturbed soil and natural or crop vegetation to development, such as roads and structures; historic buildings and landscapes; and minimal development standards, public facilities and services beyond those needed for environmental protection and basic public health and safety.

R-328 **New subdivisions in the Rural Area should strive to maintain the size and scale of traditional development patterns and rural character.**

R-339 **New subdivisions in the Rural Area should be designed and developed to maximize conservation of existing forest cover and native vegetation, and to minimize impervious surfaces within individual lots and in the subdivision as a whole. King County shall develop additional site design standards for new subdivisions that further reduce the impacts of new homes in the Rural Area on the natural environment, resource uses and other adjacent land uses.**

R-330 **Site design standards for new subdivisions in the Rural Area should include: minimization of paved surfaces; limitations on entrance signage; preservation of natural contours, existing meadows and opportunities for keeping of horses; and other standards to limit features typical of urban or suburban development.**

R-331 **Rural residential development adjacent to Agricultural and Forest Production Districts shall be sited to minimize interference with activities related to resource**

uses. Residences next to the Forest Production District shall be built with greater setbacks from the Forest Production District boundaries for safety and to reduce nuisance complaints.

R-332 **To maintain traditional rural development patterns and assure continued opportunities for resource activities in the Rural Area, large lot development is preferred in the Rural Area. Clustering of lots is permitted when:**

a. **The development provides equal or greater protection of the natural environment, natural resource lands, historic resources or archaeological sites;**
b. **Clusters are limited in size to be compatible with surrounding large lots or nearby agricultural and forestry uses;**
c. **The clustered development is offset with a permanent resource land tract preserved for forestry or agriculture, as designated by the owner at time of subdivision or short subdivision, or a permanent open space tract. Under no circumstances shall the tract be reserved for future development; and**
d. **The development can be served by rural facility and service levels (such as on-site sewage disposal and rural fire protection).**

Low-density development in the Rural Area will have different residential street needs from those in the Urban Growth Area. Densities and travel demand in the Rural Area are very low and road maintenance is a proportionately greater per capita cost than in the Urban Growth Area.

Rural streets and roads outside Rural Towns generally will have no more than two travel lanes, no curbs or sidewalks and feature unpaved shoulders and open drainage ditches. Local access streets for residential subdivisions will constitute a significant proportion of the site disturbance and impervious surface associated with new development in the Rural Area and therefore must take the environment into consideration equally with traffic flow and vehicular access.

R-333 **King County shall continue to support the rural development standards that have been established to protect the natural environment by addressing seasonal and maximum clearing limits, impervious surface limits, surface water management standards that emphasize preservation of natural drainage systems and water quality, groundwater protection, and resource-based practices. These standards should be designed to provide appropriate exceptions for lands that are to be developed for kindergarten through twelfth grade public schools and school**

facilities, provided that the school project shall comply at a minimum with the requirements of the King County Surface Water Design Manual.

F. Sustainable Development

Additional policies on sustainable development are located in Chapter 2. These policies also apply in the Rural Area.

R-334 **King County shall encourage, support and promote the application of sustainable development practices in all private sector development within the Rural Area.**

R-335 **King County shall provide assistance through development of customized stewardship plans for individual properties, to help property owners understand their properties' characteristics and the potential impacts of their actions, and to make sustainable land use choices that protect natural resources.**

G. Low Impact Development

Current development practices can adversely impact water resources. Low impact development (LID) is an approach to land development that works to preserve a site's natural hydrologic functions by protecting and enhancing native vegetation and soils, reducing impervious surface and managing stormwater at the source. These techniques are well suited to development in rural residential zoned areas. King County has been and will continue to be a leader in developing and implementing state-of-the-art stormwater management techniques including LID. LID is becoming increasingly important in meeting the challenge of protecting declining and federally protected aquatic species, meeting the requirements of the Municipal NPDES Permit and in doing our part to protect and restore the Puget Sound.

Additional policies on low impact development are located in Chapter 2. These policies also apply in the Rural Area.

R-336 **King County shall work with residential builders and developers to encourage the use of low impact development practices that protect native vegetation and soils, restore disturbed soils, and reduce impervious surfaces. King County shall continue to promote preservation of native vegetation and soils and restoration of disturbed soils on rural residential zoned parcels to the maximum extent practicable. Dispersion of runoff from impervious surfaces into native vegetation in accordance**

with the Surface Water Design Manual is the preferred method of stormwater management in the Rural Area.

IV. Rural Public Facilities and Service

The policies below set forth King County's general approach to providing services and setting facility standards for the Rural Area and provide guidance for siting those facilities that require Rural Area locations. See Chapter Seven, Transportation, and Chapter Eight, Services, Facilities and Utilities, for more detailed policies on specific facilities and services such as roads, on-site sewage treatment and disposal systems and water supply.

In order to focus growth within the Urban Growth Area, financial resources must be prioritized to develop and maintain sufficient urban infrastructure and services in the UGA to accommodate that growth. Further, the presence of a high level of public infrastructure and services has been demonstrated to create pressure for new growth. For example, the taxpayer-supported road network constructed in eastern King County over the last twenty to thirty years has been the greatest source of growth pressure in the rural and natural resources area. To use financial resources efficiently and reduce growth pressure in the Rural Area, King County will not provide an urban level of infrastructure and services to the Rural Area. Chapter Seven, Transportation and Chapter Eight, Services, Facilities and Utilities, clarify King County's priorities for transportation and other facility improvements in the rural and natural resource areas.

R-401 **King County shall work with cities and other agencies providing services to the Rural Area to adopt standards for facilities and services in the Rural Area that protect basic public health and safety and the environment, but are financially supportable at rural densities and do not encourage urban development.**

R-402 **Public spending priorities for facilities and services within the Rural Area should be as follows:**

a. First, to maintain existing facilities and services that protect public health and safety; and

b. Second, to upgrade facilities and services when needed to correct level of service deficiencies without unnecessarily creating additional capacity for new growth.

R-403 **In the Rural Area, standards and plans for utility service should be consistent with long-term, low-density development and resource industries. Utility facilities that serve the Urban Growth Area but must be located in the Rural Area (for example, a pipeline from a municipal watershed) should be designed and scaled to serve primarily the Urban Growth Area. Sewers needed to serve previously established urban "islands," rural cities or Rural Towns, or new or existing public schools or public school facilities, shall be tightlined and have access restrictions precluding service to the Rural Area.**

V. Rural Commerical Centers

This section addresses Rural Neighborhood Commercial Centers, Rural Towns, Rural Cities, industrial uses in the Rural Area, and promoting public health in the Rural Area.

The Rural Neighborhood Commercial Centers, Rural Towns, the rural cities, and non-resource industrial uses located in rural King County contribute to the vitality of the rural economy. Additionally, the Rural cities and Rural Towns provide variety in development patterns and housing choices and provide employment opportunities, retail shopping, and other services to nearby residents. These cities and towns also contain a significant portion of King County's historic architecture and are the primary locations for nonresidential uses in the Rural Area. The Rural Neighborhood Commercial Centers provide limited, local convenience shopping, restaurants, and services to meet the daily needs of rural residents.

A. Rural Neighborhood Commercial Centers

Rural Neighborhood Commercial Centers are small commercial developments, or in some cases, historic towns or buildings, that are too small to provide more than convenience shopping and services to surrounding residents. They generally do not have infrastructure or services such as water supply or sewage disposal systems any different from those serving the surrounding area. Examples of Rural Neighborhood Commercial Centers include the store at Stillwater on the Carnation-Duvall Road, the town of Cumberland on the Enumclaw Plateau, and Preston. The county is implementing projects and exploring new options to ensure the continuation of the character and businesses in these important rural centers.

R-501 **The Rural Neighborhood Commercial Centers designated on the Comprehensive Plan Land Use Map are small-scale business areas that should provide convenience shopping and services for the surrounding community. No new Rural Neighborhood Commercial Centers are needed to serve the Rural Area. Expansion of the boundaries of the existing Rural Neighborhood Commercial Centers shall not be permitted except through the subarea plan process.**

The designated Rural Neighborhood Commercial Centers shown on the Land Use map are:

Bear Creek:	Cottage Lake and Redmond-Fall City Road/236th NE
East King County:	Greenwater, Baring and Timberlane Village
Enumclaw:	Cumberland, Krain's Corner and Newaukum
Newcastle:	Coalfield and East Renton Plateau
Snoqualmie:	Preston and Stillwater
Tahoma/Raven Heights:	Maple Valley, Hobart, Ravensdale and North Cedar Grove Road
Vashon:	Burton, Dockton, Tahlequah, Portage, Heights Dock, Jack's Corner, Vashon Center, Vashon Service Center, Vashon Heights and Maury Island Service Center

The policies in this section are based on a recognition of the limited size of most Rural Neighborhood Commercial Centers, the limited utilities and other services available to them, and a desire to preserve their existing character and relationship to the surrounding rural community.

R-502 **Rural Neighborhood Commercial Centers should accommodate only small-scale retail, community and human services, and personal service uses that provide convenience shopping and services to nearby Rural Area residents. If land suitable for residential development is included within the boundaries of a Rural Neighborhood Commercial Center, it should be zoned for rural residential development consistent with the residential development policies of this plan.**

R-503 **King County should adopt commercial development standards for Rural Neighborhood Commercial Centers that facilitate economic reuse of existing structures, minimize increases in impervious surfaces, and encourage retention of historic character and scale. Urban-level parking, landscaping, and street improvement standards are not appropriate for Rural Neighborhood Commercial Centers.**

B. Rural Towns

Rural Towns are unincorporated towns governed directly by King County, but may provide a focal point for community groups such as chambers of commerce or community councils to participate in public affairs.

The purposes of the Rural Town designation are to recognize existing concentrations of higher density and economic activity in the Rural Area, whether by virtue of historical rural settlements or redesignation of an urban commercial center; provide a physical focus for the historic identity of rural communities; and to allow for modest growth of residential and economic uses within these designations if supported by the community and adequate utilities and other public services are available. At the present time, the Rural Towns are Fall City, Snoqualmie Pass, and the Town of Vashon and are recognized as such within the Comprehensive Plan. The county supports the economic vitality of these communities and is offering programs and working with the businesses and residents impacted by these communities in to help ensure their continued economic health.

Although higher-density development in Rural Towns may require public sewers, applying the full range of urban development standards (e.g. for street improvements or landscaping) may not be necessary, and may not be consistent with the historic character of these communities. Although Rural Towns also may in some circumstances develop at densities similar to those in the Urban Growth Area or in rural cities, they are considered part of the Rural Area for purposes of the GMA, do not provide significant growth capacity, and are not subject to the growth targets adopted for the UGA.

R-504 **King County hereby designates the Rural Towns of Fall City, Snoqualmie Pass, and the Town of Vashon as unincorporated Rural Towns. These historical settlements in unincorporated King County should provide services and a range of housing choices for Rural Area residents. The boundaries of the designated Rural Towns are shown on the Comprehensive Plan Land Use Map. Adjustments to these boundaries shall only occur through a subarea planning process, and shall not allow significant increases in development potential or environmental impacts. No new Rural Towns are needed to serve the Rural Area.**

R-505 **Commercial and industrial development that provides employment, shopping, and community and human services that strengthen the fiscal and economic health of rural communities should locate in Rural Towns if utilities and other services permit.**

R-506 **Rural Towns may contain higher-density housing than permitted in the surrounding Rural Area, and should provide affordable and resource-worker housing if utilities and other services permit. Development density in Rural Towns may approach that achieved in rural cities.**

The policies in this section apply only to the unincorporated Rural Towns. King County encourages rural cities to adopt land use policies and development standards that protect and enhance their historical character.

R-507 **Rural Towns serve as activity centers for the Rural Area and may be served by range of utilities and services, and may include several or all of the following land uses, if supported by necessary utilities and other services and if scaled and designed to protect rural character:**

- **a. Retail, commercial and industrial uses to serve the surrounding Rural Area population and to provide support for resource industries and tourism;**
- **b. Residential development, including single-family housing on small lots as well as multifamily housing and mixed-use developments;**
- **c. Other commercial and industrial uses, including commercial recreation and light industry; and**
- **d. Public facilities and services such as community services, churches, schools, and fire stations.**

R-508 **Sewers may be allowed in Rural Towns if necessary to solve existing water quality and public health problems which cannot be addressed by other methods, provided that any extension of sewer mains from urban areas to serve a Rural Town shall be tightlined systems designed to not serve any intervening lands. All alternatives shall be exhausted before sewers may be allowed. Rural Towns shall not be enlarged to facilitate provision of sewers.**

Rural and urban residents alike value the historic character of King County's Rural Towns. New development can enhance the character and valuable features of Rural Towns through careful design and location.

R-509 **Rural Towns should be compact, promoting pedestrian and nonmotorized travel while permitting automobile access to most commercial and industrial uses. New development should be designed to strengthen the desirable characteristics and the historic character of the town, be supported by necessary public facilities and services, and be compatible with historic resources and nearby rural or resource uses. New industrial uses should locate where they do not disrupt pedestrian or bicycle traffic in established retail areas of town or conflict with residential uses.**

C. Rural Cities

King County's rural cities are incorporated areas whose local governments are involved in the region's planning processes on an equal legal basis with the suburban cities, Bellevue and Seattle. The incorporated rural cities are Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Skykomish and Snoqualmie.

The Growth Management Act stipulates that rural cities and their Urban Growth Areas are to be treated as part of the Urban Growth Area. The Countywide Planning Policies also provide for urban land uses and densities and urban services in those locations. Excessive growth in rural cities and Rural Towns, however, may create pressure for extending urban services (for example, roads) across the Rural Area or Resource Lands, may increase conversion pressure on nearby Resource Lands and adversely affect rural character. Therefore, King County views rural cities as qualitatively different from the Urban Growth Area as a whole, even though they may provide significant opportunities for residential or employment growth.

King County has worked with the rural cities to establish Urban Growth Areas to accommodate growth. These areas are shown as part of the Urban Growth Area on the Comprehensive Plan Land Use Map. Additionally, the county is working with these cities on individual economic development strategies and options, as well as regional economic and tourism opportunities.

R-510 **The rural, incorporated cities and their Urban Growth Areas shall be considered part of the Urban Growth Area for purposes of planning land uses and facility needs. King County should work with rural cities to encourage the provision of affordable housing, to minimize the impacts of new development on the surrounding rural land and to plan for growth consistent with long-term protection of significant historic resources, the surrounding Rural Area and Resource Lands.**

R-511 **Within Rural City Urban Growth Areas, the following uses shall be permitted until the area annexes to the city:**

a. **Residential development at a density of 1 home per 5 acres or less with mandatory clustering; and**
b. **Nonresidential development such as commercial and industrial as determined through previous subarea plans.**

D. Non-Resource Industrial Uses and Development Standards in the Rural Area

There are two existing industrial areas in the Rural Area containing multiple industrial uses on several sites. One is located within the southwest portion of the Town of Vashon and the second is a designated industrial area adjacent to the Rural Neighborhood Commercial Center of Preston. The Preston Industrial Area recognizes an existing concentration of industrial uses that contributes to the economic diversity of the Rural Area, but expansion of this industrial area beyond the identified boundaries is not permitted (see Countywide Planning Policy CP-942). One potential industrial area is located along SR-169 on lands that have been and continue to be used as for industrial purposes and have a designation as a King County Historic site that makes conversion to residential highly unlikely.

R-512 **The creation of new Industrial-zoned lands in the Rural Area shall be limited to those that have long been used for industrial purposes, do not have potential for conversion to residential use due to a historic designation and which may be accessed directly from SR-169.**

R-513 **Rural Public Infrastructure Maintenance Facilities, and agriculture and forestry product processing should be allowed in the Rural Area. Other new industrial uses in the Rural Area shall be permitted only in Rural Towns and in the designated industrial area adjacent to the Rural Neighborhood Commercial Center of Preston.**

In order to preserve rural character and protect sensitive natural features, new rural industrial development needs to be of a scale and nature that is distinct from urban industrial development. The scale and intensity and many of the uses allowed in urban industrial development are not appropriate for rural industrial areas. The following policy applies to all new industrial development in the Rural Area.

R-514 **Development regulations for nonvested industrial development in the Rural Area shall require the following:**

a. **Greater setbacks, and reduced building height, floor/lot ratios, and maximum impervious surface percentage standards in comparison to standards for urban industrial development.**
b. **Maximum protection of sensitive natural features, especially salmonid habitat and water quality.**

c. **Building and landscape design that respects the aesthetic qualities and character of the Rural Area, and provides substantial buffering from the adjoining uses and scenic vistas.**
d. **Building colors and materials that are muted, signs that are not internally illuminated, and site and building lighting that is held to the minimum necessary for safety.**
e. **Heavier industrial uses, nonvested industrial uses producing substantial waste byproducts or wastewater discharge, or nonvested paper, chemical and allied products manufacturing uses in the urban industrial zone shall be prohibited.**
f. **Industrial uses requiring substantial investments in infrastructure such as water, sewers or transportation facilities shall be scaled to avoid the need for public funding of the infrastructure.**

The intent of this policy is to preclude expansion of the industrial area beyond the identified boundaries and to ensure that new development (not previously constructed or vested) in the industrial area meets rural character standards. Site design, landscaping, design and construction of internal and access roads and building scale should reinforce the set boundaries and rural nature of the industrial area to further discourage future industrial expansion beyond the industrial boundary.

There are also existing, isolated industrial sites in the Rural Area which are recognized, but are not appropriate for new industrial uses. Further expansion of these isolated industrial uses is not encouraged, and therefore they are not zoned Industrial.

R-515 **Existing industrial uses in the Rural Area outside of Rural Towns, the industrial area on the King County-designated historic site along SR-169 or the designated industrial area adjacent to the Rural Neighborhood Commercial Center of Preston shall be zoned rural residential but may continue if they qualify as legal, nonconforming uses.**

E. Promoting Public Health in the Rural Area for All

Planning and features of the built environment are important in providing healthy, safe places for people regardless of whether the setting is rural or urban. The built environment refers to various physical features, such as buildings, parks, and roadways, and their spatial arrangement in neighborhoods and communities. These features influence public health through the range of choices provided for engaging in various activities. For example, having a park or other gathering place to come together with family, friends, or community members can strengthen social and mental health and increase community

cohesiveness. Also, roadway design influences vehicle speeds and, in the event of a crash or a collision, the injury severity and fatality rates for drivers and pedestrians. People with access to places to play are twice as likely to reach recommended levels of physical activity than those who have little or no access. (See the Introduction and Chapter 2, Urban Communities for additional information on the linkages between the built environment and various aspects of health.)

Many locations in King County's rural cities, Rural Towns, and Rural Neighborhood Commercial Centers function as important hubs for their respective communities because they provide shops and services. Often a park, school, or other public service is within walking distance of these community hubs but can't be safely reached. Opportunities for daily physical activity can be increased by establishing safe walking and bicycling connections to and within these rural hubs.

In addition to physical activity, another major determinant of health is what people eat. Everything from quality and location of food retail outlets and restaurants to food cost to school food choices influence the food choices of rural residents. According to recent USDA figures and research from the American Dietetic Association, almost 80 percent of adults are not eating the recommended levels of fruits and vegetables. There are people in every community for whom hunger is a daily issue. Land use planning can play a role in providing and improving access to healthy foods. Garden plots located in neighborhoods, parks, vacant lots, surplus public rights-of-way, and public utility lands in various communities can be used as places to grow fruits and vegetables, build community, and address hunger. Similar locations in the Rural Area of King County should be explored for this purpose.

R-516 **Non-motorized connectivity, where consistent with rural character, should be encouraged to promote walking and bicycling and to improve public health within Rural Towns and larger Rural Neighborhood Commercial Centers.**

R-517 **King County should explore ways of creating and supporting community gardens, farmers' markets, produce stands and other similar community based food growing projects to provide and improve access to healthy food for all rural residents.**

VI. Resource Lands

Ensuring Conservation and Productive Use of Resource Lands

King County's Natural Resource Lands are those with long-term commercial significance for farming, forestry, and minerals. Products from Resource Lands play an important role in our economy by providing jobs and raw materials such as food, wood, and gravel, and by providing links to our cultural heritage. Responsible stewardship of resource lands produces multiple environmental benefits, such as:

- Stream and salmon protection;
- Clean air and water;
- Wildlife habitat;
- Flood risk reduction;
- Groundwater recharge; and
- Carbon sequestration and reduced greenhouse gas emissions.

King County has taken major steps to conserve and manage agricultural soils and activities, forestry and mining opportunities. Resource Lands and the industries they support are conserved by encouraging development to occur primarily in the Urban Growth Area as directed by the GMA. Under this plan, Resource Lands, including designated Agricultural Production Districts, the Forest Production District and sites of long-term commercial significance for resource uses, will have minimal new residential and commercial development. New development that does occur will be designed to be compatible with active resource-based uses.

This chapter contains King County's strategy for conservation of these valuable Resource Lands and for encouraging their productive and sustainable management. The strategy consists of policies to guide planning, incentives, education, regulation and purchase of development rights.

Forest, farm and mineral lands are not King County's only natural resources. Many other resource-based industries, such as the fisheries industry, are influenced by King County's land use and planning policies. Policies for the protection and enhancement of air, water, vegetation, fisheries, wildlife and other natural resources can be found in Chapter Four, Environment.

The Rural Forest Commission was established in 1997 to represent the diversity of forest interests in King County. The Commission reviews the development and implementation of strategies, programs, policies

and regulations that benefit forestry and advises the county on ways to preserve rural forests and promote rural forestry.

R-601 **The Rural Forest Commission shall advise the King County Executive and Council on the development of innovative programs, policies and regulations that benefit forestry and that encourage the retention of the forest land base in King County. King County shall continue to support the Rural Forest Commission with staff and other resources.**

In 1994, the Agriculture Commission was established as a forum for farmers to take an active role in land use decisions, policies and regulations affecting commercial agriculture. The commission solicits input from agricultural agency technical advisors and others with land use and technical expertise, as well as other affected groups such as the Dairy Federation, tribes, and project proponents.

R-602 **The Agriculture Commission shall advise the King County Executive and Council on agricultural issues and programs, including, but not limited to:**

a. Existing and proposed legislation and regulations affecting commercial agriculture;

b. Land use issues as they impact agriculture; and

c. Ways to maintain, enhance and promote agriculture and agricultural products in the region.

King County shall continue to support the Agriculture Commission with staff and other resources.

As the population in the Puget Sound area continues to grow, the protection of resource lands and the continued success of commercial agriculture and forestry is a regional challenge. Many of the issues facing King County's resource industries are also faced by neighboring counties. Furthermore, some of the infrastructure and support businesses necessary to agriculture and forestry may serve more than a single county. Therefore, King County's efforts to retain healthy resource economies will be more successful if the county collaborates with other agencies in the region.

R-603 **King County should work with other counties to help maintain and enhance commercial agriculture and forestry by addressing challenges common across the region.**

A. Resource Conservation Strategy

In 1985, the King County Comprehensive Plan designated five Agricultural Production Districts and the Forest Production District. Subsequent planning efforts established minimum lot sizes and uses for these districts and their surrounding areas. These land use regulations are consistent with the requirements of the GMA to designate productive lands and to plan for adjacent and nearby land uses compatible with long-term commercial farming and forestry. GMA requires designation of agricultural and forest lands of long-term commercial significance. Agricultural lands of long-term commercial significance are designated as Agricultural Production Districts and forest lands of long-term commercial significance are designated as the Forest Production District as shown on the Agricultural and Forest Lands Map.

The GMA also requires designation of mineral resource lands that have long-term significance for the extraction of minerals. Such lands are shown as Designated Mineral Resource Sites on the Mineral Resources Map in this chapter. The role of the Forest Production District in the conservation of mineral resources is also explained below.

R-604 **King County shall promote and support forestry, agriculture, mining and other resource-based industries as a part of a diverse, regional and sustainable economy.**

R-605 **Well-managed forestry and agriculture practices are encouraged because of their multiple benefits, including natural resource protection.**

R-606 **Farm lands, forest lands and mineral resources shall be conserved for productive use through the use of Designated Agricultural and Forest Production Districts and Designated Mineral Resource Sites where the principal and preferred land uses will be commercial resource management activities, and by the designation of appropriate compatible uses on adjacent rural and urban lands.**

R-607 **Land uses, utilities and transportation facilities adjacent to Designated Agricultural and Forest Production Districts and Designated Mineral Resource Sites, shall be sited and designed to ensure compatibility with resource management.**

R-608 **King County should encourage infrastructure and services that support resource lands management and resource-based businesses. These should be sited in close proximity to designated Agricultural and Forest Production Districts and Designated**

Mineral Resource Sites when adverse impacts and incompatibilities can effectively be mitigated.

Conflicts with surrounding land uses and environmental problems can arise even with the best of precautions. Resource-based industries need reasonable certainty that operations can continue if activities are performed in an environmentally sound manner.

Forest lands and farms provide valuable materials and employment as well as other important functions and values, such as community character, open space and wildlife habitat. These benefits are not without associated costs. Owners of resource lands make substantial investments in managing their land. Taxes, fees, labor costs, costs associated with vandalism and market uncertainties can adversely affect the profitability of resource-based industries.

The Forest Lands Program (RCW 84.33), and the Open Space Taxation Program (RCW 84.34) are tax incentive programs that encourage continued farm and forest management both within and outside the Forest Production District and Agricultural Production Districts.

R-609 **King County should expand access to property tax incentive programs to encourage landowners to continue practicing farming and forestry and to help ensure retention of the resource land base. These programs should be publicized and marketed.**

R-610 **King County shall employ a variety of innovative programs and incentives to help maintain and enhance resource-based industries.**

Examples of such techniques include implementation of a TDR program, technical assistance and education for sustainable land management, expanded education for urban and suburban residents, expanded purchases of land or development rights, the purchase of scenic easements and other less-than-fee-ownership interests that conserve resource uses, establishment of buffers and setbacks for adjacent properties, and relief from special levies and local improvement district fees.

When urban development occurs near Resource Lands, conflicts can result. Examples of such conflicts are greater risk of forest fires; vandalism to logging, farm and mining equipment; destruction of young trees; and increased mixing of heavy truck and residential traffic, which presents safety problems. Increased development near resource lands also results in increased encroachment of noxious weeds into forests and farmland. For these reasons, resource management in or near developed areas often is more costly.

R-611 **King County should develop and employ effective means to inform affected property owners about nearby resource management activities. This may include, but not be limited to:**

a. **Notice on title for properties within five hundred feet of designated agriculture, forestry, and mining lands;**
b. **Signage; and**
c. **Community meetings and other public notification tools.**

Resource Lands in King County include privately owned lands as well as lands owned and/or managed by city, county, state and federal agencies and tribes. In addition, a variety of state and federal regulations apply to some resource maintenance, harvesting and extraction operations. Resource conservation efforts, therefore, require a regional perspective and intergovernmental cooperation.

R-612 **King County shall work cooperatively with cities, tribes, other public agencies, private utilities, resource managers, land owners and citizens to conserve public and private Resource Lands for long-term productivity and environmental protection in a consistent and predictable manner.**

R-613 **Designated Forest and Agricultural Production District lands shall not be annexed by cities.**

R-614 **King County should establish written agreements with agencies, tribes and other affected parties whose close coordination and collaboration are essential to effective implementation of resource management programs. Such agreements should serve to establish consensus and commitment to achieving specific resource management goals and to define the specific roles and responsibilities of each agency.**

R-615 **King County should avoid duplication of federal and state regulations that apply to resource-based industries. However, King County reserves the authority to address issues of local concern with regard to resource-based activities and operations.**

A resource management strategy that protects the environment is necessary to maintain the long-term productivity of the resource. Chapter Four, Environment, describes the value of using an integrated, ecosystem-based approach to natural resource and environmental planning and management. This approach, along with sound operational practices by resource-based industries may be able to prevent or minimize environmental impacts associated with resource harvesting and extraction.

R-616 **Resource-based industries should use practices that protect the long-term integrity of the natural and built environment, adjacent land uses, and cultural resources that maintain the long-term productivity of the resource base. Resource industry practices should result in maintenance of ecosystem health and habitat.**

R-617 **Habitat protection requirements should not fall disproportionately on land maintained in agriculture or forestry, and the costs of such protection shall not be disproportionately placed on the owners of such land.**

R-618 **King County should be a leader in resource management by demonstrating environmentally sound agriculture and forestry on county-owned land.**

R-619 **King County shall provide for integrated resource education through trail and sign systems linked with working farms, forests, and mines. Interpretation should:**

a. Provide historical perspective;

b. Demonstrate current adaptive resource management practices (forestry, fisheries, wildlife, agriculture); and

c. Explain economics of various resource uses.

B. Forestry

King County forestlands provide local, regional and national benefits that are basic to our quality of life. In addition to supplying a variety of wood and other products, forests emit oxygen, supply pure water, reduce risks from flooding and soil erosion, enhance groundwater recharge, provide habitat for innumerable plant and animal species, and offer scenic vistas and recreational opportunities. King County's forests provide employment in forestry, wood, paper, recreation, and tourism industries. In sum, properly managed forests are fundamental to a healthy, diverse economy and environment.

The growth in human population has resulted in the loss of forestlands through conversion to non-forest uses. Increasing demands are being placed upon the remaining forest land base to provide goods, recreational opportunities and ecological functions. Climate change has the potential to put additional stress on forest lands due to changes in seasonal temperature fluctuations, rainfall patterns, and distribution of insect populations. In the next ten to twenty years, Pacific Northwest forests are expected to face increasing drought mortality, difficulty in getting seedlings established, and severity of forest fires. To address these challenges, forest managers are embracing more broad-based management methods and strategies that encompass ecosystems, landscapes and watersheds, while continually incorporating new scientific information to improve these approaches. Their efforts, together with the collective foresight

and dedication of landowners, interest groups, tribes, citizens and agencies, are needed to ensure that King County's forests continue to contribute to a sustainable way of life for present and future generations.

The first step to maintain and enhance commercial forestry is to protect the forest land base. Second, encourage an ecosystem approach to forest management that provides for long-term ecosystem health and productivity and addresses cumulative impacts on non-timber resources. Third, commercial forestry must be supported and encouraged by minimizing land use conflicts and offering incentives.

1. Protecting Forest Lands

The purpose of the Forest Production District (FPD) is to prevent intrusion of incompatible uses, manage adjacent land uses to minimize land use conflicts, and prevent or discourage conversion to nonforestry-based uses. A comparison of the area of forestland converted since 1987 inside the FPD with the area converted outside the district indicates that designation and zoning of commercial forest lands help to discourage subdivision and conversion.

Sixty percent of the land area in King County is within the designated FPD. The FPD comprises 1,300 square miles (825,000 acres) of forestland in east King County. Most of this land is held in large blocks of contiguous ownership. At this larger scale, it is easier to manage for multiple purposes such as habitat and long-term forest health.

R-620 **The FPD shall remain in large blocks of contiguous forest lands where the primary land use is commercial forestry. Other resource industry uses, such as mining and agriculture, should be permitted within the FPD when managed to be compatible with forestry.**

R-621 **The FPD is a long-term designation. Lands may be removed from the FPD only through a subarea planning process, and only to recognize areas with historical retail commercial uses.**

About 70% of the FPD is in public ownership: parts of the Mt. Baker-Snoqualmie National Forest, including wilderness areas, state and county parks, Washington State Department of Natural Resources (WDNR) lands, and watersheds for the cities of Seattle and Tacoma. Public land management affects the region's economy, recreation, wildlife habitat, forest health, stream flows, water supply, flood control and climate change mitigation capabilities.

For example, in the last two decades, there have been significant changes in how forest lands in the Mt. Baker-Snoqualmie National Forest are managed. In King County, over 350,000 acres are within the national forest. Management emphasis has shifted from commodity timber production (in the 1960s 70s, and 80s) to custodial management with an emphasis on public recreation. The Forest Service has struggled to keep pace with the increasing demand for recreation infrastructure and to maintain access roads. Timber harvest levels have declined to less than 5% of those in the 1980s. The supply of forest products from the national forest is important to the regional viability of the forestry industry. There is currently a significant forest health issue on the Mount Baker Snoqualmie National Forest. Many previously harvested areas are overstocked with conifers that block sunlight from reaching the forest floor, resulting in a decline in species diversity and a lack of forage for animals. Forest fire suppression since the early 1900s has resulted in abnormally high fuel levels on the forest floor, which can increase the severity of wildfires.

Much of the 93,000 acres of forestland managed by WDNR in King County are trust lands that raise income from the sale of timber and other resources, and also provide wildlife habitat and recreational opportunities. In January 1997 WDNR made a far-reaching commitment to protect native animal and fish species through a federally approved Habitat Conservation Plan that covers about 1.6 million acres of WDNR-managed trust land forests—mostly in Western Washington. In 2007, WDNR initiated Forest Stewardship Council certification on state forest land located in the South Puget Sound Region, including part of Tiger Mountain near Issaquah and state-owned forestland near Enumclaw in King County.

R-622 **King County recognizes the many values provided by the public forestland in the county, and encourages continued responsible forest management on these lands. King County should collaborate with other public land managers in planning for the conservation, use, and management of forest resources on public lands.**

The FPD includes approximately 250,000 acres in private ownership, most of which is commercial forestland. County policies are intended to maintain and facilitate commercial forestry in the FPD. The policies in this section allow for very limited residential uses in the designated FPD, consistent with the objective of continuing forestry as the primary land use. For example, residences may be appropriate to permit forest managers to live on their land. King County zoning and subdivision regulations establish a large parcel size to promote efficient forest operations and to reduce incompatible residential development. Although the zoning calls for an 80-acre minimum lot size, many smaller lots were created prior to application of the zoning. Proliferation of residences in the FPD makes commercial forestry less viable.

R-623 **King County is committed to maintaining working forestland in the FPD, and shall continue to work with landowners and other stakeholders to promote forestry, reduce uses and activities that conflict with resource uses and recognize forestland values.**

R-624 **To reduce conflicts with resource uses, a forest management plan shall be required as a condition of development for any residential uses. Accessory dwelling units shall not be allowed in the FPD.**

R-625 **Structures within the FPD should be sited to maintain the productivity of the district. Site plan requirements should limit impervious surface, provide for fire control, protect domestic water supply and prevent conflicts with forest management.**

In 2004, King County purchased the development rights on the 90,000 acre Snoqualmie Forest. This purchase conserves the forest land base for the long term while supporting the continuation of commercial forest production. It is important that the county consider its responsibility to protect the long-term commercial significance of the FPD in its efforts to conserve land within the district.

R-626 **King County should conserve working forests and should encourage private forestry through the acquisition of development rights in the FPD. Land acquisition proposals that would remove lands from forest management should be evaluated to ensure that the long-term commercial significance of the FPD is not compromised.**

Although there is considerable acreage in commercial forestry in King County, there are no major lumber mills still in operation. There are a few small mills in the county, but they have limited capacity. As a result, small landowners have few options for marketing their logs, and usually have a long haul to the closest mill.

R-627 **King County should promote and support production, harvest, utilization, and marketing of wood products grown in the county's Rural and forest areas. King County should encourage sawmills and other services that are able to serve the small forest landowners in the county.**

King County can further protect commercial forestlands and prevent conflicts by working with other public agencies and service providers to consolidate lands and to locate infrastructure facilities to prevent or minimize intrusions. Such actions can also improve the owner's capacity to protect fish and wildlife habitat and other natural resources.

R-628 **In consultation with tribes and other affected agencies and landowners, King County should support land trades that result in consolidated forest ownership and work with forest managers to identify and develop other incentives for continued forestry.**

R-629 **King County opposes the establishment or expansion of special purpose taxing districts and local improvement districts in the FPD, and shall not grant new or expanded franchises for utilities in the FPD, unless demonstrated that they directly benefit forestry or are necessary for trasmission of power or water.**

Forest lands have tremendous recreational and aesthetic value. For example, FPD lands are included within the Mountains-to-Sound Greenway along the I-90 corridor. Opportunities for hiking and other forms of outdoor recreation exist within the working forests that are part of the Greenway. Access to Resource Lands must be carefully managed, however, to prevent conflict with natural resource goals. For example, open gate policies allowing public access may be incompatible with fish and wildlife protection goals and sometimes may interfere with forestry operations by risking such activities as garbage dumping, vandalism and timber theft. In the Mt. Baker-Snoqualmie National Forest, a variety of federal partnerships and volunteer programs help to better connect urban dwellers with the forest while providing ecological benefits.

R-630 **Public and private forest owners are encouraged to provide for recreational, educational and cultural uses when compatible with forest protection.**

Recreational and institutional developments, such as conference centers, ski areas and associated hotels, allow more people to enjoy the aesthetic benefits of forest lands. Such facilities are acceptable if located in areas of existing development, such as Snoqualmie Pass, and if their operation and use are restricted adequately to minimize conflict with resource lands. Major recreational or institutional development sites can adversely affect the FPD because they reduce the forest land base and conflict with other resource management goals.

R-631 **No master planned resorts shall be permitted in the FPD. New or expansion of existing recreational or institutional uses in the FPD may be permitted if compatible with long-term forestry, the interests of tribes and other resource management goals.**

2. Promoting Forest Management

WDNR regulates forestry through the Forest Practices Act. If the forest practice is associated with a conversion from forestry to another use on the property, such as development, the county has jurisdiction, and the county's development regulations must be followed. On rural properties, it is typical that a landowner will combine a long-term forest use on one part of the property with a residence on another part of the property. It is in the interest of the county to ensure that development regulations are followed for the permanent clearing for development, but also to regulate the long-term forest parts of the property with regulations appropriate for forest harvest.

R-632 **King County should continue to work with all affected parties and the WDNR to improve the enforcement of forest practice regulations in the Rural Area, and to ensure that landowners comply with county regulations when they are converting portions of a site to a non-forest use. Harvesting of forest lands for the purpose of converting to non-forest uses shall meet all applicable county standards for clearing and critical areas management. Landowners opting to conduct forest management activities under state approved forest practices permits should be restricted from developing those areas for non-forestry purposes for six years from the date of forest practice approval. Recognizing that some landowners combine the development of a residence on a portion of the property with long-term forestry on the rest, the county should provide flexibility in its regulations to address the residential development differently from the forest management.**

R-633 **King County should ensure that regulations applying to forest practices do not discourage forest management on properties in long-term forestry. Forestry should be regulated consistent with best management practices in the Forest Practices Act. The county should work to simplify its regulatory processes related to forest management.**

King County has worked with state, federal, and private landowners on multiparty resource plans, such as the Middle Fork Snoqualmie Plan, the plan for Rattlesnake Ridge, and numerous watershed planning efforts. There will continue to be opportunities for interagency cross-ownership cooperation, which will result in improved resource management and conservation.

R-634 **Working with public and private forest land managers, King County shall encourage long-term forest productivity and the protection of land and water resources by participating in collaborative, multiownership planning efforts.**

R-635 **King County promotes forest management that achieves long-term forest health; protection of watersheds, critical areas and habitat to support fish and wildlife populations; protection of threatened and endangered species; conservation and economic viability of working forests; carbon sequestration and reduction in green house gas emissions; and adaptation to climate change.**

In 2005, King County worked with the Tolt Triangle community near Carnation, assisting with the formation of Tolt Triangle Fire Council and the development of their comprehensive community wildfire protection plan. The county also developed best management practices recommended for implementing wildfire protection for residences in forested areas. Education regarding fire planning is offered throughout forested areas of King County with a focus in the areas of eastern King County prone to east winds.

R-636 **King County should encourage community fire planning so that residents are aware of the dangers of forest fires and take steps to make their properties less vulnerable. King County should support neighborhood-based efforts to manage forests to improve forest health and reduce the risk of wildfire.**

R-637 **King County shall encourage the development of private/public partnerships that provide incentives for landowners to practice innovative, fish-friendly forestry and that can help ensure retention of the forest resource land base in perpetuity.**

An example of such a partnership is the Mountains-to-Sound Greenway Biosolids Forestry Program, which includes King County, Washington State Department of Natural Resources, the Greenway Trust, the University of Washington and the Weyerhaeuser Company. One of the elements of this program involves the acquisition of forestlands that are vulnerable to residential and commercial development. Lands are acquired by a combination of county funds and federal Forest Legacy funds and then transferred to the WDNR for management. By deed, these lands stay in forest resource use in perpetuity and are managed according to the state's Habitat Conservation Plan. Seventy-five percent of all revenues generated are returned to King County. The lands that have been acquired help to form the block of public ownership along I-90, providing wildlife corridors, opportunities for trails and recreation, and the water quality protection provided by forest cover.

In addition to landscape-level planning and analysis, resource managers should identify specific areas in their forest ownership that are degraded or negatively impacting aquatic resources. Examples of such areas are logging roads or gravel mines no longer needed and scheduled to be abandoned or riparian zones that are not sufficiently vegetated. Organic soil amendments, when properly used, can greatly

enhance vegetative growth and restore productivity to these sites, thus protecting fish and other aquatic resources. The use of recycled organic wastes generated in King County closes the recycling "loop" and helps us sustain the productivity of our resource lands.

R-638 **King County encourages the use of recycled, organic-based soil amendments and fertilizers in forest ecosystems, which can reduce erosion and sedimentation into streams, increase water-holding capacity of soils, stimulate the growth of trees and other vegetation and enhance fish and wildlife habitat. King County shall work with the general public and private and public forestland owners to encourage the selective and appropriate use of these materials for ecosystem enhancement and restoration.**

One of the most successful efforts is the use of the county's biosolids to fertilize public and private forests and help restore old logging roads. During the past three years, 4,000 acres of forestland in east King County were fertilized with biosolids. In the Mountains-to-Sound Greenway road restoration program, volunteers from many local youth and environmental groups, including Earthcorps, assisted in projects to remove logging roads by restoring the natural slope of the land, planting trees, and using compost to speed vegetation growth.

Maintaining land in long-term forest use can mitigate greenhouse gas emissions through sequestration of carbon in growing trees and in forest soils. Even with these and other efforts to reduce greenhouse gas emissions, forests in the Pacific Northwest face potential impacts from climate change. In the coming decades, mortality of trees and plants is projected to increase due to insects and pathogens, increased temperature, and lack of groundwater in the summer. Climate change also is projected to affect the composition and density of plant and animal species and the severity and frequency of forest fires. All of these potential impacts underscore the need for monitoring of climate-induced changes and active management of forest health.

R-639 **King County should continue to collaborate with the University of Washington, Washington State University including Extension, state and federal agencies, and forest landowners to monitor and evaluate impacts of climate change on forests in King County.**

R-640 **King County should consider climate change impacts and take steps to improve forest health and resilience to climate change impacts through its technical assistance to forest land owners, management of county-owned forest lands, and support of neighborhood-based efforts to reduce risks from wildfires.**

C. Agriculture

Land suitable for farming is an irreplaceable natural resource. Agricultural lands and farming provide many benefits to the citizens of King County including a connection to our cultural heritage, fresh local foods, and a diverse economy. In 2002, farmers in King County produced over $94 million in agricultural sales. The majority of the food produced in King County is fruits and vegetables that are consumed locally. Farmlands are an intrinsic component of the varied open space landscape of the region. Farmland provides scenic vistas and low-density separation between rural communities. Many farms in the county include an educational experience through U-Pick operations, harvest tours, and demonstrations of agricultural practices. Agricultural lands also provide environmental benefits, including habitat for birds and other wildlife, large areas without impervious surfaces, and opportunities for providing riparian vegetation along rivers and streams.

The concern about the loss of farmland in King County came to a height in the 1970s and resulted in the successful Farmland Preservation Program bond issue in 1979, which has funded the purchase of farmland development rights on over 13,000 acres. In 1985, the county first designated its Agricultural Production Districts (APDs), which have remained stable since then at about 42,000 acres. However, despite the land conservation accomplished through the Farmland Preservation Program (FPP) and the designation of the APD, not all of this land is farmed. Based on a 2006 survey, approximately 23,000 acres of the 42,000 acres designated as APDs are being actively farmed. A 2003 survey of the Rural Area identified an additional 25,000 acres in active agriculture outside the APDs.

This section focuses on the county's efforts to maintain and enhance commercial agriculture for the value of local produce, dairy products, specialty horticultural and energy crops, keeping livestock, and for scenic and historic values. To meet the GMA requirement to maintain and enhance agriculture, a variety of methods and programs continue to be necessary. The policies call for King County to:

- Protect productive farmland by designation and zoning;
- Limit development to uses that are necessary to support commercial agriculture;
- Prevent or minimize land use conflicts between farming operations and adjacent land uses;
- Encourage and allow necessary infrastructure and services (markets, water, affordable housing, supply stores, technical services, tax incentives) that support commercial agriculture and contribute to growing, storing, processing, and distributing a local food supply and other horticultural and livestock activities;
- Acknowledge and support the connections between the food system, particularly food production, as it relates to providing King County residents with food choices that would allow them to meet dietary guidelines for fruits, vegetables, milk and milk products, and whole grains;

- Encourage development practices that maintain the affordability of farmland; and
- Encourage farming practices that conserve soils and protect water quality, fisheries, and wildlife.

1. Protecting Agricultural Lands

In 1979, voters approved a $50 million ballot measure to protect farmland threatened by development. The FPP became the first voter-approved measure in the nation to protect farmland in a metropolitan area. By purchasing the development rights, the FPP keeps farmland open and available through covenants that restrict development and limit the properties' uses exclusively for agriculture and open space. The covenants "run with the land" in perpetuity so the land is protected regardless of ownership. Under the FPP, the county owns the development rights; however, the lands remain in the private ownership of over 200 property owners. The county cannot sell or remove its interest in FPP lands with the exception of conveying public road or utility easements.

In 1995, the county approved an additional $3 million to the purchase of additional development rights under the FPP, and continues to add to the program with a variety of grant funding. The county is approaching the 30th anniversary of the FPP; to date, it has succeeded in preserving over 13,200 acres of farmland for the generations of today and tomorrow.

R-641 **King County shall continue to implement the objectives of the FPP. Protection of property purchased under the FPP shall be a high priority when balancing conflicting interests such as locating transportation, active recreation or utility facilities.**

Agriculture is most productive in agricultural communities where neighbors support agriculture, where parcels are large enough for commercial agriculture and where labor, supplies and markets for farm products are available. King County's farm soils and most profitable farms are usually found in contiguous blocks with few nonagricultural uses. In 1985, King County established APDs with large lot zoning and specifying agriculture as the preferred use in these areas.

The APDs, shown on the Agriculture and Forest Lands Map in this chapter, present the least number of land use conflicts for agriculture, contain agricultural support activities and provide the best environment for farming in King County. The five APDs are the Sammamish Valley, the Snoqualmie Valley, the Lower Green River Valley, the Upper Green River Valley and the Enumclaw Plateau. Most of the farmlands preserved under the FPP are found in these APDs.

R-642 **APDs are blocks of contiguous farmlands where agriculture is supported through the protection of agricultural soils and related support services and activities. Roads**

and natural features are appropriate boundaries for APDs to reduce the possibility of conflicts with adjacent land uses.

R-643 **King County should purchase additional development rights to farmland in the APDs as funding becomes available.**

Livestock, dairy and large-scale commercial row-crop operations require large parcels of land to allow for production which is profitable and sustainable. Generally, 35 acres is needed for full-time wholesale commercial production of such products. Specialty agricultural products, products that are direct-marketed and part-time farming enterprises generally need less acreage to be profitable.

R644 **All parcels within the boundaries of an APD should be zoned Agricultural, either A-10 or A-35.**

R645 **Lands within APDs should remain in parcels large enough for commercial agriculture. A residential density of one home per 35 acres shall be applied where the predominant lot size is 35 acres or larger, and a residential density of one home per 10 acres shall be applied where the predominant lot size is less than 35 acres.**

R-646 **Agriculture should be the principal land use in the APDs. Permanent new construction within districts shall be sited to prevent conflicts with commercial farming or other agricultural uses, and nonagricultural uses shall be limited. New development shall not disrupt agriculture operations and shall have a scale compatible with an active farming district.**

R-647 **On-site housing for farm employees shall be allowed where this can be accomplished without unnecessarily removing land from agricultural use or conflicting with other public interests. King County should develop guidelines to allow on-site housing for farm employees, including guidelines that account for the restrictive covenants on properties in the FPP.**

Some of the highest quality salmon habitat in King County is found within APDs. Additional protection or restoration of critical habitat within the APDs has been recommended by each of the Water Resources Inventory Area Salmon Conservation Plans. Protection and enhancement of existing salmon habitat is a resource-based land use that should be included in all farm management plans. Specific habitat protection rules should not jeopardize the agricultural productivity within APDs. Aquatic habitat restoration or wetland mitigation projects should be limited in scale to achieve the objectives of the project while

limiting fragmentation of farms and aquatic habitat. Many habitat restoration projects can be designed in a manner that provides benefits to both fish habitat and the agricultural landowner.

R-648 **Aquatic habitat restoration projects or floodplain restoration projects are allowed on agricultural lands that are unsuitable for direct agricultural production purposes, such as portions of property that have not historically been farmed due to soil conditions or frequent flooding, and which cannot be returned to productivity by drainage maintenance, or where the proposed project would result in a net benefit to agricultural productivity. Agriculture must remain the predominant use in the APDs and these projects shall not reduce the ability to farm in the area. Such projects may only be allowed on agricultural lands when there are no other suitable lands available and the project is supported by landowners who would be impacted by the project and when:**

a. **The project is included in an approved Water Resources Inventory Area Plan, Farm Management Plan, Flood Hazard Management Plan or other functional plan; or**

b. **The project would improve agricultural productivity within the APD.**

R-649 **Maintaining the viability of farmlands is a high priority for King County. Within the Agricultural Production Districts, measures to protect threatened or endangered species shall be tailored to ensure working farms can continue to operate.**

Two APDs in or near urban areas, the Lower Green River Valley and Sammamish Valley, were designated in the 1985 Comprehensive Plan, and those designations have been retained. The development rights from many, but not all, of the parcels in these two districts have been purchased through the Farmlands Preservation Program. The Lower Green APD is completely surrounded by urban designated land and as such, functions as both prime agriculture land and urban separator. The challenges to agriculture from urban development include alterations to hydrology that result in flooded fields, increased traffic that interferes with farm vehicles on roads, increased lighting at night, and complaints from urban neighbors about farm operations. The opportunities include access to urban markets and consumers and increased recognition and appreciation of locally produced goods.

R-650 **King County commits to preserve APD parcels in or near the Urban Growth Area because of their high production capabilities, their proximity to markets, and their value as open space. King County should work with cities adjacent to or near APDs to minimize the operational and environmental impacts of urban development on farming, and to promote activities and infrastructure, such as farmers' markets and**

agriculture processing businesses, that benefit both the cities and the farms by improving access to locally grown agricultural products.

R-651 **The Lower Green River Agricultural Production District is a regionally designated resource that is to remain in unincorporated King County. The Lower Green River APD functions as an urban separator between the cities of Kent and Auburn. King County may contract with other jurisdictions to provide some local services to this area as appropriate.**

Parks and farms are not necessarily good neighbors, since park users can trespass and damage crops, animals and farm equipment. Recreation near and within districts can be planned to prevent trespass. For example, a park located across a river or ravine from an APD or a farm would have a pleasant view of farmland without encouraging trespass.

R-652 **Active recreational facilities should not be located within APDs. When new parks or trails are planned for areas within or adjacent to APDs, King County should work with farmers to minimize impacts to farmland and agricultural operations.**

Public road and utility projects within and through APDs must be designed to prevent disruption to agriculture. For example, roads shall have adequate shoulders and signs to protect farm equipment and alert faster vehicles to the presence of farming activity. Therefore, road and utility district capital facilities and plans, including water, waste water and drainage, need to ensure that services are consistent with preservation of long-term agriculture. (Chapter Eight, Services, Facilities and Utilities, contains policies requiring special district plans to be consistent with land use plans.)

R-653 **Public services and utilities within and adjacent to APDs shall be designed to minimize significant adverse impacts on agriculture and to maintain total farmland acreage and the area's historic agricultural character:**

a. Whenever feasible, water lines, sewer lines and other public facilities should avoid crossing APDs. Installation should be timed to minimize negative impacts on seasonal agricultural practices; and

b. Road projects planned for the APDs including additional roads or the widening of roads should be limited to those needed for safety and which benefit agricultural uses. Where possible, arterials should be routed around the APDs. Roads that cross APDs should be aligned, designed and maintained to minimize negative impacts on agriculture, and to support farm traffic; and

c. **In cases when public or privately owned facilities meeting regional needs must intrude into APDs, they should be built and located to minimize disruption of agricultural activity.**

R-654 **Lands can be removed from the APDs, except as provided in R-655, only when it can be demonstrated that:**

a. **Removal of the land will not diminish the productivity of prime agricultural soils or the effectiveness of farming within the local APD boundaries; and**
b. **The land is determined to be no longer suitable for agricultural purposes.**

In addition to meeting these two tests, removal of the land from the APD may only occur if it is mitigated through the addition of agricultural land abutting the same APD of equal acreage and of equal or greater soils and agriculture value.

R-655 **Land that is zoned rural and has permanent non-agricultural structures can be removed from the Sammamish APD only when a subarea plan demonstrates that removal of the land will not diminish the productivity of prime agricultural soils or the effectiveness of farming within the APD. Land to be removed from the APD shall retain rural zoning and shall not be rezoned to urban zoning. The removal of land zoned rural from the Sammamish APD shall not be contingent on the addition of land to the APD.**

2. Sustaining Agriculture and Farming

King County has made a significant investment in preserving farmland for agriculture and, as a result, has also preserved the open space benefits of these lands. The county must ensure that this land continues to be farmed into the future by helping farmers maintain and operate their farms and by promoting local agricultural products through infrastructure and activities that improve access to locally grown agricultural products.

In order to further maintain and enhance commercial farming on small farmland parcels, farmers and prospective farmers must have access to information on marketing and production strategies for small acreages, the potential for specialty crops and sustainable farming techniques.

R-656 **King County shall work with and provide support to the work of Washington State University Extension for technical and marketing assistance for small-scale commercial farmers.**

R-657 **King County shall continue to support innovative initiatives, such as the Puget Sound Fresh and Farm Link Programs, to promote and enhance agriculture in King County.**

R-658 **The county should develop specific incentives to encourage agricultural activities in the remaining prime farmlands located outside the APD. These incentives could include tax credits, expedited permit review, reduced permit fees, permit exemptions for activities complying with best management practices or similar programs.**

King County recognizes the importance of adding value to and direct sales of agricultural products as a way to keep agriculture viable in an urban landscape. King County's agriculture program works with farmers to encourage them to add value to their products by processing, packaging, and selling them directly to the consumer.

R-659 **Agricultural processing, packing and direct sales are considered agricultural activities and should be allowed at a size and scale appropriate to the zone in which they are operating. King County shall work with local and state health departments to develop regulations supporting these activities.**

R-660 **King County supports the processing and packaging of farm products from crops and livestock, and will continue to work with farmers, ranchers, cities, neighboring counties, and other interested parties to address the infrastructure and regulatory needs to promote sales to consumers, institutions, restaurants, and retail enterprises.**

R-661 **King County supports innovative technologies to process dairy and other livestock waste to reduce nutrients and to create other products such as energy and compost in the Agriculture and Rural zoning classifications.**

King County's APDs have some of the best soil and conditions for growing food in the country. There is an increasing awareness among farmers about the potential for expanding local food production compatible with a variety of sustainability goals. Concerned about multiple threats to future food production, King

County farmers are working with others to promote voluntary incentives that will increase the community of those involved in the local production of food.

R-622 **The county should develop incentives that support local food production and processing to reduce energy use, increase food security and provide a healthy local food supply.**

Agricultural practices modify the natural environment in order to produce food or fiber or maintain livestock for human use. Ideally, practices that maintain the productivity of the lands also protect environmental quality and respect natural processes such as flooding and channel migration. Farmers, technical advisors, floodplain managers, and environmental regulators must work together to understand the relationships between production practices, environmental protection, public safety, and profitability. These practices, referred to as best management practices, are designed to prevent erosion, maintain flood conveyance and flood storage, retain riparian vegetation, avoid stream bank collapse, properly dispose of animal wastes, safely use and dispose of pesticides and prevent excessive surface water runoff.

Climate change has the potential to affect farming in King County, with increased severity of winter flooding, higher summer temperatures, reduced availability of surface and groundwater for irrigation, increased pest risk, and changes in the types of crops suited to this area. At the same time, soil best management practices, including use of cover crops and modified tilling methods, can help to mitigate the impacts of climate change by retaining soil moisture, sequestering carbon, and reducing other greenhouse gas emissions. Development of anaerobic digesters for dairy manure and other agricultural waste products can capture methane gas and convert it to usable energy. Having locally-available produce can help to reduce greenhouse gas emissions from transport.

R-663 **King County shall provide incentives, educational programs and other methods to encourage agricultural practices that maintain water quality, protect public health, protect fish and wildlife habitat, protect historic resources, maintain flood conveyance and storage, reduce greenhouse gas emissions, control noxious weeds, and prevent erosion of valuable agricultural soils while maintaining the functions needed for agricultural production.**

In order to maintain and operate their farms, farmers need assistance in maintaining farm viability in the face of increasing urbanization; increased flooding and water scarcity caused by climate change; and the increased impacts of upslope development.

R-664 **King County shall continue its Agricultural Building Permit program with an expedited review process and reduced fees for structures necessary for farm operations.**

R-665 **The county shall work with federal, state, local, and private agencies to ensure and maintain adequate water for the needs of agriculture. Assessments of future surface and groundwater availability for agriculture should consider projected impacts of climate change.**

R-666 **King County should continue to collaborate with Washington State University including Extension, the University of Washington, and King Conservation District to develop information on the likely impacts of climate change on agriculture in King County, and to develop mitigation and adaptation strategies that are appropriate for King County's soils and farm economy. Research should address soil management, water storage, irrigation, alternative crops, integrated pest management, and nutrient management. The information should be made available to farmers through technical assistance programs and farm planning.**

R-667 **King County should provide incentives for soil management practices that reduce greenhouse emissions through its Agricultural Best Management Practices Cost-Sharing Program.**

An alluvial fan is an area in a valley or ravine that is the collection point for gravel deposits from a river. Since much of the county's farmland is located in valley floors, some agricultural landowners have properties on alluvial fans that are significantly affected by the episodic deposits of upslope sediment and debris that land on their operations. These events result in obstructed stream channels, filled wetlands, covered farmland, and disruptions in operations. Water is redirected into unexpected places. Permits, regulations, and the lack of approved management practices make it difficult to remedy the situation to regain operations and farm viability.

R-668 **King County should use pilot or demonstration projects and multi-agency collaboration to develop a new suite of allowed practices that will provide options for landowners whose existing operations are affected by alluvial fan deposits. These should provide timely and cost-effective relief from debris and the associated changes to the watercourse along with protection and/or restoration of fish habitat within these areas.**

Agricultural lands have historically been located in floodplains. Agriculture coexists with flood storage and seasonal inundation; however, there is a growing concern that farmers cannot protect their investments from flooding. The federal, state and local flood hazard management standards are designed to ensure there is no adverse impact to upstream or downstream property owners from activities that are allowed within the floodplain. King County recognizes that most of the agriculture in the county is located in the floodplains because that is where the prime agricultural soils are. This industry requires special consideration because it is tied to these agricultural soils, and can occur almost nowhere else in the county.

R-669 **King County should work with federal, state and local jurisdictions to reduce flood impacts to agricultural operations. The county will consider the needs of agriculture in designing its floodplain policies and regulations.**

The high cost of agricultural land continues to be a barrier for many farmers wishing to locate their farm businesses within King County. The steady rise in agricultural land values continues to hamper the ability of many potential and current farmers to enter or expand their operations.

R-670 **In addition to enhancing the FPP, the county should develop more innovative solutions and incentives to keep agricultural land affordable and profitable for active farming.**

3. Agriculture and the Food System

King County has a year-round growing season, a strong farming tradition and local farming expertise, and proximity to major markets for local foods and food products. Many of the policies in the previous section are aimed at helping to overcome obstacles to successful farming in King County. With that direction and a focus on production of food, farmlands in King County could be even more instrumental in strengthening the food system for the benefit of all King County residents.

Agricultural lands, farming practices and activities, and farmers are part of the local and regional food system. In addition to the growing of food, the food system includes processing, distribution, food availability, and disposal. As more people move to this region, King County recognizes the importance of planning for our regional food system to further a number of county initiatives and goals:

- Expand opportunities for local farms and enhance the rural economy;
- Promote healthy eating to improve public health;

- Improve access to healthy, safe, and affordable food, to all county residents; especially those with low incomes;
- Reduce energy use and greenhouse gas emissions; and
- Divert food waste from landfills.

With increased global trade, food is traveling more miles from farm to table. Reducing food miles—buying food grown closer to home—is one way to help improve the environment. There is increasing attention on how our current system of transporting food over thousands of miles is detrimental to the environment and may be a significant factor in global warming. University of Washington researchers have shown that a Skagit Valley apple requires about two-thirds less energy to be grown and shipped to local retailers than an apple from New Zealand.

Studies have shown that 35% of garbage is food. Efforts to recycle food waste and divert edible food to hunger programs could reduce what goes to the landfill, reduce methane generated by landfills, provide food for hungry people and provide soil amendments.

Food and nutrition are major factors in public health. The USDA's *2005 Dietary Guidelines for Americans* calls for significant increases in daily consumption of fruit, vegetables, milk products and whole grains. Efforts to increase the availability of these foods to King County residents should include encouraging an increase in food production on King County farms. Although it is not realistic for King County farms and farmers to provide the full complement of recommended foods in public health guidelines, there is the potential to increase food production for local and regional consumption, particularly in the first three categories.

R-671 **King County should work with farmers and ranchers to better understand the constraints to increased food production in the county and develop programs that reduce barriers and create incentives to growing food crops and raising food-producing livestock.**

R-672 **King County should prioritize its programs to help build and support a sustainable, reliable, equitable, and resilient local food system.**

R-673 **King County should consider adopting procurement policies that would encourage purchases of locally grown fresh foods.**

R-674 **King County should promote local food production and processing to reduce the distance that food must travel from farm to table.**

Government funded food programs are increasingly relying on electronic cards for clients to purchase food. For example, food stamps have been replaced with electronic benefits transfer cards. Grocery stores can easily adopt new electronic technology to accept such cards. It is more challenging for farmers markets to do so as the majority of them are open-air events in parking lots without access to electricity or telephone connections. To improve accessibility of farmers markets for low income shoppers, a concerted effort needs to be made to develop the ability to easily accept electronic payment. This will help make fresh food more available to low-income shoppers as well as increase the customer base for farmers.

R-675 **King County should collaborate with other organizations to further the development of programs that increase the ability of shoppers to use electronic forms of payment at farmers markets and farm stands.**

D. Mineral Resources

King County contains many valuable mineral resources, including deposits of coal, sand, rock, gravel, silica, clay, metallic ores and potentially recoverable gas and oil. Mining and processing these deposits is an important part of King County's economy, currently providing hundreds of jobs and producing materials used locally, regionally, and nationally. Mining also has historic significance, in that it provided the impetus for past development in many parts of King County, including Black Diamond and the Newcastle area.

King County is required by the State Growth Management Act to designate and conserve mineral lands. In doing so the county must assure that land uses adjacent to mineral lands do not interfere with the continued use of mineral lands in their accustomed manner and in accordance with best management practices. The policies in this section explain the steps taken to designate and conserve mineral resource lands and provide direction on the comprehensive review needed before additional sites are designated for mineral resource extraction.

Four main steps are necessary to maintain and enhance commercial mineral resource industries. First, mineral resource sites should be conserved through designation and zoning. Second, land use conflicts between mining, processing and related operations and adjacent land uses should be prevented or minimized. Third, operational practices should protect environmental quality, fisheries and wildlife, in balance with the needs of the industry. Finally, mining areas need to be reclaimed in a timely and appropriate manner.

The Mineral Resources Map identifies four different types of Mineral Resource Sites. The sites were identified in the 1994 King County Comprehensive Plan or in subsequent annual updates. Following the Mineral Resources Map is a spreadsheet that contains information on each Mineral Resource Site parcel.

The Designated Mineral Resources Sites on the Mineral Resources Map satisfy King County's responsibility to designate and conserve mineral resources consistent with requirements of the GMA. All Designated Mineral Resources Sites have Mineral zoning. The criteria used in the 1994 King County Comprehensive Plan called for designation of properties that at the time were either zoned outright for mining or those operating under an approved Unclassified Use Permit. In addition to the designated Mineral Resources Sites, the Forest Production District (FPD) and Forest (F) zone preserves the opportunity for mineral extraction. Mining is a permitted or conditional use in the F zone. Because forestry does not preclude future mineral extraction, King County considers the FPD as part of its strategy to conserve mineral resources.

The Mineral Resources Map also shows Potential Mineral Resource Sites. These are sites where King County expects some future surface mining to occur or where the owner or operator indicates an interest in future mining. Most of the Potential Mineral Resources Sites shown on the map contain sand and/or gravel; however, a few contain other mineral resources such as quarry rock and coal. Because of the geology of King County, most valuable metallic mineral resources are located in the Forest Production District, and are therefore already protected from urban development. Identification of Potential Mineral Resources Sites satisfies the GMA requirements to not knowingly preclude opportunities for future mining and to inform nearby property owners of the potential for future mining use of these areas in order to prevent or minimize conflicts.

The Mineral Resources Map also shows Non-Conforming Mineral Resources Sites. These are sites on which some mining operations predated King County zoning regulations without appropriate zoning or other land use approval. Mining for these sites has not been authorized through a Land Use Map or zoning designation. These sites are shown for informational purposes only. Mining can occur on an identified site only if mining has been approved as a nonconforming use by the Department of Development and Environmental Services, and mining activities have received all other necessary permit approvals. Because the sites have not undergone formal review to be designated on the Land Use Map or zoned for mining, the sites do not have long-term commercial significance. However, they can continue to serve mineral supply needs.

The Mineral Resources Map also shows Owner Identified Potential Coal Mining Sites that contain subsurface coal resources. These sites could be mined by either underground or surface mining techniques. Because of uncertainties involving the economics of energy and related market conditions, it is not always possible to determine the timing or likelihood of coal resources extraction in potential coal

mining areas. Underground and surface coal mining is subject to permitting and enforcement by the Federal Government. King County regulates land use decisions governing surface facilities. Because of the difficulty in precisely locating these facilities prior to an actual proposal, King County determined to not apply Potential M zoning to owner-identified coal resources sites.

R-676 **King County shall identify existing and potential mining sites on the Mineral Resources Map in order to conserve mineral resources, promote compatibility with nearby land uses, protect environmental quality, maintain and enhance mineral resource industries and serve to notify property owners of the potential for mining activities. The county shall identify:**

- **a. Sites with existing Mineral zoning as Designated Mineral Resource Sites;**
- **b. Sites where the landowner or operator has indicated an interest in mining, sites that as of the date of adoption of the 1994 Comprehensive Plan had potential Quarrying/Mining zoning, or sites that the county determines might support future mining as Potential Mineral Resource Sites;**
- **c. Sites where mining operations predate zoning regulations but without zoning or other land use approvals as Non-Conforming Mineral Resource Sites; and**
- **d. Owner-Identified Potential Sub-Surface Coal Sites.**

R-677 **King County shall designate as mining on the Comprehensive Plan Land Use Map those sites that had Potential Mineral (M) zoning prior to the date of adoption of the 1994 Comprehensive Plan and those sites that had Mineral zoning as of the date of the adoption of the King County Comprehensive Plan 2000 Update.**

A mining designation on the Land Use Map shall not create a presumption that Mineral zoning will be approved for sites with Potential Mineral zoning. Potential Mineral zoning shall not be applied to additional sites.

Mining is an intense operation that may continue for many years. Mining operations can significantly change the land being mined and have impacts on the environment and on nearby properties. King County requires comprehensive review, including environmental analysis, prior to approving a Land Use Map and zoning change. Site specific environmental review will also be required for a grading permit or any other permit that is necessary for a mining operation. Therefore, a comprehensive site-specific study is required prior to any such approval.

R-678 **King County may designate additional sites on the Comprehensive Plan Land Use Map as Mining only following a site-specific rezone to Mineral zoning. Upon**

approval of a rezone to Mineral zoning, the Comprehensive Plan Land Use Map shall be amended to designate the site as mining during the next comprehensive plan amendment cycle. King County should approve applications for site-specific rezones to Mineral zoning and applications for permits that would authorize mineral extraction and processing only following site-specific environmental study, early and continuous public notice and comment opportunities, when:

a. **The proposed site contains rock, sand, gravel, coal, oil, gas or other mineral resources;**
b. **The proposed site is large enough to confine or mitigate all operational impacts;**
c. **The proposal will allow operation with limited conflicts with adjacent land uses when mitigating measures are applied;**
d. **The proposal has been evaluated under the State Environmental Policy Act so that the county may approve, condition or deny applications consistent with the county's substantive SEPA authority, and in order to mitigate significant adverse environmental impacts.**
e. **Roads or rail facilities serving or proposed to serve the site can safely and adequately handle transport of products and are in close proximity to the site.**

If King County denies an application for a site-specific rezone it should remove the mining land use designation and the associated Potential Mineral zoning for the site. If the county denies a permit that would authorize mineral extraction and/or processing on a Designated Mineral Resources Site, the county should consider new information generated during the permit review process to determine whether the site is not properly designated as mineral resource land of long-term commercial significance, the designation for the site on the Mineral Resources Map should be changed from Designated Mineral Resources Site to Potential surface Mineral Resource Site. In addition, the mining land use designation and the Mineral zoning classification for the site should be amended to be compatible with the surrounding properties.

R-679 **King County should remove the Mining land use designation on the Comprehensive Plan Land Use Map and associated Potential Mineral zone or Mineral zoning for any sites that have been denied a rezone to Mineral.**

If a grading or other permit necessary for the extraction of mineral resources is denied on a Designated Mineral Resource Site, the county shall evaluate whether such mineral resource designation is appropriate. The re-evaluation process may occur during the annual comprehensive plan amendment cycle and information produced during the permit review process shall be used to evaluate the

appropriateness of changing the existing designation. If the county determines that the site should not be designated as mineral resource land of long-term commercial significance as defined in the Growth Management Act, the site shall be redesignated to a Potential Surface Mineral Resource Site on the Mineral Resources Map and to a land use designation and zoning classification compatible with the surrounding properties.

R-680 King County may update the Mineral Resources Map to identify additional Potential Mineral Resource Sites only during the four-year comprehensive plan amendment cycle.

R-681 The preferred adjacent land uses to sites designated as Mining on the Land Use Map are mining, industrial, open space or forestry uses. Sites for newly proposed Mineral zones shall not be adjacent to or within Agricultural Production Districts. Agricultural lands and operations should be protected from significant impacts associated with nearby mine operations.

R-682 Mining activities are permitted within the Forest Production District, consistent with R-620. However, a conditional use permit shall be required for mining activities in the Forest Production District located within one-quarter mile of established residences or for proposals seeking to use local access streets where abutting lots are developed for residential use.

R-683 In order to comprehensively assess the environmental impacts associated with a zoning change, conditional use or operating approval for a mining proposal, the range of environmental impacts, including short-term and long-term effects arising or existing over the lifetime of the proposal, shall be assessed at the earliest possible stage. This should include the potential for future proposals for structures and operations related to mining, such as asphalt and concrete batch plants.

R-684 King County should prevent or minimize conflicts with mining when planning land uses adjacent to Designated and Potential Mineral Resource Sites. Subarea plans may indicate areas where mining is an inappropriate land use. Designated and Potential Mineral Resource Sites and nonconforming sites should be shown on Mineral Resources Map and subarea plan maps in order to notify nearby property owners and residents of existing and prospective mining activities.

R-685 **The periodic review process for mineral extractive and processing operations shall include sufficient public notice and comment opportunities. The purpose of the periodic review process is to provide opportunities for public review and comment on the mineral resource facility's fulfillment of state and county regulations and implementation of industry-standard best management practices, and for King County to modify, add or remove conditions to address new circumstances and/or unanticipated project-generated impacts. The periodic review process is not intended to re-examine the appropriateness of the mineral resource use, or to consider expansion of operations beyond the scope of existing permitted operations since that review would be accomplished through the county's permitting process. The periodic review is intended to be a part of King County's ongoing enforcement and inspections of mineral resource sites, and not to be a part of the county's permitting process.**

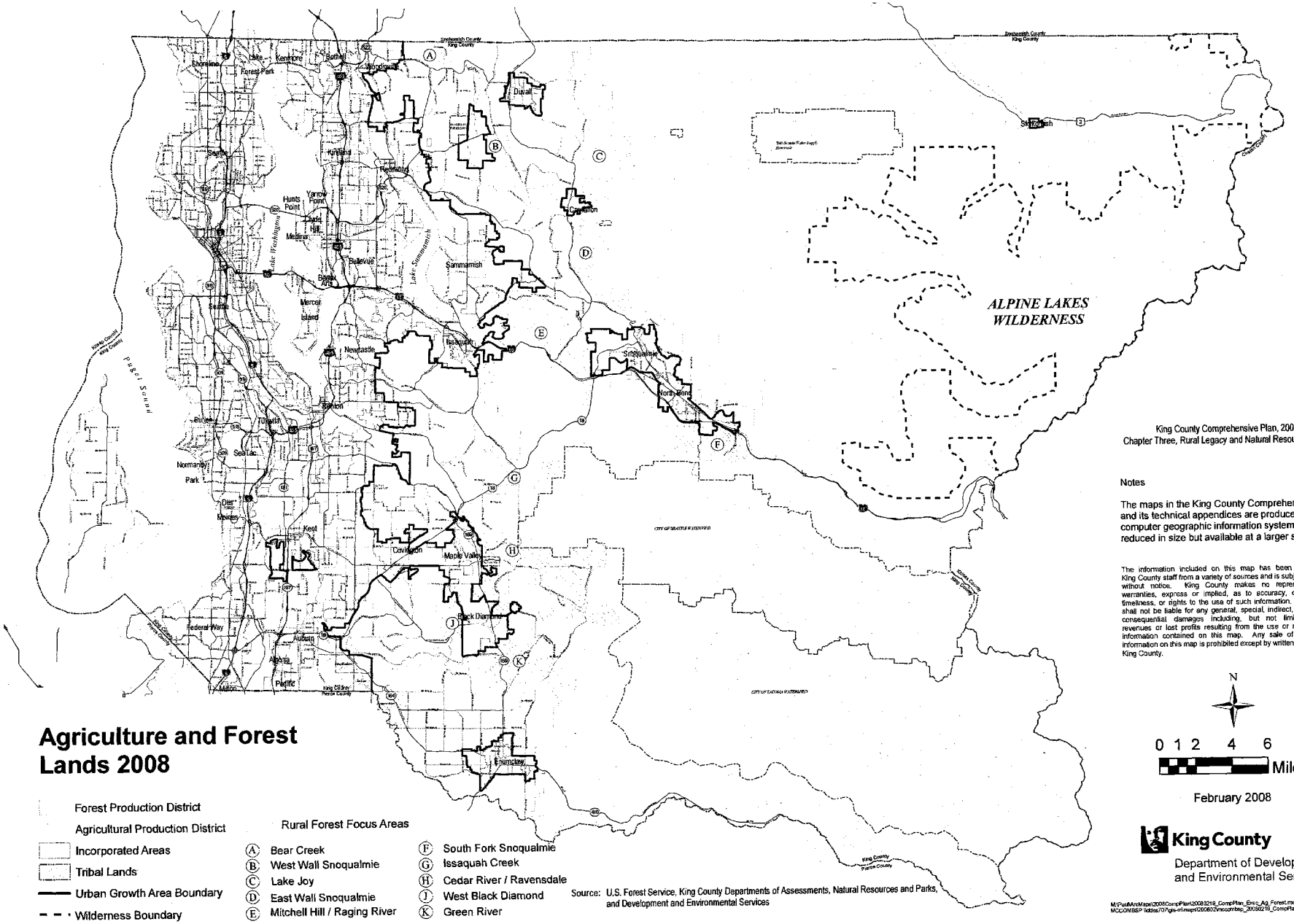
R-686 **Conditions and mitigations for significant adverse environmental impacts associated with mining operations and their associated structures or facilities should be required, especially in the following areas:**

a. **Air quality;**
b. **Environmentally sensitive and critical areas, such as surface and groundwater quality and quantity, wetlands, fisheries and wildlife habitats, and aquatic habitats;**
c. **Noise levels;**
d. **Vibration;**
e. **Light and glare;**
f. **Vehicular access and safety;**
g. **Land and shoreline uses;**
h. **Traffic impacts;**
i. **Visual impacts;**
j. **Cultural and historic features and resources;**
k. **Site security; and**
l. **Others unique to specific sites and proposals**

R-687 **King County should work with the state and federal governments to ensure that proposals for underground mining, oil and gas extraction, and surface coal mining are reviewed with consideration of local land use and environmental requirements.**

R-688 **King County should work with the State Department of Natural Resources to ensure that mining areas are reclaimed in a timely and appropriate manner. Reclamation of mining sites in the Forest Production District should return the land to forestry. Where mining is completed in phases, reclamation also should be completed in phases as the resource is depleted. When reclamation of mining sites located outside of the Forest Production District is completed, the site should be considered for regesignation to a land use designation and zoning classification compatible with the surrounding properties.**

R-689 **King County shall encourage the removal of existing stockpiles of previously mined material in order to promote and achieve reclamation of land to its highest and best use.**



Agriculture and Forest Lands 2008

Forest Production District

Agricultural Production District

Incorporated Areas

Tribal Lands

Urban Growth Area Boundary

Wilderness Boundary

Rural Forest Focus Areas

- (A) Bear Creek
- (B) West Wall Snoqualmie
- (C) Lake Joy
- (D) East Wall Snoqualmie
- (E) Mitchell Hill / Raging River
- (F) South Fork Snoqualmie
- (G) Issaquah Creek
- (H) Cedar River / Ravensdale
- (J) West Black Diamond
- (K) Green River

Source: U.S. Forest Service, King County Departments of Assessments, Natural Resources and Parks, and Development and Environmental Services

King County Comprehensive Plan, 2008
Chapter Three, Rural Legacy and Natural Resource Lands

Notes

The maps in the King County Comprehensive Plan and its technical appendices are produced with a computer geographic information system. They are reduced in size but available at a larger scale.

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

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February 2008

King County
Department of Development and Environmental Services

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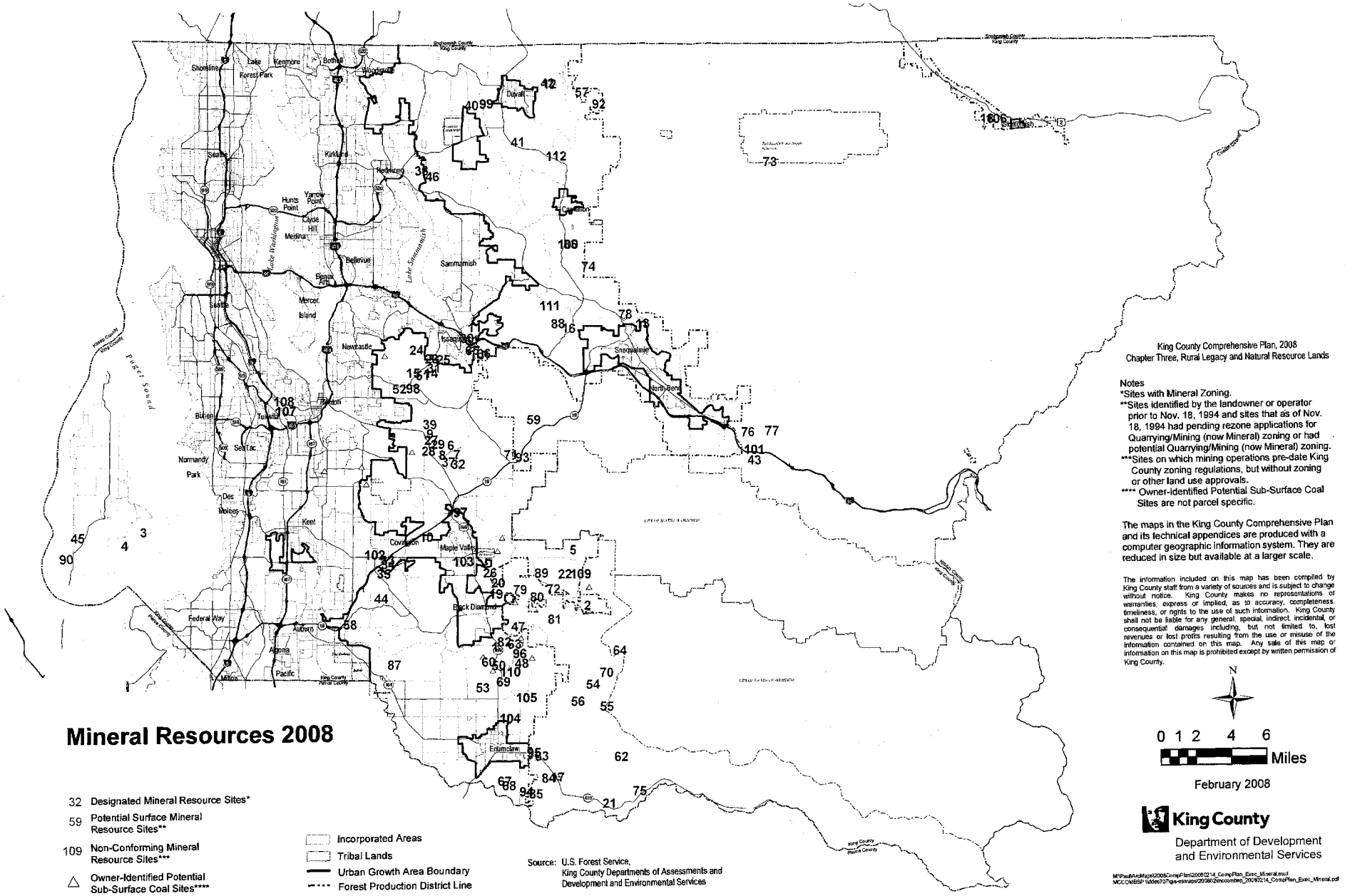

Mineral Resources 2008

32 Designated Mineral Resource Sites*

59 Potential Surface Mineral Resource Sites**

109 Non-Conforming Mineral Resource Sites***

△ Owner-Identified Potential Sub-Surface Coal Sites****

Incorporated Areas

Tribal Lands

Urban Growth Area Boundary

Forest Production District Line

Source: U.S. Forest Service, King County Departments of Assessments and Development and Environmental Services

King County Comprehensive Plan, 2008
Chapter Three, Rural Legacy and Natural Resource Lands

Notes
*Sites with Mineral Zoning.
**Sites identified by the landowner or operator prior to Nov. 18, 1994 and sites that as of Nov. 18, 1994 had pending rezone applications for Quarrying/Mining (now Mineral) zoning or had potential Quarrying/Mining (now Mineral) zoning.
***Sites on which mining operations pre-date King County zoning regulations, but without zoning or other land use approvals.
**** Owner-Identified Potential Sub-Surface Coal Sites are not parcel specific.

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Mineral Resources Property Information for the Mineral Resources Map

DESIGNATED MINERAL RESOURCE SITES

Map #	Section-Township-Range	Site Name and/or Owner/Operator	Product*	Total Site Acreage (approx.)
1	25-21-06	Cadman S & G/Flintston S&G	SG	75
2	11-20-07 21-20-07	Plum Creek Timber Company	SG	476
3	21-22-03	Ideal Cement Co/King County	SG	39
4	28-22-03	Maury Island/Lonestar Northwest	SG	250
5	27-22-07	Kangley Pit/Meridian Aggregates Co. (398 acres) and Stoneway Concrete Gravel Pit/Gary Merlino Construction	SG	608
6	28-23-06	Cedar Grove Pit/Queen City Farms	SG	315
7	33-23-06	Lake Francis Pit/Plumb Creek Timber Co.	SG	143
8	33-23-06	Cedar Grove Pit/ANMARCO	SG	35
9	20-23-06	Cedar Mountain Pit/ Rivera & Green	SG	57
10	19-22-06 20-22-06 29-22-06 30-22-06	Black River Quarry	SG	374
11	22-24-06 27-24-06	Gravel Pit/Washington Asphalt Co. and Glacier Ridge PS	SG	320
12	08-26-07 17-26-07	J. Margan	SG	13
13	19-24-08 20-24-08	Snoqualmie/Weyerhaeuser Co. and S. Parsons et. al.	SG	665
14	05-23-06	Sunset Quarry/Meridian Agrregates	RS	120
15	06-23-06	Squak Mountain Quarry/M. Palmer	RS	16
16	22-24-07	Raging River/Cadman	RS	46
17	33-20-07	Highway 410 Quarry/J. Laramie	RS	34

DESIGNATED MINERAL RESOURCE SITES

Map #	Section-Township-Range	Site Name and/or Owner/Operator	Product*	Total Site Acreage (approx.)
18	28-26-11	Meridian Aggregates	R	38
19	11-21-06 12-21-06	John Henry Coal Mine/Palmer Coking Coal	C	375
20	01-21-06 36-22-06	Reserve Silica CorporationPlum Creek Timber Co. and Silica Sand Mine	S	612
21	01-19-07	Weyerhaeuser Co.	S	625
22	34-22-07	Elk Pit/Mutual Materials, Inc.	CL	60
23	32-24-06	State of Washington	CL	21
24	31-24-06	Section 31 pit/King Co.	Sh/Cl	322
25	32-24-06	Interpace Harris Mine/ R.Thompson and Eltra Corp.	SG	60
26	35-22-06	Meridian Minerals Co.	SG	57
27	29-23-06	Pinnacle Exploration	SG	49
28	29-23-06 32-23-06	ANMARCO and G. Newell	SG	115
29	29-23-06	Plum Creek Timber Co.	SG	200
30	27-24-06	Issaquah/King Co.	SG	18
31	05-23-06	King County	SG	383
32	33-23-06	Lake FrancisPlum Creek Timber Co.	SG	233
33	35-22-05	162nd Av SE/James Development Co. and O. Joscelyne	SG	28
34	35-22-05	Washington Asphalt Co.	SG	23

Mineral Resources Property Information for the Mineral Resources Map

POTENTIAL SURFACE MINERAL RESOURCE SITES

Map #	Section-Township-Range	Site Name and/or Owner/Operator	Product	Total Site Acreage (approx.)
35	35-22-05	T. Scarsella		11
36	07-25-06	Cadman/King Co.		24
37	33-23-06	Merlino Property/ANMARCO		32
39	20-23-06	Rivera and Green		21
40	22-26-06	T. Alberg		40
41	31-26-07 36-26-06	T. Alberg		160
42	8-26-07 17-26-07	R. and A. Thompson		11
43	32-23-09	R. and A. Thompson		145
44	11-21-05	B & M Investments		174
45	25-22-02	Doane Family Ltd.		60
46	08-25-06	W. Nelson		86
47	18-21-07	Palmer Coking Coal		79
48	30-21-07	Palmer Coking Coal		275
50	36-21-06	Palmer Coking Coal		116
51	06-23-06	Palmers		39
52	12-23-05	R. and R. Schroeder and Pacific Company Constructors		30
53	02-20-06	State of Washington		36
54	03-91-33	Weyerhaeuser Co.		36
55	02-20-07 12-20-07	Weyerhaueser Co., State of Washington, Metro		634

POTENTIAL SURFACE MINERAL RESOURCE SITES

Map #	Section-Township-Range	Site Name and/or Owner/Operator	Product	Total Site Acreage (approx.)
56	10-20-07	Weyerhaueser Co.		80
57	15-26-07	State of Washington		320
58	16-21-05	State of Washington		38
59	17-23-07 18-23-07 19-23-07 20-23-07	State of Washington		640
60	26-21-06	M & K Company		18
61	27-24-06	State of Washington		40
62	30-20-08	Weyerhaeuser Co.		141
63	30-21-07	State of Washington and Palmer Coking Coal		60
64	30-21-08	State of Washington		168
65	34-24-06	State of Washington		32
66	35-24-06	State of Washington		20
67	36-20-06	State of Washington		79
68	36-20-06	State of Washington		40
69	36-21-06	State of Washington		152
70	36-21-07	State of Washington		640
71	36-23-06	State of Washington		115
72	04-21-07	Weyerhaeuser Co.		173
73	03-25-09 04-25-09 05-25-09 10-25-09 33-25-09 34-26-09	Weyerhaeuser Co.		3079

Mineral Resources Property Information for the Mineral Resources Map

POTENTIAL SURFACE MINERAL RESOURCE SITES

Map #	Section-Township-Range	Site Name and/or Owner/Operator	Product	Total Site Acreage (approx.)
74	11-4-07 22-4-07 32-4-07 26-25-07 27-25-07 34-25-07 35-25-07	Weyerhaeuser Co.		3655
75	01-19-07 (4-8)-19-8 12-19-07 28-20-08 31-20-08 32-20-08 33-20-08 36-20-07	Weyerhaeuser Co., United States, U.S. Corps of Engineers		4214
76	(17-20) of 23-09 and (28-30) of 23-09	Weyerhaeuser Real Estate Co.		1765
77	21-23-09 27-23-09 28-23-09	Weyerhaeuser Co.and State of Washington		705
78	13-24-07; (17-20) of 24-07	Weyerhaeuser Co., Riley, Everett, Hamerly		1926
79	06-21-07 7-21-07	E. Seliger, Weyerhaeuser Co, Bremmeyer, and Palmer Coking Coal		1167
80	08-21-07	Weyerhaeuser Co.		113
81	16-21-07	Metro		599
82	24-21-06	Cadman Black Diamond/Weyerhaeuser Co.		434
83	20-20-07 29-20-07	Weyerhaeuser Co.		925

POTENTIAL SURFACE MINERAL RESOURCE SITES

Map #	Section-Township-Range	Site Name and/or Owner/Operator	Product	Total Site Acreage (approx.)
84	28-20-07 32-20-07 33-20-07	Weyerhaeuser Co.		669
85	04-19-07 05-19-07 32-20-07	Weyerhaeuser Co.		1572
86	34-25-07	L.A. Welcome		24
87	36-21-05	Sparling/King Co.		41
88	21-24-07	Raging River/King Co.		40
89	32-22-07	Lake Retreat/King Co.		82
90	35-22-02	Sprowls/King Co.		40
92	23-26-07	Swan Quarry/King Co.		76
93	31-23-07	Route 18 Fill Project/Plumb Creek Timber Co.	SG	40

LEGAL NON-CONFORMING MINERAL RESOURCE SITES

Mineral Resources Property Information for the Mineral Resources Map

AND EXISTING MINERAL RESOURCE SITES IN THE FPD

Map #	Section-Township-Range	Site Name and/or Owner/Operator	Product	Total Site Acreage (approx.)
94	06-19-07	R. & B. Jensen	SG	13
95	29-20-07	Moulder Pit/Weyerhaeuser Co.	SG	60
96	30-21-07	R. Morris and Palmer Coking Coal	SG	158
97	15-22-06	Maple Valley/R&H Partnership	SG	6
98	07-23-06	PG and RT Schroeder	SG	22
99	23-26-06	Chapman Pit/Alberg	SG	53
100	34-25-07	L.A. Welcome	SG	5
101	29-23-09	PG and RT Schroeder	SG	53
102	26-22-05	Calhoun/King Co.	SG	23
103	34-22-06	Summit/King Co.	SG	176
104	13-20-06	Enumclaw Quarry/Richard Pierotti	RS	14
105	06-20-07	Veasey/Dwight and Doris Garrett	RS	8
106	27-26-11	Miller River QuarryMRGC Timberland	R	11
107	37-79-20	Black River Quarry/Lloyal Newburn	R	5
108	37-79-20	Black River/MaryEllen Hughes	R	9
109	34-22-07	Elk Pit/Mutual Materials Co.	Cl	60
110	31-21-07	Palmer Coking Coal Co.		20
111	16-24-07	Hoover/King Co.		40
112	04-25-07	Redmond Pit/Cadman Gravel Co.	SG	18

***KEY**

SG = Sand & Gravel
RS = Rock & Stone
R = Rock
C = Coal
ShCl = Shale & Clay
Cl = Clay
S = Silica

NOTE: Each map number corresponds to one or more parcel number(s), and in some cases different owners and operators. The acreage listed represents the sum acreage of all the parcels of the site. Please refer to the technical appendix for the parcel-specific version of this table.

4 Chapter Four
Environment

Environment

King County has a diverse array of environmental resources and conditions, ranging from highly urbanized areas to nearly pristine environments in the foothills of the Cascades. King County residents depend on sound environmental management not only to protect public health and safety, but also to preserve quality of life for future generations.

One of the central tenets of the Growth Management Act (GMA), the Countywide Planning Policies, and King County's Comprehensive Plan is that new growth be focused within designated urban areas with the aim of protecting resource lands (forestry, agriculture, and mining) and reducing development pressure on the Rural Area. At the same time, GMA requires that critical areas be designated and protected. Critical areas include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas and geologically hazardous areas. Achieving development goals must be integrated with protecting critical area functions and values. Individual solutions can be tailored by following the guidance of comprehensive plan policies that recognize both critical area protection and the need to reduce urban sprawl.

All parts of the county—from densely developed urban areas, to farm and forest land, to the Rural Area—have a role to play and a common interest in environmental protection. Responsibility for environmental protection cannot fall on one geographic area or category of citizens alone. Tools for environmental protection, for all residents whether in the Urban or Rural Area, include buying locally grown produce at a farmers market, taking care to avoid polluted discharges to storm drains, riding the bus, investing in natural resource programs like those offered by the King Conservation District, complying with stormwater standards, controlling invasive plants, and protecting forest cover. For urban residents, environmental protection occurs through different means, including investing in wastewater treatment and stormwater improvements, protecting greenbelts and other remnants of native habitats, and living in densely developed areas. For rural residents, it means protecting aquifers used for drinking water, using development practices that slowly infiltrate stormwater, and using best management practices to protect water quality. On farm lands, forest lands, and lands in the Rural Area, stewardship plans provide a flexible tool for supporting long-term resource use while protecting the environment.

One of the most significant environmental issues facing King County during the past decade was the listing of Chinook salmon and bull trout as threatened under the Endangered Species Act (ESA). Since 2000, the region has seen unprecedented cooperation between local governments, citizens, tribes, conservation districts, non-profit groups, and federal and state fisheries managers to develop watershed-based salmon conservation plans, known as Water Resource Inventory Area (WRIA) plans. These plans,

known as the Shared Strategy for Puget Sound, form the basis for the federal recovery plan for Chinook salmon. Watershed partners are continuing to work together to implement and monitor these plans through WRIA Forums. King County has taken significant steps to increase protections for Chinook and other salmon species through changes in daily operations (like maintenance of county roads and parks), increased open space protection, tax incentives, and updated development regulations. The lessons learned and relationships developed through cooperative planning in response to the Chinook salmon and bull trout listings should help to inform King County's response to new listings, and bolster efforts to prevent future species listings.

Individual species protections under the ESA continue to play an important role. At the same time, both nationally and internationally, many governments are initiating multi-species approaches aimed at conserving biodiversity. Biodiversity refers not only to plants and animals but also to their habitats and the interactions among species and habitats.

Protection of biodiversity in all its forms and across all landscapes is critical to continued prosperity and quality of life in King County. In fisheries, forestry, and agriculture, the value of biodiversity to sustaining long-term productivity has been demonstrated in region after region. With the impending effects of climate change, maintaining biodiversity will be critical to the resilience of resource-based activities and to many social and ecological systems. The continued increase in King County's population and the projected effects of climate change make conservation a difficult but urgent task.

State and federal agencies are undertaking biodiversity initiatives. The Washington State Biodiversity Council was created by the Governor in 2004, in part, with the aim of refocusing state conservation efforts from the species level to the ecosystem level. The Washington State Department of Fish and Wildlife (WDFW) is in the process of updating its Priority Habitats and Species recommendations to reflect a more integrated, landscape approach. The United States Forest Service is also integrating biodiversity principles into its land management practices. Internationally, the International Council for Local Environmental Initiatives (ICLEI) Local Action for Biodiversity Project (LAB) has convened local governments from around the world, including King County, to profile and promote the importance of urban biodiversity. The LAB Project will explore the best ways for local governments to engage in biodiversity management and conservation.

Climate change has the potential for severe and wide-ranging impacts on public health, safety, and welfare; the economy; and the environment. Climate change in the Pacific Northwest is projected to bring more severe winter storms and summer droughts, decreased water supplies for people and fish, and changes in habitat and species distribution. King County is a leader in taking steps to mitigate our local impacts on climate change and to adapt to climate change.

Environmental initiatives during the past decade have underscored the need for monitoring changes in our environment and our efforts to protect it. Monitoring and performance measurement help local governments to target limited resources, determine whether actions are having their intended effect, promote accountability, and adapt approaches to environmental management. The Executive's KingStat program is using environmental monitoring data to assess environmental conditions, develop appropriate county responses, and provide an opportunity to collaborate and partner with other organizations in making improvements.

The Environment Chapter has been updated to integrate county strategies for protection of land, air, and water; to emphasize implementation of salmon recovery plans; to reflect increased emphasis on climate change and biodiversity; and to support monitoring and adaptive management. These polices guide King County's environmental regulations and incentives, education and stewardship programs in unincorporated King County.

I. Natural Environment and Regulatory Context

A. Integrated Approach

Environmental protection efforts need to be integrated across species, habitats, ecosystems, and landscapes. Efforts to reduce flooding or protect water quality and habitat cannot work successfully in isolation from management of land use across the larger contributing landscape. Efforts to protect one particular species could be detrimental to another if such efforts are not considered in an ecosystem context.

Likewise, the tools King County uses to protect the environment—education, stewardship, incentives, regulations, changes in county operations, planning, capital projects, land acquisition, and monitoring—also need to be integrated. For example, the regulatory buffers placed around wetlands need to consider changing conditions in the watershed around the wetland. These conditions are influenced by land use, stormwater management, clearing and grading requirements, and protection of forest cover and open space. Incentives, education, and technical assistance programs also must work hand-in-hand so that land owners can access a seamless set of programs that work together to accomplish environmental protection.

As part of the last major Comprehensive Plan Update in 2004, King County updated its critical areas, stormwater management, and clearing and grading regulations consistent with GMA requirements to include Best Available Science. These regulations are functionally interrelated, with the standards for protection of wetlands, aquatic areas, and wildlife areas also working in tandem with landscape-level standards for stormwater management, water quality, and clearing and grading.

Habitat conditions vary throughout unincorporated King County, with higher quality habitat generally found in less developed areas of the county. However, both urban and rural habitats play a critical role for various species and during different life stages. The environmental protections we use should consider development patterns, habitat conditions, and the roles played by different geographic and ecologic areas. These policies provide for a geographic and watershed-based approach to planning, stewardship, and environmental protection. This approach acknowledges that different areas of King County may have different environmental and resource values and face different levels of development pressure. Therefore, methods of protecting critical areas that respect those distinctions must be developed to

balance the protection of the environment with the need to reduce urban sprawl and preserve our quality of life.

A key facet of critical areas regulations adopted in 2004 is a provision allowing for tailored application of protections to Rural Area-zoned properties through a "Rural Stewardship Plan." In concert with these regulatory updates, the county strengthened incentives available to land owners through the Public Benefit Rating System, a tax incentive program through which landowners can receive reduced property taxes in exchange for commitments to protect open space and natural resources.

E-101 **In addition to its regulatory authority, King County should use incentives to protect and restore the natural environment whenever practicable. Incentives should be monitored to determine their effectiveness in terms of protecting natural resources.**

E-102 **King County should take a regional role in promoting and supporting environmental stewardship through direct education, coordinating of educational efforts and establishing partnerships with other entities that share similar environmental concerns and stewardship opportunities.**

King County coordinates many programs with other agencies and governments. The cooperative development of watershed-based salmon recovery plans over the last decade has brought together local governments, federal and state agencies, citizens, and interest groups. Continued collaboration at the watershed level will be necessary to make these habitat-focused plans a reality. Tribes with treaty reserved fishing rights and the WDFW co-manage harvest and hatchery actions. Working closely with these co-managers will be essential to ensure that watershed-based salmon recovery strategies effectively integrate habitat, harvest and hatchery actions.

A critical new venue for coordination is the Puget Sound Partnership, created by the Washington State Legislature and Governor in July, 2007. The Puget Sound Partnership was formed to achieve the recovery of the Puget Sound ecosystem by the year 2020. This new state agency replaces both the Puget Sound Action Team and the Shared Strategy for Salmon Recovery. Its goal is to consolidate and significantly strengthen the federal, state, local, and private efforts undertaken to date to protect and restore the health of Puget Sound and its watersheds. Additional discussion of King County's participation in the Puget Sound Partnership is found later in this chapter.

King County also works closely with federal and state agencies, cities, and other counties to try to integrate and streamline compliance with federal mandates like the Clean Water Act, Clean Air Act, and Endangered Species Act. In doing so, multiple benefits can be achieved. For example, in some cases

mandated monitoring for Clean Water Act compliance can provide useful information to support salmon conservation efforts.

E-103 **King County should coordinate with local jurisdictions, universities, federal and state agencies, tribes, citizen interest groups, special districts, businesses, and citizens to develop, implement, monitor and update Water Resource Inventory Area plans for all areas of King County.**

E-104 **Development of environmental regulations, restoration projects, and stewardship programs should be coordinated with local jurisdictions, federal and state agencies, tribes, special interest groups and citizens when conserving and restoring the natural environment consistent with Urban Growth Area, Rural Area and designated Resource Land goals.**

King County will use existing and updated subarea and functional plans and Water Resource Inventory Area plans to provide guidance to programs, regulations and incentives to protect and restore environmental quality.

E-105 **Environmental quality and important ecological functions shall be protected and hazards to health and property shall be minimized through development reviews and implementation of land use plans, Water Resource Inventory Area plans, surface water management plans and programs, flood hazard management plans, environmental monitoring programs, and park master plans. These plans shall also encourage stewardship and restoration of critical areas as defined in the Growth Management Act, and include an adaptive management approach.**

E-106 **King County wishes to create an equitable relationship with all citizens in the Rural Area who own or control potential development or redevelopment of property with critical or significant resource areas. King County should continue to provide options for property-specific technical assistance and tailored applications of critical areas regulations through Rural Stewardship, Forest Stewardship, and Farm Management Plans. However, some affected property owners may not wish to pursue one of these plans and will choose to accept fixed regulations under the critical areas, clearing and grading, and stormwater ordinances. These property owners are entitled to have their property assessed at the true and fair value of real property for taxation purposes. The portion(s) of a property that are not developed**

or redeveloped due to environmental constraints shall be assessed to reflect the presence of physical and environmental constraints as provided in RCW 84.40.030 and K.C.C. 4.62.010, 4.62.020, and 4.62.030.

E-107 The protection of lands where development would pose hazards to health, property, important ecological functions or environmental quality shall be achieved through acquisition, enhancement, incentive programs and appropriate regulations. The following critical areas are particularly susceptible and should be protected:

a. Floodways of 100-year floodplains;
b. Slopes with a grade of 40 percent or more or landslide hazards that cannot be mitigated;
c. Wetlands and their protective buffers;
d. Aquatic areas, including streams, lakes, saltwater shorelines and their protective buffers;
e. Channel migration hazard areas;
f. Designated wildlife habitat networks;
g. Critical Aquifer Recharge Areas;
h. Marine beaches, wetlands, intertidal and subtidal habitat and riparian zones including bluffs;
i. Regionally Significant Resource Areas and Locally Significant Resource Areas;
j. Fish and Wildlife Habitat Conservation Areas; and
k. Volcanic hazard areas.

E-108 Regulations to prevent unmitigated significant adverse impacts will be based on the importance and sensitivity of the resource. The presence of a species listed as endangered or threatened by the federal government may be considered an unusual circumstance. King County may exercise its substantive authority under the State Environmental Policy Act (SEPA) to condition or deny proposed actions in order to mitigate associated individual or cumulative impacts such as significant habitat modification or degradation that may actually kill or injure listed species by significantly impairing essential behavioral patterns, including breeding, feeding, spawning, rearing, migrating or sheltering.

E-109 King County should promote efficient provision of utilities and public services by exempting minor activities from its critical areas regulations, if the agency has an approved best management practice plan approved by King County, and the plan

ensures that proposed projects that may affect habitat of listed species be carried out in a manner that protects the resource or mitigates adverse impacts.

B. Policy and Regulatory Context

1. Endangered Species Act

King County is approaching the ten year anniversary of the first proposal to list one of our native salmon under the Endangered Species Act (ESA). In March 1998, The National Marine Fisheries Service (NMFS) proposed to list the Puget Sound Chinook salmon as "threatened" under the ESA. This Chinook population was officially listed in March 1999. The listing of Chinook as threatened triggered a requirement for consultations with NMFS on any activity requiring a federal permit, relying on federal funds, or being sponsored by a federal agency.

Since that listing, several other aquatic species present in King County have been listed as threatened, including two salmonids: bull trout in November 1999, and steelhead in May 2007. Kokanee salmon in Lake Sammamish have been petitioned for ESA listing, and coho salmon are considered a Species of Concern. Puget Sound's resident Orca, which rely almost solely on salmon as a food source, were also listed under the ESA as endangered in November 2005.

NMFS and the United States Fish and Wildlife Service~~,~~ have issued rules describing regulations deemed necessary to conserve Puget Sound Chinook salmon and other West Coast salmonids. These rules, commonly referred to as "4(d) rules," legally establish the protective measures that are necessary to provide for conservation of a listed species. These rules also make it a violation of the ESA for any person, government, or other entity to "take" a threatened species. Prohibited "take" under the ESA includes harm through significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, spawning, rearing, migrating or sheltering.

The 4(d) rule for Chinook and steelhead also establishes conditions or limits under which certain categories of activities that may result in "take" may be conducted. King County takes actions under the conditions established for two categories of action: routine road maintenance and habitat restoration projects funded by the State Salmon Recovery Funding Board.

Final ESA Recovery Plans have been developed for Chinook (2007) and bull trout (2004). A final Recovery Plan for Orca whales was published in 2008. These plans describe recovery goals for the species, specific measures to address the factors that are limiting the health of the species, and

timeframes and cost estimates for recovery measures. Conservation actions identified in WRIA plans for King County watersheds are now being implemented subject to available funding and are anticipated to contribute significantly to the achievement of recovery goals for these species and their eventual removal from the Endangered Species list.

2. Clean Water Act

Protecting the quality and beneficial uses of surface waters is a requirement of the federal Clean Water Act (CWA). Two of the major programs to achieve state and local compliance with the CWA are: the National Pollutant Discharge Elimination System (NPDES) permits for municipal discharges (including wastewater and municipal stormwater), and broader pollutant limits known as Total Maximum Daily Loads (TMDLs).

a. National Pollutant Discharge Elimination System

Authority for administering the NPDES Program has been delegated by the Environmental Protection Agency (EPA) to the Washington State Department of Ecology (Ecology). King County must comply with NPDES permit conditions for individually permitted activities, such as construction site activities or wastewater discharges, and for discharges from its municipal stormwater system that are regulated under a general municipal stormwater permit. A new Phase I general municipal stormwater permit was issued in January of 2007 for a term of five years. The new permit contains prescriptive requirements for controlling and monitoring pollutants in municipal stormwater. The permit conditions are now under challenge, and it is not know at this time whether the requirements will be modified as a result of the challenge.

b. Water Quality Standards and Total Maximum Daily Loads

The Federal Clean Water Act (CWA) and Washington State law require the state to develop standards for surface and groundwater and for sediments collectively know as "Water Quality Standards" (WQS). These standards are intended to ensure that our waters can be beneficially used for purposes we all value, like fishing, swimming, boating, and drinking, as well as industrial and agricultural purposes and fish habitat.

Additionally, the state must prepare a list of water bodies that do not meet WQS. This list, known as the Water Quality Assessment (WQA), is prepared for Washington State by Ecology, and must be submitted to the EPA every two years. The water bodies in Category 5 of this list consist of "water quality limited" or "impaired" estuaries, lakes, rivers and streams that fall short of state surface water quality standards, and are not expected to achieve standards after implementation of technology-based controls.

For water quality impaired waters on the Category 5 list, EPA requires that states establish a Total Maximum Daily Load (TMDL). A TMDL, also called a water cleanup plan, analyzes how much pollution a water body can receive and still support its assigned beneficial uses. The cleanup plan also includes a strategy for controlling pollution and monitoring requirements to test the plan's effectiveness. TMDL's potentially affecting unincorporated King County have been approved by EPA for the Snoqualmie River, Issaquah Creek, Cottage Lake, Lake Fenwick, Lake Sawyer, the Duwamish River and Lower Green River. A complete listing of TMDLs and the WQA list can be found on Ecology's web site at http://www.ecy.wa.gov/programs/wq/links/wq_assessments.html.

E-110 **Surface waters designated by the state as Water Quality Impaired under the Clean Water Act (water bodies included in Category 5 of the Water Quality Assessment) shall be improved through monitoring, source controls, best management practices, enforcement of existing codes, and, where applicable, implementation of Total Maximum Daily Load plans. The water quality of other water bodies shall be protected or improved through these same measures, and other additional measures that may be necessary to ensure there is no loss of existing beneficial uses. Any beneficial uses lost since November 1975 shall be restored wherever practicable, consistent with the Federal Clean Water Act.**

E-111 **King County shall evaluate development proposals subject to drainage review to assess whether the proposed actions are likely to significantly increase the loads of pollutants of concern for water bodies that are listed by the Washington State Department of Ecology as Water Quality Assessment Category 2, 4 or 5 or that King County through monitoring has determined are in violation of state water quality standards. Drainage review should also consider whether the proposed action is likely to increase pollutants of concern to a level that would trigger a violation of state water quality standards for the receiving water. The review should consider whether measures to mitigate for the increased pollutants should be required. King County may modify the drainage requirements of development proposals to ensure consistency with TMDLs, to prevent additional discharges to Category 2, 4 or 5 water bodies of the pollutants that are the subject of the listing, and to prevent additional violations of state water quality standards for water bodies that King County has determined are in violation of state water quality standards.**

3. Growth Management Act and Critical Areas Protection

The GMA requires that critical areas be designated and protected. Critical areas include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas and geologically hazardous areas. This chapter establishes policies for designating and protecting critical areas. King County Code Title 21A provides the regulatory framework for these policies.

The GMA also requires local governments to include the Best Available Science (BAS) in developing policies and development regulations to protect the functions and values of critical areas, and to give special consideration to the conservation or protection measures necessary to preserve or enhance anadromous (fish that spawn in freshwater and spend part of their lifecycle in salt water) fisheries.

4. Shoreline Management Act

The Shoreline Management Act (SMA) requires each city and county with Shorelines of the State to adopt a Shoreline Master Program that complies with state guidelines but that is tailored to the specific needs of the community. The SMA applies to all marine waters, streams with a mean annual flow of 20 cubic feet or more per second, and lakes that are 20 acres or more in size. The SMA also applies to upland areas called "shorelands" within 200 feet of these waters, as well as associated wetlands and floodplains. The program's goals are set by state law and include protecting natural resources, increasing public access to shorelines and encouraging businesses such as marinas along the waterfront.

Under the SMA, the Shoreline Master Program includes both a Shoreline Master Plan and implementing shoreline land use and development regulations. The GMA requires that a local government's Comprehensive Plan, Shoreline Master Plan, and development regulations, including both shoreline regulations and critical area regulations must be consistent with each other.

II. Climate Change

Arguably the single most pervasive environmental challenge that King County faces now and into the future is global climate change. As greenhouse gas (GHG) emissions cause local and global temperatures to rise, two of the primary anticipated effects are increases amount of precipitation falling as rain and simultaneous decreases in annual snow pack. These two impacts alone have the potential to dramatically impact ecosystems, agriculture, economy, biodiversity, and public health and safety in myriad and interrelated ways. Sustaining quality of life and our environment will require a significant commitment on the part of King County to both reducing GHG emissions and adapting to the climate change impacts in an ever-changing and increasingly dynamic landscape.

Predicted impacts to the Pacific Northwest and King County include:

- Increased average annual temperatures, increased temperatures across all seasons, significantly increased summer temperatures, and increased urban "heat island" effects, in which urban air and surface temperatures are higher than in the Rural Area due to storage of heat in pavement and buildings;
- Sea level rise of approximately 1 foot by 2100 leading to increased coastal flooding, inundation, saltwater intrusion of coastal aquifers, nearshore habitat loss, and erosion;
- Changes to the timing and magnitude of streamflows due to snowpack and glacier reduction, increased winter rainfall, decreased winter snowfall, and earlier spring melt;
- Increased stress to regional water supplies due to increased frequency of drought events and increased demand;
- Negative effects on public health including thermal stress, respiratory problems due to increased smog, and increased exposure to certain infectious diseases;
- Increased stress to forests in the foothills, and potentially increased growth in forests at higher elevations that were snow-dominated;
- Increased stress to plant and animal species due to vegetation changes, food web disruption, streamflow changes, and increased freshwater and marine water temperatures; and
- Altered regional distributions of many species, including marine and freshwater phytoplankton, zooplankton, and salmonids.

King County is a relatively small contributor to global and even national climate change, accounting for roughly a quarter of statewide greenhouse gas emissions and about one half of one percent of United States emissions. However, King County has a responsibility to do its part to reduce carbon emissions

through its land use planning, transportation investments, energy purchasing practices, building standards, operation of facilities like sewage treatment plants, and monitoring and assessment programs. In doing so, the county can serve as a role model for other counties across the country.

Even if all greenhouse gas emissions ceased today, global and regional temperatures would continue to increase. King County must be proactive in adapting to the global climate change impacts that will affect this area regardless of the local steps we take to reduce emissions. This includes preparing for more frequent and severe flooding and droughts, developing capacity for reclaimed water, working with farm and forest owners to address climate change impacts, and taking steps to improve the resiliency of our natural environment.

A. Assessment

King County has completed regular inventories and assessments of greenhouse gas emissions since 2000. These assessments have provided valuable information to inform decisions about actions that will have the most impact on climate change, and to monitor progress toward meeting emissions reduction goals.

Emissions inventories have become even more important as businesses and local governments make commitments to targeted reductions in greenhouse gas emissions. In 2006, King County joined the Chicago Climate Exchange (CCX). CCX is the largest carbon exchange in North America. Participants make binding commitments to reduce emissions below certain targets. If they exceed the reduction target, they can sell carbon credits. If they fall short of the target, they must purchase credits. In joining CCX, the county made a binding commitment to reduce carbon emissions by six percent compared to 2000 levels by 2010. CCX requires third party validation of emissions reductions.

Accounting for GHG emissions from the many facets of municipal operations including transit, fleet, solid waste, wastewater treatment can be more complex than calculating emission from a single industry. For example, when evaluating the contribution of public transit to GHG emissions, it is important to consider not only actual transit emissions, but also the emissions from single occupancy vehicles that are avoided when people use transit.

E-201 **King County shall complete and update its greenhouse gas emissions inventory on a regular basis using established greenhouse gas emissions accounting protocols, and should work with local and state governments to account for greenhouse gas emissions in the evaluation of regional investments.**

E-202 **King County shall collaborate with other local governments regionally, nationally and internationally to develop a common approach to accounting for greenhouse gas emissions from municipal operations.**

E-203 **King County should continue to collaborate with experts in the field of climate change, including scientists at the University of Washington's Center for Climate Change, to monitor and assess the impacts of climate change in King County.**

B. Mitigation

King County produces only a small fraction of national and global GHG emissions. King County recognizes, however, that it has a responsibility to be a leader for its citizens and to provide support for others in reducing greenhouse gas emissions. King County government must do its part to help reduce global GHG emissions.

In King County, GHG emissions from the transportation sector are the single biggest source of global warming pollution, and the single biggest factor in the amount of transportation pollution is the number of miles traveled in personal vehicles (sometimes referred to as single occupancy vehicles).

King County, through its operations and land use authorities, can mitigate its impacts on GHG emissions in several ways:

- Land use designations and zoning can influence the pattern and density of development and the level of reliance on single occupancy vehicles;
- Building codes and facilities standards can influence the types of building materials and future energy demands;
- Purchasing practices can affect emissions from energy and fuel production and use;
- Modifying operations of county buildings and facilities can reduce emissions and resource demand;
- Undertaking energy co-generation projects at King County's wastewater treatment and solid waste disposal facilities can reduce greenhouse gas emissions and produce renewable energy; and
- Protecting forested areas, encouraging and supporting active stewardship, and undertaking reforestation projects can aid in carbon sequestration.

In March 2006, the Executive issued Executive Orders on Global Warming Preparedness that directed King County to reduce greenhouse gas emissions and prepare for anticipated climate change impacts. In October 2006, the King County Council passed Motion 12362 calling for development of a Global Warming Mitigation and Preparedness Plan. The Executive completed a "Climate Plan" in February 2007.

The Climate Plan includes recommendations for climate change mitigation and adaptation throughout all facets of county operations, including management of wastewater treatment plants and other county facilities, investments in infrastructure, priorities for county-funded monitoring and research, planning for land use and transportation, participation in water supply planning efforts, flood hazard management, and collaboration with other governments and institutions to identify climate change impacts. The Climate Plan can be accessed at: http://www.metrokc.gov/exec/news/2007/pdf/ClimatePlan.pdf

E-204 **King County should seek to reduce greenhouse gas emissions from all facets of its operations and actions associated with construction and management of county-owned facilities, investments in infrastructure, land use planning, transportation, and environmental protection programs. King County's goals should be to reduce its net carbon emissions from county operations by six percent below year 2000 emissions by 2010.**

E-205 **King County shall maximize the creation of resources from waste products from county operations such as gases produced by wastewater treatment and solid waste disposal in a manner that reduces greenhouse gas emissions and produces renewable energy.**

E-206 **King County shall evaluate proposed actions subject to the State Environmental Policy Act (SEPA) for their greenhouse gas emissions. King County may exercise its substantive authority under SEPA to condition or deny proposed actions in order to mitigate associated individual or cumulative impacts to global warming. Any standards related to consideration of greenhouse gas emissions through the SEPA process shall be subject to council review and adoption by ordinance.**

E-207 **King County should encourage its electricity suppliers to provide energy efficiency, renewable energy and mitigation for electricity sources that are powered by natural gas and coal. In addition, King County should encourage the state to require new fossil fuel power plants to mitigate for their carbon dioxide emissions.**

E-208 **King County should ensure that its land use policies, development and building regulations, technical assistance programs, and incentive programs support and encourage the use of passive and active solar energy as a no-emission alternative to traditional energy sources.**

E-209 **King County will continue to evaluate its own maintenance and operations practices, including procurement, for opportunities to reduce its own emissions or emissions produced in the manufacturing of products.**

C. Adaptation

Anticipation of environmental change has enabled institutions and societies to adjust and adapt in the past. Although some aspects of future climate change in the Pacific Northwest are well known, others are less certain. However, based on the potential consequences and impacts to public health and safety, the environment, and economic prosperity in the King County region, the county needs to take precautionary action now to increase resiliency of our natural and built systems to climate change impacts using the best information available.

King County can increase resiliency and adapt to climate change through:

- Coordinated public health and disaster planning;
- Climate-sensitive land use planning;
- Investments in flood hazard management projects;
- Collaborative planning with water suppliers and development of reclaimed water sources;
- Comprehensive approaches to conserving biodiversity that may make habitats more resilient to climate change impacts;
- Information sharing and collaboration with other local governments developing strategies for climate change adaptation; and
- Cooperation with farm and forest land owners to identify and address impacts of climate change.

As a region on the front lines of climate change impacts, King County and its partners are already beginning to implement and learn from practical preparedness steps. Effective climate change mitigation and adaptation actions will require a high degree of coordination among state, regional and local governments, academic institutions, business leaders, and King County residents.

E-210 **King County should take steps to raise awareness about climate change impacts and should collaborate with climate science experts, federal and state agencies, and other local governments to develop strategies to adapt to climate change.**

E-211 **King County should collaborate with climate scientists, federal and state agencies, and other local governments to evaluate and plan for the potential impacts of coastal flooding associated with sea level rise.**

E-212 **King County should consider projected impacts of climate change, including more severe winter flooding, when updating disaster preparedness, levee investment, and land use plans, as well as development regulations.**

E-213 **King County should collaborate with climate scientists in order to increase knowledge of current and projected climate change impacts to biodiversity.**

E-214 **King County should consider projected impacts of climate change on habitat for salmon and other wildlife when developing long-range conservation plans and prioritizing habitat protection and restoration actions.**

Additional policies related to green building standards can be found in Chapter 2—Urban Communities. Additional policies related to climate change mitigation and adaptation strategies for agriculture and forestry can be found in Chapter 3—Rural Area and Natural Resource Lands. Additional policies related to reduction of GHG emissions from transit and fleet vehicles can be found in Chapter 7—Transportation. Additional policies related to water supply, use of reclaimed water, and solar access can be found in Chapter 8—Services, Facilities and Utilities.

D. Collaboration with Others

King County recognizes that the climate change challenge is worldwide in its scope, and that much of the scientific community believes that potentially far reaching consequences to the environment and to humankind's quality of life may result if this issue is not addressed effectively. King County's actions are important contributors to addressing this issue; however, its global nature will require cooperation across local, regional, state and international boundaries.

King County has collaborated with the state and federal agencies, the University of Washington's Climate Impacts Group, the Center for Clean Air Policy, and the International Council on Local Environmental Initiatives to organize conferences and develop guidebooks and other materials tailored to the operations and authorities of local governments. Most recently, the county kicked off the "Cool Counties for Climate Change Initiative," in which participating counties pledge to reduce greenhouse gas emissions by eighty percent by 2050.

E-215 **King County should work with other local governments through cooperative frameworks like the International Council on Local Environmental Initiatives to develop climate change mitigation tools tailored to local governments.**

E-216 **King County should collaborate with other local governments in the region with the aim of reducing greenhouse gas emissions throughout the region to 80 percent below 2007 levels by 2050.**

E-217 **King County supports market-based approaches to reducing carbon emissions which send appropriate price signals for reducing emissions. Carbon markets should be based on binding commitments to reduce carbon emissions, common standards for accounting for greenhouse gas emissions and carbon credits, and purchase of carbon credits to offset carbon emissions.**

E-218 **King County should participate in carbon markets, and in doing so, should help to develop effective carbon emissions accounting methodologies that recognize the unique emissions profiles of local and regional governments. King County should partner with other governments, institutions and organizations on further development of effective and efficient rules for emissions trading.**

III. Air Quality

A. Overview

Clean air, free of pollutants, is essential for the day-to-day quality of life and long-term health of county residents. King County has shown critical leadership in forging solutions to air pollution and will continue to do so well into the future.

King County works for clean air in partnership with the Puget Sound Clean Air Agency (PSCAA), which has the lead regulatory and monitoring responsibilities for the region in accordance with the Clean Air Act. Underlying drivers of the Clean Air Act include protecting public health, reducing property damage, and generally protecting the environment. Because air quality impacts water quality, a better understanding is needed regarding the input of pollutants via air transport from both local and distant sources.

PSCAA is responsible for monitoring and regulating six "criteria air pollutants" using standards set by the EPA. The six "criteria" air pollutants are:

- Fine particulate matter (dust, soot, smoke);
- Ground-level ozone (smog);
- Carbon monoxide (gas primarily from vehicle exhaust);
- Sulfur dioxide (gas primarily from industrial processes like smelters, paper mills, and power plants);
- Oxides of nitrogen; and
- Lead.

PSCAA also focuses on reducing harmful air toxics that come primarily from wood smoke and diesel burning, as well as greenhouse gases such as carbon dioxide and methane from landfills.

Efforts to address climate impacts and improve air quality are strongly linked. For example, conversion from conventional to hybrid buses and fleet vehicles not only helps to reduce climate change impacts, but also reduces emissions of particulates. One of the likely impacts of climate change on air quality is an increase in ground-level ozone because higher temperatures enhance the conversion of precursors into ground-level ozone. Ozone can exacerbate asthma and reduce respiratory system functioning. The link between regulation of air quality and climate change has been strengthened by a recent United States

Supreme Court decision finding that greenhouse gases fit within the federal Clean Air Act's definition of air pollutants, and that EPA has the authority to regulate greenhouse gases as pollutants.

B. Air Quality and Health

Certain populations, including those living close to roads with high traffic volumes, the elderly, and those with existing chronic illness or disease are considered more sensitive to air pollutants than the general population at large. Immigrant communities, communities of color, and low income communities often live or work in places where their exposure to the six criteria pollutants and other air toxics is disproportionately high compared to the greater population. This is an example of health inequity, which is a major factor in the disability, sickness, and early death rates among different populations.

Children also are considered a sensitive population because their higher metabolic rate and continuing lung development throughout adolescence make them more susceptible to damaging effects of poor air quality. Adverse health effects that can arise from exposure to the six criteria pollutants for all these sensitive populations range from respiratory and cardiovascular illness and disease to low birth weight to certain cancers.

King County has completed a study of how land use planning affects transportation choices and consequently air quality. The Land Use transportation Air Quality and Health study, now referred to as HealthScape, provides information on how land use patterns affect air quality. The study has found that per capita greenhouse gas emissions and regional air pollution decline steadily as housing density and land use mix increases. Information on HealthScape can be found at www.metrokc.gov/healthscape/.

E-301 **King County should include a multiple benefit approach incorporating improved air quality and public health, promotion of economic opportunities, and contributions to creating and maintaining high quality natural and built environments in responding to climate change.**

E-302 **King County should work to reduce air-quality related health inequities and the exposure of sensitive populations to poor air quality through land use and transportation actions.**

A growing body of evidence points to the significant impact that the built environment has on our health. Traditionally, land use and zoning have been used by local governments to limit human exposure to toxins in contaminated air, water and soil. More recently, researchers have pointed to the broader influence that community design has on chronic diseases and living behaviors that influence our health. King County's

Healthscape study has established a link between neighborhood design and improved community health. Design features that have been shown to improve health include: a more compact development, walkable neighborhoods, a wider variety of land uses close to home and work, a more connected street system, and access to transit.

Healthy community design includes planning for housing, transportation systems, business activity, community infrastructure, and recreational resources to support the health of the residents. For example, convenient and safe walking paths and bike lanes to work, school, and shopping allow for more physical activity which can prevent chronic disease and reduce pedestrian injuries. Access to sources of fresh fruits and vegetables can lead to better nutrition and health. In addition to healthy community design, implementing principles of healthy housing design have also been shown to have positive impacts on health. Research in King County and across the country has also shown that housing built or remediated to reduce exposure to environmental allergens such as molds, dust, and other triggers can significantly reduce the severity and incidence of asthma attacks in children and adults. In turn, this leads to lower medical costs, improved physical activity, and a reduction in school or work days missed, all of which further support health and quality of life.

E-303 **King County, through its comprehensive plan policies and development regulations, should promote healthy community designs that enable walking, bicycling, and public transit use, thereby reducing greenhouse gas emissions and regional air pollution, and healthy housing designs that reduce inhabitants' exposure to toxins and allergens.**

C. Ozone, Fine Particulate, Toxics

Reducing criteria pollutants will continue to be a primary focus for King County. In response to the EPA's new fine particle and ozone standard, which is expected to be adopted in 2008, King County will need to review its strategies to ensure county attainment of these standards. The ozone strategy identified by PSCAA for our region focuses on reducing volatile organic compounds (VOCs). Emission of VOCs results mostly from petroleum refining, use, handling and combustion.

In addition to ozone, fine particulates also represent a serious health threat. Diesel emissions are one of the county's largest sources of fine particulate emissions. King County's participation in the ultra-low sulfur diesel (ULSD) program, known as "Diesel Solutions," has made tremendous strides in cleaning up King County Metro's fine particulate emissions. Indoor burning and outdoor burning are a major source of fine particulates.

Lastly, as a large county with a mix of urban and rural land uses, King County will continue to face risks from air toxics. Examples of air toxics include benzene, formaldehyde, mercury, and dioxins. The air quality impact of toxics cannot be evaluated in isolation. Their greatest health risk comes from their combined effect. National air toxics assessment data indicate that air toxics risks in the Puget Sound region are in the top five percent in the nation.

Local air monitoring data done by the Washington State Department of Ecology indicates that diesel exhaust and wood smoke are key contributors to toxics. King County Metro currently uses a 20 percent blend of biodiesel in 640 of its buses, a feat that helped earn King County national acclaim for having one of the cleanest bus fleets in the U.S. Biodiesel is a naturally grown, alternative fuel source.

In 2002, King County Metro became the first transit agency in the U.S. to test articulated hybrid-diesel electric buses. King County Metro currently owns 214 articulated hybrid buses, the largest such fleet in the nation. A National Renewable Energy Lab study found articulated hybrids provide a 30 percent reduction in greenhouse gases and are 40 percent more reliable than diesel fueled articulated buses.

Diesel school buses continue to be a particular concern. A recent study indicated that school children are exposed to toxics levels five to 15 times the exposure to the rest of the population because of the amount of time they spend on and around school buses. The Diesel Solutions Program is now concentrating on cleaning up the emissions from these buses. Wood smoke is also a leading contributor to air toxics. King County will examine proposals to curtail the impacts of woodstove burning and land-clearing practices in rural parts of the county.

The focus of King County air quality improvement efforts is to engage in projects and changed practices to reduce county emissions and promote policies that incorporate consideration of air quality impacts. Motorized vehicle and other fuel burning engines related emissions are the primary source of ozone, fine particulate, toxics and greenhouse gas emissions in King County and therefore should be a primary focus for emissions reduction.

Examples of King County projects aimed at reducing air pollution and GHG emissions include HealthScape, the diesel solutions program and the retrofitting of transit vehicles as well as solid waste and roads vehicles to use ultra-low sulfur diesel; promoting the use of cleaner energy sources such as fuel cells at the Renton Wastewater Treatment Plant, and pursuing all cost-effective energy efficiency programs in county facilities to minimize the county's use of fossil-fuel-based energy sources. These projects and changed practices will also serve as key strategies in King County's efforts to mitigate the impacts of its operations on climate change.

E-304 **King County shall work to reduce air pollutants and greenhouse gas emissions from its operations and seek to promote policies and programs that reduce emissions in the region.**

E-305 **King County should reduce automobile-related pollutant emissions through initiatives such as:**

a. Increased transit services, options and alternatives;

b. Ridesharing; and

c. Innovative pricing programs to capture the true cost of driving.

E-306 **King County should support initiatives that reduce emissions due to indoor and outdoor wood burning consistent with the actions of PSCAA to control this source of public health threat.**

E-307 **King County will continue to actively develop partnerships with the Puget Sound Clean Air Agency, local jurisdictions, the state, and public, private, not-for-profit groups to promote programs and policies that reduce emissions of ozone, fine particulates, toxics, and greenhouse gases, particularly for those populations already experiencing health disparities linked to air quality.**

More detailed policies related to reducing emissions from automobiles and county operations can be found in Chapter 7—Transportation and Chapter 8—Services, Facilities and Utilities.

IV. LAND AND WATER RESOURCES

A. Biodiversity

1. Overview

Because of its size, topography, and geology, the diversity of landscapes and habitats in King County is dramatic. From the Cascade Mountains to Puget Sound, alpine areas to lowland bogs, King County possesses an astonishing array of habitats and species. Approximately 220 species of breeding and non-breeding birds are usually seen on an annual basis in King County. Based on an analysis by the State of Washington, 69 species of mammals, 12 species of amphibians, and 8 species of reptile are thought to be breeding in the county. About 50 species of native fish (and 20 species of introduced fish) are found in the freshwater streams, rivers, ponds, and lakes of King County. In the county's marine environment, over 200 species of fish, some 500 species of invertebrate animals, and 8 species of marine mammals can be found. 1,249 (383 introduced) species of vascular plants have been identified in the county. The diversity of geography combined with King County's history of land use has shaped the biodiversity of the past, present, and will continue affecting it into the future.

King County defines biodiversity as the variety of living organisms considered at all levels, from genetic diversity through species, to higher taxonomic levels, including the variety of habitats, ecosystems, and landscapes in which the species are found. The Washington Biodiversity Council provides another working definition: Biodiversity is the full range of life in all its forms, including the habitats in which they live, the ways species interact with each other and their environment, and the natural processes (like flooding) that support those interactions.

The biggest threats to biodiversity in King County visible today are habitat loss and fragmentation due to development, invasive plant and animal species, and climate change.

2. Climate Change and Biodiversity

The Pacific Northwest may experience slightly less dramatic effects from climate change than the subarctic and arctic areas of the continent. Nevertheless, the effect on native biodiversity is likely to be serious and somewhat unpredictable. In King County, some effects already are apparent as average temperatures over the last decade have increased slowly but steadily, especially in winter. For many of

our native species, climate change will be an added stress to ecosystems and populations. The following effects are predicted to affect biodiversity in King County:

- Increases in direct mortality as a result of thermal stress: For many freshwater species, especially the salmonids and the freshwater mollusks, warming stream and lake temperatures may impose an added physiological burden that increases direct mortality.
- Increases in productivity due to altered environmental regimes: As temperatures warm, some ecosystems such as lakes and wetlands may experience increases in primary productivity that will alter the species composition of plants and animals.
- Altered growth rates: Temperature often controls much of the physiological response of animals, especially cold-blooded animals such as salmon. Warmer water temperatures during incubation will likely increase the rates of development of embryos and juveniles and could alter the timing of emergence and out-migration, which may not coincide with adequate food supplies.
- Altered local distributions: Warming stream temperatures over the last decades may have already altered local distributions of certain of our cold-water species of salmon and char. Some early evidence suggests that local spawning patterns of steelhead and bull trout may be shifting upward (to higher elevations) in watersheds where these species are found. Other species that may be susceptible to this effect are freshwater mollusks of the genera Margaritifera and Anodonta. The same effect is likely for some alpine species of plants and animals that may experience conditions that drive an upward shift in distribution.
- Regional range shifts: This effect is a significant issue for certain species that are at the southern limit of their ranges. In particular, sockeye salmon in the Lake Washington system may be at risk as ocean temperatures rise and the colder water areas of the northeastern Pacific are pushed northward. This could cause a collapse of the sockeye's range northward some 1000 kilometers.
- Biological invasions: several groups of animals and plants are highly mobile and can reproduce quite quickly if conditions permit. There is some evidence that many of the exotic marine fishes that have been observed with more frequency off Washington's coast and in the Strait of Juan de Fuca are likely candidates to move into Puget Sound as warming progresses. Many of the invasive freshwater fishes in King County are warmwater fishes and are likely to increase in abundance and distribution as lakes and streams warm.
- Altered timing of life history events such as migration and breeding: Because the migrations and breeding of most animal species are keyed to seasonal signals of light and temperature, changes in these patterns may be expected in the county as elsewhere. This effect will be critical for salmon and trout, whose migratory patterns, breeding times, and emergence and out-migrations are keyed to river flow and temperature. If these environmental cues are temporally displaced, the life history patterns of many species will respond accordingly, and the direction of this response may not assure the survival of the species.

- Food web disruptions: This effect has already been observed in Lake Washington as a breakdown of certain parts of the phytoplankton-zooplankton food web, and such food web effects may be taking place in other county lakes as well. The possibility of this effect in King County's marine ecosystem is of great concern.

The effects of climate change are only beginning to be observed and understood in the county and are presumed to increase over time. In the face of climate change, biodiversity conservation may be of critical importance for buffering the effects of rising temperatures on regional ecosystems, damping the rates of ecological change, and reducing the potential for sudden, extreme changes in the environment.

3. Principles for Biodiversity Conservation

The following principles are based on current approaches to conservation biology and restoration ecology. They provide guidance for management of the county's natural resources to best conserve and restore native biodiversity.

a. Landscape Context

Natural resource protection occurs within an ecological context. Environmental management should consider not only the immediate site but also the context that surrounds it. Different activities will require consideration of different scales—from small sub-basins of a few square miles to watersheds and ecosystems that contain many hundreds or thousands of square miles. For example, watershed boundaries are useful ways to define ecological planning units for resource protection of aquatic systems while large-scale vegetation communities may be more useful for terrestrial systems.

There is no single scale appropriate for all planning and management of conservation activities. Management within the context of a landscape helps to ensure the actions in one area will not be undone or rendered unsustainable by conditions in the surrounding watershed or ecoregion. Further, conservation efforts designed to protect only one species could have an unintended, detrimental effect on others.

E-401 **King County's conservation efforts should be integrated across multiple landscape scales and species.**

E-402 **King County should carry out conservation planning efforts in close collaboration with other local governments, tribes, state and federal governments, and land owners.**

E-403 **King County should develop a biodiversity conservation framework and conservation strategy to achieve the goals of maintaining and recovering native biodiversity. This framework should be coordinated with the Washington Biodiversity Conservation Strategy where applicable.**

"Ecoregions" are land areas that contain a geographically unique set of species, communities, and environmental conditions. Washington is a highly diverse state, with portions of nine ecoregions located within its boundaries. Three ecoregions cover parts of King County: the Puget Lowland Ecoregion in the western half of the county, the North Cascades Ecoregion in the northeastern and east central portion, and the Cascades Ecoregion in the southeastern portion of the county. The Puget Sound Marine Environment is not included in this land-based system of Ecoregions, but is functionally linked and includes backshore habitats, intertidal and subtidal habitats, estuarine habitats, and open water.

Ecoregions are the largest units of biodiversity in King County, and this scale is appropriate for broader natural resources planning and management. More localized habitats and species can be identified within these ecoregions, and can inform actions at the watershed and even property-specific level.

E-404 **King County should develop a countywide landscape characterization system based on ecoregions as a basis for assessing, protecting, and recovering biodiversity.**

b. Hierarchy for Management, Protection, and Restoration

Ecosystems and habitats suitable for particular species are the result of various geologic, hydrologic, and biologic processes. An example is seasonal flooding that causes erosion and deposition of gravel critical for salmon spawning and provides a cue for migration. Where habitat forming processes are intact, ecosystems and their inhabitants are more likely to persist in the face of environmental variation.

Sustaining watershed processes is a key consideration underlying any restoration or management action on the land. For example, stormwater management practices that help to mitigate the impacts of development on the rate and volume of runoff are critical if more localized habitat restoration projects downstream are to succeed.

In a developed environment, it is not always feasible to restore natural processes and functions. For example, the location of a highway may prevent removal of a flood protection levee and restoration of natural side channel habitat. In this case, restoration and management actions should focus on mitigating the continuing impacts of prior actions by restoring functions to the extent practicable and consistent with other legal requirements.

Restoration and management activities should follow this hierarchy:

1. Maintain and restore basic ecological processes (example: protection and restoration of forest cover to maintain hydrologic processes);
2. Maintain and restore ecological structure if restoring processes is insufficient (example: replacement of large trees and logs along and in river channels in a manner consistent with public safety requirements);
3. Maintain and restore ecological function (example: revegetation to provide shade and cover for fish and wildlife or construction of stormwater facilities to slowly release flood water);
4. Maintain and restore particular ecosystem attributes, habitats, and species (example: artificial placement of spawning gravels below a dam or out-planting of salmon).

E-405 **King County's efforts to restore and maintain biodiversity should place priority on protecting and restoring ecological processes that create and sustain habitats and species diversity.**

E-406 **King County should conserve areas where conditions support dynamic ecological processes that sustain important ecosystem and habitat functions and values. These areas include stream confluences, headwaters, and channel migration zones.**

c. Information to Guide Action

Both current and historical information on habitat conditions and species distribution can inform ecologists and decision-makers about environmental management decisions. Historic information can provide information about the cycles and timing of events that produced current habitat patterns and species distribution, and can provide clues to reversing declines. Historic information can also provide valuable information about historic and future public safety hazards, including the location of historic river channels and the likely magnitude of future floods.

E-407 **King County should use a mixture of information on historic, current, and projected future conditions to provide context for managing public hazards and protecting habitat.**

Decision-makers do not always have access to complete or certain information. Where there is a significant risk of damage to the environment, precautionary action informed by the best available science should be taken to limit that damage.

E-408 **King County should take precautionary action where there is a significant risk of damage to the environment. Precautionary action should be coupled with monitoring and adaptive management.**

d. Rare Ecosystems, Habitats, and Species

Rare or sensitive habitats and species are at a greater risk of extinction than those that are widespread and abundant and therefore should be the highest priority for conservation. An important secondary benefit of protecting habitat for rare, endemic (native to a particular area), or keystone (a species that is central to the survival of a multitude of other species) species is that habitat for many other species is protected as well. For example, the most effective way to protect and enhance native salmonid populations is through protection of those river and stream channels, riparian corridors, lakes, wetlands, groundwater, headwaters, and watersheds that provide or impact spawning and rearing habitat, food resources, and fish passage. Protecting these resources also enhances protection of habitat for other species.

E-409 **King County should assess the relative scarcity of different land types and resources, the role of these lands in supporting sensitive species, and the level of threat to these lands in terms of habitat modifications that would likely reduce populations of sensitive species.**

E-410 **King County should give special consideration to protection of rare, endemic, and keystone species when identifying and prioritizing land areas for protection through acquisition, conservation easements, and tax incentive programs.**

e. Time Scale for Evaluating Environmental Protection Actions

Habitat conditions and populations can fluctuate over long-time periods in relationship to population cycles, climate change, and major events like floods and fires. It may take decades to see the results of habitat restoration projects and other environmental management actions on populations.

E-411 **Knowledge of ecological patterns and time scales should inform conservation, monitoring, and other management actions.**

f. Integration of Land and Water Management and Planning

In the past, aquatic and terrestrial habitats and species have often been managed independently of each other. Effective conservation and resource management of aquatic and terrestrial systems requires coordinated planning among departments with authority over development regulations and guidelines, wastewater treatment, stormwater management, flood hazard management, groundwater protection, transportation planning and road building, water quality, natural resource management, and fish and wildlife conservation. Effective conservation planning must include the interests of private landowners as well.

Coordinated planning and management can improve understanding of cumulative effects on terrestrial and aquatic systems, and can allow for a systems-based approach to avoiding or mitigating for adverse effects and improving habitat functions and value over time.

E-412 King County's land use planning, regulatory, and operational functions related to environmental protection, public safety, and equity should be closely coordinated across departments to achieve an ecosystem-based approach.

g. Non-Native Species

Non-native species are often invasive because they did not evolve as part of the ecosystem and therefore do not have natural controls or competition. These species may be terrestrial, freshwater, or marine. Invasive species can create costly maintenance problems for both public and private landowners. Noxious and invasive weeds and animal species pose threats to the environmental health of all landscapes in King County, including natural, agricultural, wildlife, wetland, stream, and recreational areas. Weeds spread in a variety of ways, including the transport of seeds or plant parts by vehicles (tires, boats), shoes, clothing and animals (including pets, livestock, wildlife, birds and insects), in soil, gravel and other landscaping and building materials, down watercourses and in floods, by wind, and occasionally through unintentional or deliberate introduction by people. They alter ecosystems through disrupting food chains, out-competing native species, and reducing habitat for native wildlife. Invasive species, including weeds, are widely recognized as having a significant negative impact on wildlife biodiversity.

King County offers technical assistance with identification and removal of non-native plants through programs like Forest Stewardship, Rural Stewardship Planning and Naturescaping. The county also partners with volunteer groups to remove invasive plants from open space and natural areas. Some non-native species are classified as "noxious" weeds. The King County Noxious Weed Control Program provides many services to county residents, including: educational materials and workshops, current

information on control and eradication of noxious weeds, support to volunteer and land owner groups, and annual road-side surveys. In addition, the Noxious Weed Control Program implements the State Weed Law (RCW chapter 17.10) in the county which requires all landowners to eradicate Class A noxious weeds and control designated class B and county-selected Class C noxious weeds on their properties.

The State Weed Law applies to both private and public lands. King County manages approximately 4,000 parcels of public land totaling 32,100 acres. King County also owns or manages 1,800 linear miles of roads and right of way. These lands are managed by multiple county agencies, including the King County Departments of Natural Resources, Transportation, and Executive Services. Since weed infestations can spread from property to property, on both public and private lands, it is critical that the county have a coordinated strategy for controlling noxious and invasive weeds on county-owned and managed lands.

E-413 **Introductions of non-native, invasive plant, vertebrate, and invertebrate species should be avoided in terrestrial, freshwater, and marine environs.**

E-414 **On county-owned lands, King County should use locally adapted native species for natural area landscaping, restoration, rehabilitation, and erosion control. Habitat restoration projects should include provisions for adequate maintenance of plantings to prevent invasion of weeds and ensure survival of native plantings.**

E-415 **King County should promote and restore native plant communities where sustainable, feasible, and appropriate to the site and surrounding ecological context.**

E-416 **King County should provide technical assistance and incentives for private landowners who are seeking to remove invasive plants and noxious weeds and replace them with native plants.**

E-417 **King County shall develop a coordinated strategy for preventing, monitoring and controlling infestations of state-listed noxious weeds and other non-native invasive weeds of concern on county-owned and managed lands.**

h. Adaptive Management

Adaptive management refers to adapting or modifying management actions based on ongoing monitoring results. To sustain native biodiversity and improve our efforts at conservation, we must always be advancing our understanding of the systems under our care.

E-418 **Management activities should, when feasible and practicable, be designed in a manner that can test management objectives.**

Additional text and policies related to monitoring and adaptive management can be found at the end of this chapter.

B. Upland Areas

1. Stormwater Quality

Rivers, streams, lakes and wetlands must be protected from the adverse impacts of urbanization and land use to continue functioning in a beneficial manner. Because urbanization both increases runoff from storms and reduces streamflows in dry months by limiting infiltration, control of the quantity and quality of stormwater runoff is critical. Unmitigated stormwater runoff can cause erosion, sedimentation and flooding with resulting adverse impacts on water quality, fish and wildlife habitat, property and human safety. In addition, stormwater runoff can carry pollutants such as oil, heavy metals, fertilizers, herbicides, pesticides and animal wastes into waters. Sedimentation from soil disturbed by clearing, grading, farming and logging can reduce river or stream channel capacity, fill lakes and wetlands, and smother aquatic life and habitat.

Methods of stormwater management include clearing restrictions, retention/detention, low impact development methods, discharge and infiltration standards, and best management practices.

E-419 **Stormwater runoff shall be managed through a variety of methods, with the goal of limiting impacts to aquatic resources, reducing the risk of flooding, protecting and enhancing the viability of agricultural lands and promoting groundwater recharge. Methods of stormwater management shall include temporary erosion and sediment control, flow control facilities, water quality facilities as required by the Surface Water Design Manual, and best management practices as described in the Stormwater Pollution Control Manual. Runoff caused by development shall be managed to prevent adverse impacts to water resources, forests, and farmable lands. Regulations shall be developed for lands outside of the Urban Areas that favor nonstructural stormwater control measures when feasible including: vegetation retention and management; clearing limits; limits on actual and effective impervious surface; low-impact development methods that minimize direct overland runoff to receiving streams; and limits on soil disturbance.**

2. Forest Cover

Forests absorb and slowly release rainwater to streams and aquifers, filter runoff, and provide food, shade, and cover for wildlife. In doing so, they help to prevent flooding and erosion, protect drinking water, and support fish and wildlife and their habitat. Therefore, it is important that regulations protecting critical areas like wetlands take into consideration both regulations and incentives programs intended to protect forest cover in upland areas. Forests in rural King County are also relied upon for recreation and resource use, including harvest and firewood collection. Rural Stewardship and Forest Stewardship Plans provide mechanisms for tailoring regulations and best management practices for forest management to individual properties. Completion of one of these plans can also qualify landowners for tax incentive programs and streamlined permitting.

E-420 **King County recognizes that protecting and restoring headwater and upland forest cover is important for preventing flooding, improving water quality, and protecting salmon and other wildlife habitat. The central role that forest cover plays in supporting hydrologic and other ecological processes should be reflected in policies and programs addressing stormwater management, flooding, wildlife, and open space.**

E-421 **King County's critical areas and clearing and grading regulations should provide for activities compatible with long-term forest use, including use of recreational trails, firewood collection, forest fire prevention, forest management, and control of invasive plants.**

E-422 **King County recognizes the value of trees and forests in both rural and urban communities for benefits such as improving air and water quality and enhancing fish and wildlife habitat. The county promotes retention of forest cover and significant trees using a mix of regulations, incentives, and technical assistance.**

3. Soils and Organics

Soils play a critical role in the natural environment. Healthy soils keep disease-causing organisms in check, moderate runoff, recycle and store nutrients, and are the basis for forest and agricultural fertility. More recently, the carbon storage properties of soils have been recognized as a major climate-moderating influence. The properties of a healthy soil are similar to those of a sponge, faucet and filter. They soak up and store water, naturally regulate the flow of water, and bind and degrade pollutants. The presence of millions of macro and microorganisms in soil creates a vibrant soil culture where organic material is

consumed and air and water are retained. Nutrients are made available to plants to allow healthy root growth and oxygen generation.

It is common for healthy native soils to be removed during land development. Even when soils are not removed, development and other human activity often causes soil compaction, removal and erosion of healthy, native soils. Fewer organisms are present in disturbed soils. The resulting decrease in organic matter inhibits the soil's ability to hold water, which increases surface water runoff. In addition, plants can not thrive in disturbed soils because of the lack of nutrients. This, in turn, causes people to use more chemical fertilizers, pesticides, and water to induce plant growth. The combination of increased runoff and increased fertilizer and pesticide use results in greater water pollution downstream.

Increasing the organic content in disturbed soils can help restore their environmental function. Composted organic materials that might be used include yard debris, food and wood wastes, soiled paper, biosolids and/or livestock wastes, but not others, such as fly ash from industrial smokestacks. Benefits of incorporating composted organic materials in soils include: improving stream habitat, supporting healthier plants, reducing runoff, and closing the recycling loop for organic materials. The transformation of degraded soils to enhance their ability to uptake and store carbon may be the one of the most effective actions that can be taken to mitigate the near-term effects of climate change.

It is preferable to leave native soil and vegetation in place as much as possible so that it can continue to provide the benefits of natural soil functions. Where soil is disturbed or removed, soil function can be improved by providing soil with adequate depth and organic matter content.

E-423 **Conservation of native soils should be accomplished through various mechanisms to ensure soils remain healthy and continue to function as a natural sponge and filter, minimizing erosion and surface water runoff. Native soils and vegetation should be left undisturbed and protected during construction as much as possible. Where soil disturbance is unavoidable, native soils should be stockpiled on site and reused on site in accordance with best management practices to the maximum extent possible.**

E-424 **King County shall require the use of organic matter to restore disturbed soils on site developments.**

Salmon play an important role in sustaining the productivity of soils in riparian and floodplain areas. Salmon mature in saltwater environments and then spawn and die in their original spawning streams. In doing so, salmon transport nutrients back to watersheds that eventually become available to vegetation.

E-425 **The role of salmon in transferring nutrients and maintaining the productivity of riparian and floodplain soils should be incorporated in the development of salmon and soil conservation plans.**

Organics comprise a large portion of the waste generated by King County residences, businesses and farms. This organic waste stream requires significant solid waste, farm management, and wastewater treatment resources. Many of these "waste materials" (yard debris, food and wood waste, soiled paper, biosolids, and agricultural livestock wastes), can be recycled and reused to provide numerous uses that are beneficial to the environment and the economy.

King County has a long history of resource conservation and waste recycling. Programs have successfully captured organic materials for beneficial use such as yard debris, recycling and biosolids applications to farms, forests and composting. However, large volumes of yard debris and food scraps continue to be disposed of in the landfill. Significant volumes of livestock waste generated in the suburbs and rural areas are inadequately managed, which can adversely impact water quality and fish habitat.

Although efforts are underway to increase the amount of organic materials that are recycled, the region still lacks the capacity to process all of these materials. Along with its efforts to promote beneficial use of these products, King County is working with organic material processors and others to try and increase the processing capacity in the region.

E-426 **King County should implement programs to improve availability and markets for organic materials for soils that have been disturbed by new and existing developments.**

E-427 **King County shall regard the region's organic waste materials as resources which should be reused as much as possible, and minimize the disposal of such materials.**

E-428 **King County shall identify long-term options for expanding the organic waste material processing capacity in the county in order to provide alternatives for management of manure, food waste, and wood, and to increase the availability of organic soil amendments.**

King County seeks to divert as much material as possible from disposal to reduce overall costs of solid waste management, conserve resources, protect the environment, and strengthen the county's economy (see Chapter 8—Services, Facilities and Utilities, Policy F-255). In many cases, organic materials can be

recycled into a beneficial, highly valued resource helping to meet these diversion goals. Beneficial uses of organic materials include, but are not limited to, the following: soil amendment, mulch, and erosion control.

King County recognizes that in most cases, the best management method for yard debris and livestock wastes is to compost it on the property where it is generated. Examples of residential onsite yard debris management techniques include grasscycling (leaving the grass on the lawn when it is cut) and backyard composting.

E-429 **King County shall promote, encourage, and require, where appropriate, the beneficial use of organic materials, including but not limited to their use in the following activities: agriculture and silviculture; road, park and other public project development; site development and new construction; restoration and remediation of disturbed soils; nursery and sod production; and landscaping. For these purposes, organic materials do not include fly ash.**

E-430 **King County agencies shall use recycled organic products, such as compost, whenever feasible and promote the application of organic material to compensate for historic losses of organic content in soil caused by development, agricultural practices, and resource extraction.**

E-431 **King County will seek to enhance soil quality, and protect water quality and biodiversity across the landscape by developing policies, programs, and incentives that support the goal of no net loss of organic material.**

Biosolids are the nutrient rich organic product from the wastewater treatment process which can be recycled as a soil amendment. At King County's wastewater treatment plant, solids are removed from the wastewater and treated in large digesters where the organic solids are stabilized, reducing the volume by half. After digestion, a portion of water is removed, leaving the semisolid material ready for recycling.

The Biosolids Management Program emphasizes beneficial use of the resource and pursues environmental stewardship through diverse public-private partnerships. One hundred percent of county biosolids are beneficially used through the forestry and agriculture programs. A portion of the biosolids are composted as a Class A product.

E-432 **King County should explore ways to beneficially use biosolids, whenever feasible, locally.**

Supporting agriculture is a key growth management strategy and vital to quality of life for King County residents (see Chapter 3: "Rural Area and Natural Resources Lands"). However, improper livestock management practices can have significant adverse impact on surface water, groundwater and air quality.

On-farm composting as a method of managing livestock waste and other organic waste materials is becoming an important waste management strategy for farmers. Benefits of on-farm composting include:

- Additional revenue from the sale of compost;
- Reduced costs for water, fertilizers and pesticides, due to reduced water usage and reduced reliance on fertilizers and pesticides;
- Reduced impacts to surface waters; and
- Increased crop yields.

King County has approximately 200 commercial farms and 10,000 noncommercial farms in cities as well as unincorporated areas. King County's Livestock Management Ordinance, Ordinance 11168 adopted in December 1993, requires livestock owners to manage livestock waste so that it minimizes any impacts to streams. The Livestock Management Ordinance requires the preparation of farm plans to be developed jointly by farmers and the King Conservation District (KCD) to assist in reducing water pollution from their operations. The KCD provides technical assistance and education to agricultural landowners on how to implement best management practices for federal, state and local water quality regulations. These best management practices include slurry tanks and manure lagoons, the installation of fencing to keep stock from streams and wetlands, and development of plans for livestock manure storage facilities.

E-433 **King County shall develop alternatives to improve onsite and offsite management of livestock wastes and recommend strategies to integrate processing livestock wastes with other organic waste materials. These strategies should be consistent with the King County Comprehensive Solid Waste Management Plan, including but not limited to on-farm composting and land application of processed yard debris. Alternative strategies for onsite and offsite management of livestock wastes shall be based on farm management plans, which protect water quality in streams and wetlands. Solid waste management and water quality programs should be developed to prevent liquid farm wastes from contaminating our watersheds. These programs should be integrated with actions required under the Clean Water Act and other federal and state mandates.**

C. Aquatic Resources

King County's aquatic resources include rivers, streams, lakes, wetlands, groundwater, and the marine waters of Puget Sound. These resources provide many beneficial functions, including fish and wildlife habitat; food supplies; flood risk reduction; water supply for agricultural, commercial, domestic and industrial use; energy production; transportation; recreational opportunities; and scenic beauty.

In order to preserve and enhance aquatic resources in King County, they must be managed as an integrated system together with terrestrial resources, and not as distinct and separate elements. The hydrologic cycle (the occurrence, distribution and circulation of water in the environment) is the common link among aquatic resources and describes their interdependence.

Our use and modification of water resources and the surrounding terrestrial environment affects how the hydrologic cycle functions and can cause unintended detrimental impacts such as flooding, low stream and river flows, reduced groundwater availability, erosion, degradation of water quality, loss of fish and wildlife habitat, and loss of archeological and traditional cultural resources that depend upon but do not damage natural resources. In order to minimize adverse impacts on the water resources of King County and ensure our continued ability to receive the benefits they provide, we need to promote responsible land and water resource planning and use.

E-434 **King County shall use incentives, regulations, capital projects, open space acquisitions, public education and stewardship, and other programs like reclaimed water to manage its aquatic resources (Puget Sound, rivers, streams, lakes, freshwater and marine wetlands and groundwater) and to protect and enhance their multiple beneficial uses. These beneficial uses include fish and wildlife habitat; flood risk reduction water quality control; sediment transport; water supply for agricultural, municipal, and industrial purposes; energy production; transportation; recreational opportunities and scenic beauty. Use of water resources for one purpose should, to the fullest extent practicable, preserve opportunities for other uses.**

E-435 **Development shall support continued ecological and hydrologic functioning of water resources and should not have a significant adverse impact on water quality or water quantity, or sediment transport and should maintain base flows, natural water level fluctuations, groundwater recharge in Critical Aquifer Recharge Areas and fish and wildlife habitat.**

1. Watersheds

A watershed is an area that drains to a common outlet or identifiable water body such as Puget Sound, a river, stream, lake or wetland. There are six major watersheds in King County (Cedar/Lake Washington, Green/Duwamish, Puget Sound, South Fork Skykomish, Snoqualmie and White that, in turn, contain numerous smaller catchments and water bodies. Surface and groundwaters are managed most effectively by understanding and considering potential problems and solutions for an entire watershed. Because watersheds frequently extend into several jurisdictions, effective planning and implementation must be coordinated.

E-436 **King County shall integrate watershed plans with marine and freshwater surface water, flood hazard management, groundwater, drinking water, wastewater, and reclaimed water planning, as well as federal and state Clean Water Act compliance and monitoring and assessment programs to provide efficient water resource management.**

Over the past several years King County has been working cooperatively with many of the water utilities, local governments, state agencies, tribes, and other interested parties in the region to gather data and information to support a regional water supply planning process. (For more information and specific policies related to regional water supply planning, please see Chapter 8—Services, Facilities and Utilities). This cooperative work includes assessments of current and future water demands and supplies, potential climate change impacts on water, opportunities for use of reclaimed water, and potential improvements to steam flows. These cooperative efforts will provide valuable information to inform not only water supply planning but also salmon recovery planning and projects.

E-437 **King County should use the information from the regional water supply planning process to enhance the county's water resource protection and planning efforts, including salmon recovery planning and projects.**

E-438 **As watershed plans are developed and implemented, zoning, regulations and incentive programs may be developed, applied and monitored so that critical habitat in King County watersheds is capable of supporting sustainable and fishable salmonid populations. Watershed-based plans should define how the natural functions and values of watersheds critical to salmonids are protected so that the quantity and quality of water and sediment entering the streams, lakes, wetlands and rivers can support salmonid spawning, rearing, resting, and migration.**

E-439 **Responsibility for the costs of watershed planning and project implementation, including water quality, groundwater protection, and fisheries habitat protection, should be shared between King County and other jurisdictions within a watershed.**

King County contains a number of wetlands, lakes and river and stream reaches that are important to the viability of fish and wildlife populations and are therefore considered biological, social and economic resources. Some resource areas, including Regionally Significant Resource Areas and Locally Significant Resource Areas, were previously identified through basin plans and other resource inventory efforts. Additional high-priority habitat areas have been identified through WRIA-based salmon conservation plans, "Waterways 2000," Cedar River Legacy, acquisition plans, and through basin conditions maps used to establish protective buffers along wetlands and streams under the Critical Areas Ordinance.

These areas contribute to the resource base of the entire Puget Sound region by virtue of exceptional species and habitat diversity and abundance when compared to basins of similar size and structure elsewhere in the region. These areas may also support rare, endangered or sensitive species, including ESA-listed salmonids. They also provide wetland, lake, and stream habitat that is important for wildlife and salmonid diversity and abundance within the basin.

E-440 **King County's Shoreline Master Program, watershed management plans, Water Resource Inventory Area plans, flood hazard management plans, master drainage plans, open space acquisition plans, and critical areas regulations should apply a tiered system of protection that affords a higher standard of protection for more significant resources.**

E-441 **A tiered system for protection of aquatic resources should be developed based on an assessment of basin conditions using Regionally Significant Resource Area and Locally Significant Resource Area designations, WRIA Plans, habitat assessments completed for acquisitions plans, the Water Quality Assessment, Total Maximum Daily Loads, ongoing monitoring programs, and Best Available Science.**

2. Wetlands

Wetlands are valuable natural resources in King County. They include deep ponds, shallow marshes and swamps, wet meadows, and bogs. Wetlands comprise forested and scrub-shrub communities, emergent vegetation, and other lands supporting a prevalence of plants adapted to saturated soils and varying

flooding regimes. Wetlands, with their highly diverse forms and diffuse distribution, can be particularly challenging to categorize and manage.

The federal and state governments also have roles in identifying and regulating certain types of wetlands and development activity. In order to streamline and synchronize regulatory standards for wetlands, the county refers to federal and state criteria for wetland delineation, categorization, and mitigation.

E-442 **As required by RCW 36.70A.175, King County shall use the current *Washington State Wetlands Identification and Delineation Manual* adopted by the Washington State Department of Ecology.**

E-443 **King County shall categorize wetlands using the current *Washington State Wetland Rating System for Western Washington.***

E-444 **King County will apply the current scientifically accepted replacement methodology based on technical criteria and field indicators jointly published in *Wetland Mitigation in Washington State* by Washington State Department of Ecology, US Army Corps of Engineers Seattle District and the Environmental Protection Agency Region 10 in 2006 and modified by King County.**

Some wetlands are large and their physical boundaries as well as their functions and values extend beyond individual jurisdictional boundaries.

E-445 **King County shall communicate and coordinate with other jurisdictions and tribes to establish uniform countywide wetlands policies that provide protection of both regionally and locally highly-rated wetlands.**

Wetlands are productive biological systems, providing habitat for fish and wildlife. Wetlands also store flood waters and control runoff, thereby reducing flooding, downstream erosion and other damage. Further, wetlands protect water quality by trapping sediments and absorbing pollutants. They allow rain and snowmelt to infiltrate into aquifers, recharging them and potentially making that water available for human use. They discharge groundwater, making it available to plants and animals. Wetlands store peak flows and discharge to streams in dry periods, thus enabling fish and riparian animal populations to survive. They may serve as outdoor classrooms for scientific study. Some are used for hiking, hunting, and fishing. These wetland functions and values need consideration from a watershed perspective. Measures to protect wetland functions and values need to be taken at both the site-specific and watershed scale. In the urban growth area, land use authority is often shared by multiple jurisdictions at the scale of

a drainage basin. Similarly, efforts to protect and restore wetlands may be sponsored by multiple parties, including local governments.

E-446 **King County's overall goal for the protection of wetlands is no net loss of wetland functions and values within each drainage basin. Acquisition, enhancement, regulations, and incentive programs shall be used independently or in combination with one another to protect and enhance wetlands functions and values. Watershed management plans, including WRIA plans, should be used to coordinate and inform priorities for acquisition, enhancement, regulations, and incentive programs within unincorporated King County to achieve the goal of no net loss of wetland functions and values within each drainage basin.**

Buffers are necessary but often insufficient to adequately protect wetland values and functions especially when wetlands are small and the adjacent watershed large. Consequently, the location of development in addition to its size is important in determining its impact on wetland functions and values.

The functions and values of a wetland will change as the surrounding land is altered by development and other human activities, and as local conditions are influenced by climate change. Silviculture, agriculture, and development-related changes in forest cover and impervious surface affect stormwater runoff patterns, flooding, water quality, and wetland hydrology.

E-447 **Development adjacent to wetlands shall be sited such that wetland functions and values are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to wetlands are prevented.**

The diversity of plants and animals found in wetlands generally far exceeds that found in terrestrial habitats in the Pacific Northwest. Habitat loss and fragmentation are considered the greatest threats to this native biodiversity. Wetlands in the Urban Growth Area will experience the largest reduction in the distribution and number of native animals and plants due to habitat loss and fragmentation. It is anticipated that climate change will exacerbate the adverse effects of habitat loss and fragmentation by further reducing existing wetland habitat and altering wetland hydroperiods thereby increasing the inter-habitat distances and potentially restricting the dispersal and movement of plants and wildlife between favorable wetlands and habitats.

Protecting wetland biodiversity depends upon supporting the natural processes (like hydrology, nutrient cycling, and natural disturbances) that shape wetland habitat, protecting wetlands functions and values from the impacts of adjacent land uses, maintaining biological linkages, and preventing fragmentation of

wetland habitats. Small wetlands strategically located between other wetlands may provide important biological links or "stepping stones" between other, higher quality wetlands. Wetlands adjacent to habitat networks also are especially critical to wildlife because they allow individual animals to escape danger and populations to inter-disperse and breed. Wetlands adjacent to habitat networks should receive special consideration in planning land use.

E-448 **Areas of native vegetation that connect wetland complexes should be protected. Whenever effective, incentive programs such as buffer averaging, density credit transfers, or appropriate non-regulatory mechanisms shall be used for this purpose.**

Many wildlife species require access to both wetlands and adjacent terrestrial lands to support them at different stages of their lives. For example, many amphibians breed in the water and need access to terrestrial habitat for feeding and for shelter during the winter. Fixed-width buffers alone are unlikely to adequately address these needs or entirely protect wetlands from surrounding human activity. Adjacent and accessible terrestrial habitat may be too small or fragmented to provide core feeding, overwintering, and other habitat needs.

E-449 **King County should identify upland areas of native vegetation that connect wetlands to upland habitats and that connect upland habitats to each other. The county should seek protection of these areas through acquisition, stewardship plans, incentive programs such as the Public Benefit Rating System, and the Transfer of Development Rights Program.**

E-450 **The unique hydrologic cycles, soil and water chemistries, and vegetation communities of bogs and fens shall be protected through the use of incentives, acquisition, best management practices, and implementation of the King County Surface Water Design Manual to control and/or treat stormwater within the wetland watershed.**

E-451 **Public access to wetlands for scientific, recreational use, and traditional cultural use is desirable, providing that public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained.**

E-452 **Regulatory approaches for protecting wetland functions and values, including the application of wetland buffers and the siting of off-site compensatory mitigation, should consider intensity of surrounding land uses and basin conditions. King**

County should continue to review and evaluate wetland research and implement changes in its wetland protection programs based on such information.

E-453 **Enhancement or restoration of degraded wetlands may be allowed to maintain or improve wetland functions and values, provided that all wetland functions are evaluated in a wetland management plan, and adequate monitoring, code enforcement and evaluation is provided and assured by responsible parties. Restoration or enhancement must result in a net improvement to the functions and values of the wetland system. Technical assistance to small property owners should be considered.**

E-454 **Alterations to wetlands may be allowed to:**

a. **Accomplish a public agency or utility development;**
b. **Provide necessary crossings for utilities, stormwater tightlines and roads; or**
c. **Allow constitutionally mandated "reasonable use" of the property, provided all wetland functions are evaluated, the least harmful and reasonable alternatives are pursued, affected significant functions are appropriately mitigated, and mitigation sites are adequately monitored.**

When adverse impacts cannot be avoided, compensatory mitigation may be allowed. This means wetland creation, restoration or enhancement to replace project-induced losses of wetland functions and values. The county recognizes that, especially in the Urban Growth Area, allowing alteration of wetlands of low function in exchange for compensatory mitigation that contributes to wetlands of higher functions and values within a connected wetland system may achieve greater resource protection than simply preserving the low functioning wetland.

E-455 **A small Category IV wetland that is less than 2,500 square feet and that is not part of a wetland complex may be altered to move functions to another wetland as part of an approved mitigation plan that is consistent with E-456 and E-457.**

E-456 **Wetland impacts should be avoided if possible, and minimized in all cases. Where impacts cannot be avoided, they should be mitigated on site if possible and if ecologically appropriate. Where on-site mitigation is not possible or appropriate, King County may approve off-site mitigation. In approving mitigation proposals, King County should consider the ecological context of the impacted wetland, as well as the wetland acreage, functions, and values. Mitigation sites should first replace**

or augment the functions and values that are most important to the optimum functioning of the wetland being created, restored, or enhanced. These may differ from those lost as a result of the project proposal. Wetland mitigation proposals should result in no net loss, and if possible, in an increase in, overall wetland functions and values within the drainage basin in which the impacted site is located.

E-457 **Mitigation projects should contribute to an existing wetland system or restore an area that was historically a wetland. Mitigation sites should be strategically located to alleviate habitat fragmentation or to restore and enhance area-specific functions within a watershed.**

E-458 **Land used for wetland mitigation should be preserved in perpetuity. Monitoring and maintenance in conformance with King County standards should be provided by the project proponent until the success of the site is established.**

Mitigation banks and in-lieu fee programs are forms of regional compensatory mitigation, with the goal of providing greater resource protection and benefit to the public. Both approaches can allow for the consolidation of multiple, small mitigation projects into a large-scale wetland or wetland complex, resulting in economies of scale in planning, implementation and maintenance. Depending on their location and functions, mitigation banks and projects constructed using in-lieu fee programs can result in wetlands of greater biological value because of their size and ecological context, and the commitment to long-term management. These mitigation approaches also provide applicants with a range of options for meeting their off-site mitigation obligations.

Mitigation banking allows compensatory mitigation to occur prior to the loss of existing wetlands and their functions and values, thereby reducing "temporal" losses. Mitigation banking allows a project proponent to generate bank credits by contributing to the creation or restoration of the bank site. In-lieu fee programs, such as King County's Mitigation Reserves Program, allow an applicant to meet its off-site wetland mitigation requirements through payment of a fee to King County or another authorized agent with the capacity to design and construct a successful enhancement project. Both types of programs enable fees to be pooled so that larger projects can be constructed to offset many small, incremental, and cumulative impacts throughout a watershed basin. Moreover, King County's Mitigation Reserves program enables such projects to be constructed on county-owned lands with wetlands or aquatic areas that could be restored or enhanced to benefit watershed functions. These Mitigation Reserve lands are managed for long term ecological protection, so that the landscape and stream basin context supports a successful enhancement project. Such projects can often serve to meet salmon conservation and other habitat protection objectives as well as wetland enhancement needs.

E-459 **The county in partnership with other governmental entities and interested parties should encourage the development and use of wetland mitigation banks through which functioning wetlands are created prior to the impacting of existing wetlands.**

E-460 **The county should encourage the use of Mitigation Reserves, in which wetlands are selected and pre-purchased for active management (enhancement, restoration, protection) in advance of wetland-impacting activities. The county should continue to implement its Mitigation Reserves program to provide an in-lieu fee option for applicants.**

A large portion of western Washington farming occurs in lands that were once wetlands. Region-wide, agricultural lands have been targeted as mitigation sites because the relative cost of land is low and the likelihood of success in returning wetland functions is high. King County's Agricultural Production Districts (APDs)—located in floodplains and the poorly drained Osceola soils of the Enumclaw Plateau—are no exception. Unless carefully sited and engineered, wetland mitigation projects can inadvertently raise water tables on adjacent agricultural properties. King County has joined other counties in discouraging the use of productive farmland for wetland mitigation, while working with farmers on wetland enhancement and restoration at a scale appropriate to sustaining a farm.

E-461 **Wetland mitigation projects should avoid impacts to and prevent loss of farmable land within APDs. Creation of wetland mitigation banks and wetland mitigation projects under King County's Mitigation Reserves Program are not allowed in the APD when the purpose is to compensate for wetland impacts from development outside the APD.**

3. Lakes

There are approximately 700 lakes in King County ranging in size from less than one acre to Lake Washington's roughly 21,500 acres. These lakes provide habitat that is essential for various life stages of many species of fish and wildlife, including salmonids, as well as recreational opportunities and scenic beauty. Development and runoff into lakes can alter their functioning and lead to eutrophication (increases in nutrients), loss of shoreline habitat, and threats to human health. Although sewage treatment has greatly reduced pollution in urban lakes like Lake Washington, runoff polluted by oil, metals, sediments, pet waste, lawn fertilizers, and pesticides can threaten human health, aquatic life, and habitat. Construction of bulkheads and docks also has the potential to impact habitat by altering shoreline vegetation and natural erosion patterns.

King County conducts water quality monitoring assessment on lakes throughout King County, in some cases supported by interlocal agreements with cities. Some of the earliest evidence of climate change includes temperature changes in our regional lakes. Changes in annual temperature cycles in King County's regional lakes, particularly Lake Sammamish, Lake Union, and Lake Washington, provide some of the most accurate measures of climate change available locally. Changes in the timing and cycling of freshwater zooplankton in Lake Washington have already been observed using King County monitoring data.

During the summer months, the county conducts regular monitoring at public swimming beaches. When monitoring indicates a public health hazard, the information is provided to Public Health -- Seattle & King County, which can issue a temporary closure order.

E-462 **Lakes should be protected through management of lake watersheds and shorelines. Lakes sensitive to nutrients shall be protected through the management of nutrients that stimulate algae blooms and aquatic plant growth. Where sufficient information is available, measurable standards for lake quality should be set and management plans established to meet the standards. Formation of lake management districts or other financing mechanisms should be considered to provide the financial resources necessary to support actions for protection of sensitive lakes.**

E-463 **The county, in partnership with other governments and community groups, should monitor and assess lake water and sediment quality, physical habitat, and biotic resources. Assessment should identify trends and describe impacts on human health, aquatic life, and wildlife habitat.**

E-464 **Swimming beaches on lakes should be monitored for bacterial contamination. When data shows public health to be at risk, Public Health -- Seattle & King County should take appropriate action to address public health risks.**

4. Groundwater Resources

Protecting groundwater is an important regional issue because groundwater provides approximately 30 percent of the water used in King County and is the primary source of water in rural areas. On Vashon Island and in other sole-source aquifer areas, it is the only source of drinking water.

The natural hydrologic system can be altered by development practices and overuse of the aquifer. The result may be depletion of aquifers. Groundwater is also subject to contamination from human activity.

Once a source of groundwater is contaminated it may be lost forever. The cost of protection is considerably less than the cost of remediation and replacement. Having accurate, up-to-date information on groundwater quality and quantity is essential for managing this resource. Public education (particularly for individual well owners) and coordinated groundwater management efforts will help to protect this resource over the long-run.

E-465 **King County shall identify areas in unincorporated King County that are considered Critical Aquifer Recharge Areas and maintain a map that designates these areas. The county shall update this map periodically with new information from adopted groundwater and wellhead protection studies and other relevant sources.**

E-466 **King County should protect the quality and quantity of groundwater countywide by:**

- **a. Implementing adopted Groundwater Management Plans;**
- **b. Reviewing and implementing approved Wellhead Protection Programs in conjunction with cities, state agencies and groundwater purveyors;**
- **c. Developing, with affected jurisdictions, best management practices for development and for forestry, agriculture, and mining operations based on adopted Groundwater Management Plans and Wellhead Protection Programs. The goals of these practices should be to promote aquifer recharge quality and to strive for no net reduction of recharge to groundwater quantity;**
- **d. Refining regulations to protect Critical Aquifer Recharge Areas and well-head protection areas;**
- **e. Educating the public about Best Management Practices to protect groundwater;**
- **f. Encouraging forest retention and active forest stewardship;**
- **g. Incorporating into its land use and water service decisions consideration of potential impacts on groundwater quality and quantity, and the need for long-term aquifer protection; and**
- **h. Coordinating groundwater management efforts with cities, water districts, groundwater committees, and state and federal agencies; and**
- **i. Facilitating the proper decommissioning of any well abandoned in the process of connecting an existing water system to a Group A water system.**

E-467 **King County should protect groundwater recharge quantity by promoting low impact development and other methods that infiltrate runoff where site conditions permit, except where potential groundwater contamination cannot be prevented by pollution source controls and stormwater pretreatment.**

E468 **In making future zoning and land use decisions that are subject to environmental review, King County shall evaluate and monitor groundwater policies, their implementation costs, and the impacts upon the quantity and quality of groundwater. The depletion or degradation of aquifers needed for potable water supplies should be avoided or mitigated, and the need to plan and develop feasible and equivalent replacement sources to compensate for the potential loss of water supplies should be considered.**

E-469 **King County should protect groundwater in the Rural Area by:**

a. **Preferring land uses that retain a high ratio of permeable to impermeable surface area and that maintain or augment the infiltration capacity of the natural soils; and**
b. **Requiring standards for maximum vegetation clearing limits, impervious surface limits, and, where appropriate, infiltration of surface water. These standards should be designed to provide appropriate exceptions consistent with R-330.**

Climate change has the potential to impact future groundwater availability. Warmer temperatures in the Pacific Northwest are projected to lead to greater demand for water in the summer and fall, while reduced snow pack and associated stream flows could reduce seasonal groundwater recharge. Further analysis of the potential impacts of climate change on groundwater supplies is needed to understand and mitigate for potential impacts.

E-470 **The county should, in partnership with water utilities, evaluate the likely effects of climate change on aquifer recharge and groundwater supplies and develop a strategy to mitigate potential impacts in coordination with other climate change initiatives.**

5. Rivers and Streams

There are approximately 3,126 miles of rivers and streams in King County. The river and stream channels, the surrounding riparian (streamside) areas and upland areas all contribute to the functioning and integrity of rivers and streams. Many rivers and streams provide habitat that is essential for various life stages of many species of wildlife and fish, including salmonids.

Rivers and streams are dynamic systems. Winter floods can dramatically alter river and stream courses, creating new channels, eroding banks, and depositing sediment and gravel. Flooding and erosion can

also dislodge trees creating log jams. These changes help to support dynamic and complex habitat for fish and wildlife. At the same time, they can create public safety issues for people living along and recreating in rivers. Public access to rivers and streams is an important consideration for water and sediment quality management. People enjoy rivers and streams for the scenic and recreation values, including boating, swimming, and fishing. Management of these systems needs to consider not only habitat protection, but also public health and safety and opportunities for education and stewardship.

In urban areas, rivers and streams in some cases also serve as stormwater drainage systems. During the winter months, runoff during storms can bring pollutants to these water bodies. During the summer months, lawn irrigation and other water uses can also carry pollutants to rivers and streams.

E-471 **River and stream channels, stream outlets, headwater areas, riparian corridors, and areas where dynamic ecological processes are present should be preserved, protected and enhanced for their hydraulic, hydrologic, ecologic and aesthetic functions, including their functions in providing large wood to salmonid-bearing streams. Management of river and stream channels should consider other beneficial uses of these water bodies, including recreation.**

E-472 **The designation of buffers for aquatic areas, including rivers and streams, should take into account watershed-scale actions to mitigate the impacts of upland development on flooding, erosion, and habitat.**

E-473 **The county should encourage the use of Mitigation Reserves, in which stream and river habitat restoration projects are selected and pre-purchased for active management (enhancement, restoration, protection) in advance of development-related impacts. The county should continue to implement its Mitigation Reserves program to provide an in-lieu fee option for applicants with off-site aquatic-area mitigation requirements.**

E-474 **The county should continue to monitor and assess river and stream flows, water and sediment quality, physical habitats, and biotic resources in rivers and streams. Assessment should identify trends and describe impacts on human health and safety, aquatic life, and wildlife habitat.**

Specific policies addressing management of large wood are found in the King County Flood Hazard Management Plan.

Most streams in King County originate in either mountainous terrain or on rolling glacial uplands. These streams often descend through steep, narrow ravines before reaching the floodplain. At the point where these streams leave their ravines and flow onto the floodplain, the channel gradient (slope) and confinement decrease quickly, dramatically reducing the streams' ability to carry sediment. These are areas of natural sediment deposition and channel migration. The combination of sediment deposition and repeated channel migration creates fan-shaped deposits known as alluvial "fans."

During periods of heavy rainfall, streams often carry large sediment loads from upstream and deposit on their alluvial fans. Landslides, beaver dam failures and other natural disturbances can create episodes of particularly high rates of sediment transport. In many stream systems, instances of heavy sediment deposition may occur episodically with years or decades of apparent stability in the intervening periods. In many instances, sediment transport and flow rates are exacerbated by upland land use conditions and associated stormwater effects.

Alluvial fans share many of the ecological attributes and land use risks associated with channel migration hazard areas and landslide hazards, though they are unique in many respects. In a natural environment, alluvial fans often provide some of the best available spawning habitat in a tributary stream, while also providing a source of gravel for areas downstream. In some heavily altered streams, the alluvial fan may represent the only remaining areas that are suitable for spawning. Alluvial fans can also form the highest ground available in the floodplain, and have historically been used for construction of buildings (including farm buildings), roads and other structures. Unfortunately, they are inherently unstable environments in which to build. During high flows coupled with sediment deposition, streams may jump their banks in the area of the alluvial fan, in some cases damaging private property, disrupting agricultural activities, destroying culverts and road crossings, stranding fish, and creating risks to public safety. Protecting buildings, roads, and crops on and along alluvial fans often requires extensive, ongoing maintenance activities. Maintenance activities can have adverse effects on habitat.

The Rural Area and Resource Lands chapter calls for alluvial fan pilot projects to test best management practices and innovative solutions for reducing hazards to agricultural landowners and protecting and/or restoring habitat.

E-475 **King County should improve the management of alluvial fans through developing and clarifying definitions of alluvial fans, mapping the locations of existing alluvial fans, and developing appropriate management strategies. Strategies should protect habitat, reduce threats to public safety, and recognize current land use practices. Findings from Alluvial Fan Management Pilot Projects should inform management strategies for alluvial fans.**

6. Puget Sound

There are approximately 110 miles of marine shoreline in King County, including 51 miles in unincorporated areas. Shorelines provide important functions for maintaining a healthy ecosystem and also provide essential habitat for a variety of important and listed species, including mammals, birds, fish, and invertebrates. The marine nearshore environment provides essential habitat for a variety of species including juvenile salmonids, forage fish, and several commercially important shellfish species. Marine resources and shoreline development are susceptible to impacts from water pollution, changes in upland vegetation, alteration of natural bluff and beach erosion patterns, and alteration of nearshore substrates and aquatic vegetation.

King County's freshwater and saltwater environments are integrally linked. Water, sediments, and nutrients move from upland areas to Puget Sound. Many species, including salmon, spend critical periods of their lives in both fresh and salt water. Salmon migrating from saltwater to their spawning areas bring nutrients back to the upland areas. Given the functional linkages between freshwater and saltwater environments, it is critical that planning and management be integrated.

A critical new venue for coordination is the Puget Sound Partnership, created by the Washington State Legislature and Governor in July, 2007. The Puget Sound Partnership was formed to achieve the recovery of the Puget Sound ecosystem by the year 2020. Multiple jurisdictions, agencies, and community groups will be collaborating to compile existing data on Puget Sound, conduct additional assessments, and recommend actions. For example, the National Oceanic and Atmospheric Administration Fisheries is initiating work on an Integrated Ecosystem Assessment that will bring together data on both natural and socio-economic factors in relation to specific ecosystem goals for Puget Sound. It will be important to link King County's water quality data collection efforts with other assessments being conducted as part of the Puget Sound Partnership.

Additional text and policies related to the Puget Sound Partnership are found at the end of this chapter.

E-476 **King County should collaborate with the federal and state agencies, cities, tribes, and universities to monitor and assess marine nearshore and waters of Puget Sound. Monitoring and assessment should address water and sediment quality, bioaccumulation of chemicals, physical habitat, and biotic resources. Assessment should identify trends and describe impacts on human health and safety, aquatic life, and wildlife habitat.**

E-477 **King County shall protect and should enhance surface waters, including streams, lakes, wetlands and the marine nearshore and waters of Puget Sound, on a watershed basis by analyzing water quantity and quality problems and their impacts to beneficial uses, including fish and wildlife habitat, flood risk reduction, and erosion control. Conditions of and impacts to the downstream receiving marine beaches and waters of Puget Sound shall be included in watershed management efforts.**

E-478 **King County should protect and enhance the natural environment in those areas recommended or adopted as Aquatic Reserves by Washington State Department of Natural Resources. This should include participation in management planning for the aquatic reserves and working with willing landowners adjacent to the reserve on restoration and acquisition projects that enhance the natural environment.**

Human waste contains high levels of nutrients and pathogens. These pollutants can enter Puget Sound waters from a variety of sources including septic systems. A number of properties on Vashon-Maury Islands have on-site sewage systems that pre-date regulatory oversight and are undocumented. Washington State Department of Health surveys have indicated that failing systems are a significant problem in some areas of the Vashon-Maury Island shoreline. Public Health – Seattle & King County (PHSKC) is responsible for assuring that onsite sewage systems in King County meet state and local regulations. In addition, PHSKC is required to identify areas where marine water quality is threatened or impaired as a result of contamination from onsite sewage systems, to designate these areas as Marine Recovery Areas (MRAs), to develop a plan to identify failed septic systems within the MRAs, and to assure that these systems are repaired and maintained. The ability to install new systems is often severely constrained in the shoreline, due to small lot size, topography, and soils. In some cases, community treatment systems are needed to effectively treat waste.

E-479 **King County should work with landowners, the state Department of Health, sewer districts, and the Puget Sound Partnership to develop more effective strategies and additional resources for addressing failing septic systems in constrained shoreline environments.**

D. Fish and Wildlife

It is King County's goal to conserve fish and wildlife resources in the county and to maintain countywide biodiversity. This goal may be achieved through implementation of several broad policy directions that form an integrated vision for the future. Each of the pieces is necessary for the whole to be successful.

The policy objectives are to (1) identify and protect fish and wildlife habitat conservation areas, (2) link those habitat areas and other important conservation areas, and protected lands through a network system, (3) integrate fish and wildlife habitat and conservation goals into new and existing developments, and (4) initiate multi-species, biodiversity management approaches. Conservation of biodiversity is necessary if wildlife benefits currently enjoyed by residents of the county are to be enjoyed by future generations.

Federal and state laws have been enacted over the past century to protect a wide range of species. In addition to the Endangered Species Act (ESA), other federal laws include the Marine Mammal Protection Act, and the Migratory Bird Treaty Act. Marine mammals and migratory birds in King County are protected under the provisions of these laws. Additionally, King County maintains policies regarding specific species.

King County's current fish and wildlife policies and regulations have been shaped by federal and state fish and wildlife protections, which include requirements for protection of specific species and habitats. However, both the federal and state governments have recognized the need for a comprehensive approach to addressing biodiversity conservation. In December 2007 the Washington Biodiversity Council released the Washington Biodiversity Conservation Strategy. The three primary goals set forth in the strategy are to protect quality of life for people, conserve species diversity, and restore and care for ecosystems. The three core initiatives set forth by the strategy propose (1) a landscape approach to guide investments and actions, (2) incentives and markets for landowners, and (3) citizens working together with scientists to inventory and monitor the state's biodiversity. The Washington State Department of Fish and Wildlife (WDFW) is also working to integrate landscape-level approaches to promoting the conservation and sustainability of biodiversity, and is in the process of updating its Priority Habitats and Species recommendations to reflect a more integrated, landscape approach. In order to integrate a more landscape-level approach to fish and wildlife protection at the county level, the county will need a methodical approach to mapping the county's biodiversity and identifying areas that support rare species and the greatest diversity of native wildlife. The current policy amendments are intended to fulfill federal and state requirements for protection of specific species and habitats while making a transition to more landscape-based approaches to fish and wildlife conservation.

1. General Policies

E-480 **The county shall strive to conserve the native diversity of species and habitats in the county.**

E-481 **In the Urban Growth Area, King County should strive to maintain a quality environment that includes fish and wildlife habitats that support the greatest diversity of native species consistent with GMA-mandated population density objectives. In areas outside the Urban Growth Area, the county should strive to maintain and recover native landscapes, ecosystems, and habitats that can support viable populations of native species. This should be accomplished through coordinated conservation planning and collaborative implementation.**

E-482 **Terrestrial and aquatic habitats should be conserved and enhanced to protect and improve conditions for fish and wildlife.**

2. Fish and Wildlife Habitat Conservation Areas

The Growth Management Act requires jurisdictions to designate Fish and Wildlife Habitat Conservation Areas for protection. The Washington Administrative Code (WAC 365-190-080) sets out guidelines that jurisdictions must consider when designating these areas.

King County has reviewed these guidelines and has developed policies E-483 through E-499a, which address the various species included in the Washington Administrative Code (WAC) guidelines. These policies recognize the tiered listing of these species and their habitats as defined by the United States Fish and Wildlife Service, National Marine Fisheries Service, and the WDFW (i.e., endangered, threatened, sensitive, and candidate). These policies also recognize the need to regularly review the information developed on species and habitats and amend the tiered listing as appropriate. The WAC guidelines also suggest that aquatic areas and wetlands be considered when designating fish and wildlife habitat conservation areas. Aquatic areas and wetlands and their associated buffers are highly valuable wildlife habitat, and protections for these areas are addressed in other provisions of this chapter.

E-483 **King County shall designate and protect, through measures such as regulations, incentives, capital projects or purchase, the following Fish and Wildlife Habitat Conservation Areas found in King County:**

- **a. Habitat for federal or state listed endangered, threatened or sensitive species;**
- **b. Habitats of Local Importance and Habitats for Species of Local Importance**
- **c. Commercial and recreational shellfish areas;**
- **d. Kelp and eelgrass beds;**
- **e. Herring and smelt spawning areas;**
- **f. Wildlife habitat networks designated by the county, and**
- **g. Riparian corridors.**

Protections for other Fish and Wildlife Habitat Conservation Areas, including waters of the state and lakes, are addressed in other sections of this chapter.

3. Federal and State Listed and Candidate Species

E-484 **Habitats for species that have been identified as endangered, threatened, or sensitive by the state or federal government shall not be reduced and should be conserved.**

Federal and state listings of species as endangered or threatened generally encompass relatively large geographic areas. More localized declines of species within King County may not be captured by state and federal listings. For example, local monitoring data indicates significant declines in the Middle and Late Lake Sammamish Kokanee salmon runs, and the extinction of the Early Lake Sammamish Kokanee run. However, this species has not been listed by the state or federal government as threatened or endangered.

The federal and state governments also designate "candidate" species. In the context of the ESA, candidate means any species being considered for listing as an endangered or a threatened species but not yet the subject of a proposed rule. Lists of federal candidate species are updated annually. Review of these lists and the supporting assessments can provide valuable information about threats to species found within King County and can help the county to be proactive in preparing for potential future listings.

E-485 **King County should review fish and wildlife surveys and assessments with local application to King County and consider additional habitat protections where warranted. Habitat protection should be accomplished through incentives, cooperative planning, education, habitat acquisition, habitat restoration, or other appropriate actions based on best available science.**

E-486 **King County should review federal and state candidate listings for information about candidate species found in King County. King County shall protect habitat for candidate species, as listed by the WDFW or a federal agency. Information regarding candidate species should be used to inform King County's long-term wildlife conservation and planning efforts.**

4. Species and Habitats of Local Importance

The state defines species of local importance as those species that are of local concern due to their population status or their sensitivity to habitat manipulation or that are game species. King County refines the definition to include native species listed as priority species by WDFW, bird species whose populations in King County are known to have declined significantly over the past 150 years, anadromous salmonids, and aquatic species whose populations are particularly vulnerable to changes in water quality and quantity. King County policy-makers have also provided additional local protection to specific species, including red-tailed hawk, in response to concerns of community groups and schools.

E-487 **King County should protect the following native Species of Local Importance, or their habitats, as appropriate. Protection should be accomplished through regulations, incentives or habitat purchase.**

Species of Local Importance are:

a. **Salmonids – kokanee salmon, sockeye/red salmon, chum salmon, coho/silver salmon, pink salmon, coastal resident/searun cutthroat, rainbow trout, Dolly Varden, and pygmy whitefish, including juvenile feeding and migration corridors in marine waters;**

b. **Native Freshwater Mussels – Western pearlshell mussel, Oregon floater, and western ridge mussel;**

c. **Shellfish – Red Urchin, Dungeness crab, Pandalid shrimp, Geoduck clam, and Pacific oyster;**

d. **Marine Fish – White sturgeon, Green Sturgeon, Pacific herring, longfin smelt, surfsmelt, lingcod, Pacific sand lance, English sole, and rock sole;**

e. **Birds – Western grebe, American bittern, great blue heron, Brant, Harlequin duck, Wood duck, Hooded merganser, Barrow's Goldeneye, Common Goldeneye, Cinnamon teal, Blue-winged teal, Surf scoter, White-winged scoter, Black scoter, osprey, Red-tailed hawk, Sooty grouse, Ruffed grouse, Band-tailed pigeon, Belted kingfisher, Hairy Woodpecker, American three-toed woodpecker, Olive-sided Flycatcher, Mountain chickadee, Western Meadowlark, Cassin's Finch, and Purple Finch;**

f. **Mammals – Marten, mink, Columbian black-tailed deer, elk in their historic range, mountain goat, Douglas Squirrel, and Townsend Chipmunk;**

g. **Amphibians – Red-legged frog; and**

h. **Reptiles – Alligator lizard and western fence lizard.**

It should be noted that under the Migratory Bird Treaty Act, with few exceptions, no migratory bird or its nest may be harmed.

Wildlife habitats such as caves, cliffs, and talus occupy a very small percent of the total land area, yet they are disproportionately important as wildlife habitats. Each of these habitats concentrates and supports a unique animal community, and adjacent plant associations provide food sources, help stabilize light and wind patterns, and provide perches for raptors. Caves, cliffs, and talus are fragile environments that can be easily destroyed, but not restored. Additionally, some of these special wildlife habitats have unique or significant value to a diverse assemblage of species, not just one particular species.

E-488 **King County should protect the following priority habitats listed by the WDFW that are not otherwise protected by policies and codes. Protection should be accomplished through regulations, incentives or purchase. These areas include: caves, cliffs, consolidated marine/estuarine shorelines, estuary, old growth/mature forest, unconsolidated marine/estuarine shorelines, snag-rich areas, and talus slopes.**

Protections of other priority habitats, including riparian habitat, instream habitat, and freshwater wetlands can be found in other policies in this chapter.

E-489 **King County should regularly review the WDFW's list of Priority Species and other scientific information on species of local importance, and evaluate whether any species should be added to or deleted from the lists in E-487 and E-488. Any additions or deletions should be made through the annual amendment process for the comprehensive plan.**

E-490 **Development proposals should be assessed for the presence of species of local importance. A comprehensive assessment should follow a standard procedure or guidelines and shall occur one time during the development review process.**

Salmon are particularly important because of their significance to local and regional character, tribes, salt and freshwater ecosystems, and recreational and commercial fisheries. A growing number of salmon stocks within King County and other areas of Puget Sound are in a serious state of decline. Three salmonid species present within King County have been listed under the ESA, several others have significant potential for listing, and the salmon-dependent Orca whale has been listed as endangered.

The protection and restoration of river and stream channels, riparian corridors, lakes, wetlands, headwaters and watersheds that provide or impact spawning and rearing habitat, food resources and fish passage is essential to the conservation of native fish populations. Intermittent streams also can be critical to native fish populations.

Hatcheries and other artificial propagation facilities that are properly managed to protect the abundance, productivity, genetic diversity, and spatial distribution of native salmon may contribute in the near term to both maintaining sustainable salmon stocks and harvest opportunities while habitat protection and restoration measures for salmon are implemented.

E-491 **King County should conserve salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, electricity, gas) include riparian and stream habitat conservation measures developed by the county, cities, tribes, service providers, and state and federal agencies. Project review of development proposals within basins that contain hatcheries and other artificial propagation facilities that are managed to protect the abundance, productivity, genetic diversity, and spatial distribution of native salmon and provide harvest opportunities should consider significant adverse impacts to those facilities.**

5. Landscape Approaches to Fish and Wildlife Habitat Conservation

Fish and wildlife habitat conservation means land management for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. Fish and Wildlife Habitat Conservation Areas are intended to ensure the conservation of individual species recognized as declining or imperiled; however, this approach of protecting individual animals is only one aspect of protecting the county's biodiversity. Because biodiversity encompasses a variety of levels, from genes to ecosystems, and occurs at multiple spatial scales, a wider approach beyond single-species management is necessary to conserve biodiversity in King County. Additionally, most fish and wildlife species are not confined to small portions of the landscape; rather, they move about for feeding, breeding, rearing young, and interacting with other members of their species to insure adequate genetic exchange and population viability.

E-492 **King County should collaborate with other governments, private and non-profit organizations to establish a bioinventory, an assessment and monitoring program, and a database of species currently using King County to provide baseline and continuing information on wildlife population trends in the county.**

E-493 **Distribution, spatial structure, and diversity of native wildlife and plant populations should be taken into account when planning restoration activities, acquiring land, and designing and managing parks.**

Standard buffers for streams and wetlands will not always adequately protect wildlife resources that utilize those sensitive areas. Areas with critical wildlife resources may need larger buffers to protect the resource.

E-494 **Stream and wetland buffer requirements may be increased to protect species of local importance, as listed in this chapter, and their habitats, as appropriate. Whenever possible, density transfers and/or buffer averaging should be allowed.**

Protection of isolated blocks of habitat will not always adequately protect wildlife in King County. Critical wildlife habitats and refuges also need to be connected across the landscape through a system of habitat corridors, or networks. Some areas may be important more because they connect other important areas together rather than because of any particular species present.

Network width is related to requirements of desired wildlife species, length of network segment and other important characteristics within the network. Wider corridors will be required for larger species if the distance between refuges is great or if multiple uses, such as public access and trails, are desired. Because it may not be possible to protect wide corridors in the Urban Growth Area, it may not be possible to accommodate larger wildlife species in all areas. Networks will address some of the problems of habitat fragmentation for smaller species within the Urban Growth Area.

Potential linkages are identified on the Wildlife Network and Public Ownership Map. Open spaces set aside during subdivision of land should be located to make connections with larger offsite systems. This approach will also benefit other open space goals.

E-495 **Dedicated open spaces and designated critical areas help provide wildlife habitat. Habitat networks for threatened, endangered and priority Species of Local Importance, as listed in this chapter, shall be designated and mapped. Habitat networks for other priority species in the Rural Area should be designated and mapped. These mapping efforts should proceed from a landscape perspective using eco-regional information about the county and its resources, and should be coordinated with state and federal ecosystem mapping efforts as appropriate.**

E-496 **King County should work with adjacent jurisdictions, state and federal governments, tribes, and landowners during development of land use plans, WRIA plans, and site development reviews to identify and protect habitat networks at jurisdictional and property boundaries.**

A key element in local wildlife conservation is the integration of wildlife and habitats into developments of all types. Wildlife protection does not have to be at odds with many types of development. Urban multifamily projects, industrial developments, new school facilities and rural open space projects all provide opportunities to enhance wildlife amenities. Residential developers and businesses have been able to use wildlife in marketing strategies to attract more potential homeowners, renters and quality employees.

Techniques such as minimizing clearing during site preparation, using native plant species in required buffers, landscaping, using bridges rather than culverts to cross streams and innovative site design can be used to promote wildlife and minimize problems with nuisance wildlife. Other plan elements, such as open space, road system design and housing density, also have related impacts on the remaining wildlife values that must be considered.

Benefits to wildlife are enhanced if screening and landscaping is composed of native vegetation. Retention of natural vegetation can provide the same wildlife and aesthetic benefits at a lower cost.

E-497 **New development should, where possible, incorporate native plant communities into the site plan, through both through preservation of existing native plants and addition of new native plants.**

E-498 **The county should be a good steward of public lands and should integrate fish and wildlife habitat considerations into capital improvement projects whenever feasible. Fish and Wildlife Habitat Conservation Areas should be protected and, where possible, enhanced as part of capital improvement projects.**

7. Fish and Wildlife Habitat Conservation Incentives and Education

King County offers landowner technical assistance for protection of fish and wildlife habitat through programs like the Rural Stewardship Planning, Forest Stewardship and Naturescaping Classes, and the Salmon Watcher Program. Other organizations offer complementary classes such as the King Conservation District's land and water conservation workshops for agricultural landowners. Landowners can also receive property tax reductions through the Public Benefit Rating System in exchange for

protecting and improving habitat. Some property owners, particularly new rural land owners, may not be aware of these programs.

E-499 **The county should promote voluntary wildlife habitat enhancement projects by private individuals and businesses through educational, active stewardship, and incentive programs.**

E-499a **King County should partner with community associations, realtors, community groups, and other agencies to conduct targeted outreach to potential and new property owners about fish and wildlife habitat education and forestry education and incentive programs, particularly in rural and resource lands areas of the county.**

E. Flood Hazard Management

Floodplains are lands adjacent to lakes, rivers and streams that are subject to periodic flooding. Floodplains naturally store flood water, contribute to groundwater recharge, protect water quality and are valuable for recreation, agriculture and fish and wildlife habitat. Floodplains also provide a deposition zone for sediments mobilized by rivers and streams. Wetlands are often an integral part of floodplains. Floodplains are designated based on the predicted frequency of flooding for a particular area. For example, a 100-year floodplain is a land area that has a one percent probability of experiencing flooding in any given year.

Development can reduce the floodplain's ability to store and convey floodwaters, thereby increasing the velocity and depth of floodwaters in other areas. In addition, floodplain development often occurs at the expense of important fish and wildlife habitat. King County has adopted the Flood Hazard Management Plan to provide guidance for decisions related to land use and floodplain management activities.

E-499b **King County's floodplain land use and floodplain management activities shall be carried out in accordance with the King County Flood Hazard Management Plan.**

The primary focus of King County's Flood Hazard Management efforts is protecting public health and safety. However, in many cases, flood hazard management projects can be designed in a manner that enhances or restores flood storage, conveyance, and ecological values of the floodplain and associated wetlands and riparian corridors. Requirements for state and federal permits necessary for construction of capital projects typically require that projects be designed to protect and enhance habitat.

E-499c **The existing flood storage and conveyance functions and ecological values of floodplains, wetlands, and riparian corridors shall be protected, and should, where possible, be enhanced or restored.**

F. Hazardous Waste

Throughout King County, businesses use and generate hazardous materials as part of their normal operations. There are numerous rules and requirements for the proper management of these materials and requirements can vary slightly by jurisdiction. Often the businesses will learn of these requirements after they have found out that they are not in compliance. To help mitigate the potential harmful effects to human health and the environment and to minimize the economic impacts to businesses that may generate hazardous chemicals, King County provides education and technical assistance to businesses on requirements for proper management and disposal of hazardous chemicals, as well as information on less toxic alternatives.

Contacting businesses with information on proper hazardous waste disposal as early as possible in the business development phase can help to prevent improper disposal of hazardous waste and associated risks to public safety and the environment. Taking a preventative approach can also help to avoid costly code violations.

E499d **King County should review new business permit and change of use applications for businesses that propose to use hazardous chemicals or generate hazardous waste as part of their operations. The county should offer to provide technical assistance related to hazardous waste disposal requirements and non-toxic alternatives.**

V. GEOLOGICALLY HAZARDOUS AREAS

King County is located on the active, tectonic Pacific "Ring of Fire," which is characterized by numerous, dynamic geologic processes that include frequent earthquakes and recurring volcanic eruptions. The relatively recent glacial history has left numerous steep and unstable hillsides throughout the county. Because of these steep and unstable hillsides, many areas of the county are prone to naturally occurring landslides and tree falls. Snow avalanches are also a common occurrence in the Cascade Mountains in Eastern King County. Often times the result of these naturally occurring events can be beneficial to the environment, by providing gravel and woody debris in streams and rivers, and continuing the process of natural regeneration. Salmon need gravel for spawning and in-stream debris for cover and to provide shade and regulate temperature. King County must balance the positive benefits of these natural occurrences with any adverse impacts that pose a threat to public health and safety. The county must also strike a balance between allowing naturally occurring landslides and erosion, and the need to prevent the unnatural acceleration of landslides and erosion due to development activities.

Coal mines have created additional areas of subsidence and instability in addition to those which occur naturally. When human activity occurs in areas subject to such active geologic processes, the potential consequences to life, property and environmental integrity can be enormous. If geologic processes are recognized and appropriately addressed in the course of development activities, adverse consequences can be substantially reduced if not completely eliminated.

A. Erosion Hazard Areas

Virtually any area in King County can experience soil erosion if subjected to inappropriate grading and construction practices. The U.S. Department of Agriculture Soil Conservation Service has identified certain soil types in King County as being especially subject to erosion, if disturbed. These Erosion Hazard Areas may not be well suited to high-density developments and intensive land uses because of the sensitivity of these soils to disturbance.

E-501 **Grading and construction activities shall implement erosion control best management practices and other development controls as necessary to reduce sediment and pollution discharge from construction sites to minimal levels.**

E-502 **Land uses permitted in Erosion Hazard Areas shall minimize soil disturbance and should maximize retention and replacement of native vegetative cover.**

E-503 **Slopes with a grade of 40 percent or more shall not be developed unless the risks and adverse impacts associated with such development can be reduced to a nonsignificant level. No-disturbance zones shall be designated where basin plans identify the need to prevent erosion damages in areas that are extremely sensitive to erosion impacts. Properly designed stormwater tightlines may be allowed within designated no-disturbance zones.**

Vegetation is an important component of the natural environment. This general term refers to all plant life growing at, below or above the soil surface. It includes trees, shrubs, herbs, grasses and aquatic plants.

Vegetation, especially forests, provides many significant ecological functions. Vegetation absorbs, filters and slows surface water flow. This is particularly important over aquifer recharge areas. Native vegetation also provides wildlife habitat to which native species are well adapted. Forests are key components in atmospheric cycles; they absorb carbon dioxide, produce oxygen and filter particulate matter. Additionally, they absorb noise and are aesthetically pleasing.

Noxious weeds are nonnative invasive plants that pose a threat to health and safety, agriculture, wildlife, wetlands and recreational areas. They tend to spread in areas that have been disturbed by urban development and agriculture and are difficult to eradicate once they become established. Without natural predators, some noxious weeds can displace native plant communities, reducing plant diversity. Invasive plants also decrease the quality of wildlife habitats, reduce visual quality, and increase maintenance and production costs for natural resource managers and farmers.

E-504 **King County should protect native plant communities by encouraging management and control of nonnative invasive plants, including aquatic plants. Environmentally sound methods of vegetation control should be used to control noxious weeds.**

E-505 **Through training and other programs, King County should actively encourage the use of environmentally safe methods of vegetation control. Herbicide use should be minimized. King County should be a good steward of public lands and protect water quality, by reducing the use of insecticides, herbicides and fungicides through the use of integrated pest and vegetation management practices.**

E-506 **The use of native plants should be encouraged in landscaping requirements and erosion control projects, and in the restoration of stream banks, lakes, shorelines, and wetlands.**

E-507 **In response to watershed-based salmon conservation Water Resource Inventory Area plans and as part of King County's continued basin planning and stewardship programs, King County may adopt vegetation retention goals for specific drainage basins. These goals should be consistent with R-335, as applicable. The county should adopt incentives and regulations to attain these goals, and the county should monitor their effectiveness.**

B. Landslide and Avalanche Hazard Areas

Certain hillsides in King County are either naturally unstable or susceptible to instability when disturbed. These hillsides contain slopes greater than 15 percent, are underlain by impermeable soils, and are subject to seepage. They also include areas that have experienced landslides in the past and have slopes that are being undermined by stream or beach erosion. Construction in these areas is expensive and difficult. Landslides on such slopes following development can result in enormous public and private costs and severe threats to human health and safety. Such landslides can also cause severe natural resource damage.

Many of the mountainsides in the Cascade Range in Eastern King County are subject to snow avalanches during the winter. Such avalanches are destructive and can be deadly. King County supports all efforts to monitor and share information regarding avalanche dangers and to alert the public of those dangers.

E-508 **Avalanche or Landslide Hazard Areas should not be developed unless the risks and adverse impacts associated with such development can be reduced to a nonsignificant level. Development proposed in or adjacent to avalanche or landslide hazard areas shall be adequately reviewed and mitigated to ensure development does not increase landslide or erosion hazards that would adversely impact downstream properties or natural resources.**

C. Seismic Hazard Areas

King County is an earthquake-prone region subject to ground shaking, seismically induced landslide and liquefaction of soil. Areas with low-density soils are likely to experience greater damage from earthquakes.

E-509 **In areas with severe seismic hazards, special building design and construction measures should be used to minimize the risk of structural damage, fire and injury to occupants and to prevent post-seismic collapse.**

D. Volcanic Hazard Areas

King County is located in a region characterized by active volcanism. The volcanic hazard that poses the greatest risk to safety and well being of county residents would be from a lahar (volcanic mudflow) originating on Mt. Rainier and flowing down the White River valley (possibly overflowing into the lower Green River Valley). Ongoing investigations by the United States Geological Survey continue to clarify the nature of this hazard. Current information provides the basis for taking steps to mitigate that risk.

E-510 **King County should work with the United States Geological Survey to identify lahar hazard areas and shall work with local governments to assess the risk to county residents from lahars and to implement appropriate emergency planning and implement appropriate development standards.**

E. Coal Mine Hazard Areas

King County has a long and varied history of underground and surface coal mining. Some coal mining was conducted by large, well-capitalized mining companies that used methods such as detailed underground and surface mapping and protection of surface improvements. Other mines were small operations or remining operations that sought to maximize coal extraction with less regard for surface impacts or mapping. Some intensively developed areas of King County are located over abandoned underground coal workings, including Talbot Hill and the north Benson Hill of Renton, the Spring Glen area around Cascade Vista, East Fairwood, Black Diamond, southwest Issaquah, and the Newcastle/Coal Creek area.

The greatest dangers to people, wildlife and surface facilities typically exist around mine portals, timber chutes, air shafts, and workings which have collapsed to the surface. Other areas were deep mined by "room and pillar" mining techniques in which "pillars" of coal were left to provide support for the mining of adjacent "rooms." Once abandoned, pillars would collapse and rooms of mined-out coal would fill with collapsed roof material, coal debris and water. Regional downwarping of these areas was generally not observable and usually happened in the early years following mining of a section. Deep mined areas with a high ratio of overburden/cover-to-void usually present no hazards for surface development. However, areas with low overburden/cover-to-void ratio present higher risks and may require more advanced investigations and construction techniques for development. Mine portals, timber chutes, airshafts, and

workings which have collapsed to the surface require the greatest need for detailed engineering studies to ensure that these sites are safe for new, productive use.

E-511 **King County encourages the elimination of coal mine hazard areas and will work with public and private property owners and the Office of Surface Mining, Reclamation, and Enforcement to eliminate hazards and return lands to their highest productive uses. Land use plans and development activities should reflect the potential hazards in these areas. Residential, commercial, and industrial development may occur in coal mine hazard areas following study and engineering reports which detail the extent of the hazards, if any, and mitigation. Significant hazards associated with abandoned coal mining workings should be eliminated or mitigated so the site is safe using appropriate criteria to evaluate the proposed subsequent use. King County recognizes that most areas underlain by deep underground mining may be suitable for new development. Landowners and their consultants may be required to provide studies and reports with recommendations from licensed, professional engineers. Proposed surface facilities over some hazard areas may need to incorporate special design and performance tolerances for structures and infrastructure improvements. The location and declassification of coal mine hazard features should be shown on recorded plat maps or site plans of the property. When new information regarding the location of coal mine hazard areas is discovered, it should be added to or deleted from existing maps and databases that record coal mine hazard area information.**

VI. Cooperative Salmon Recovery and Puget Sound Partnership

The protection and recovery of salmonid species that are listed under the ESA is and will continue to be a significant issue for King County. The listing of a species under the act is cause for great concern, because Wild Pacific salmon have great environmental, cultural, economic, recreational and symbolic importance to the Puget Sound region

It is King County's goal to ensure the recovery and maintenance of our salmon populations to sustainable and harvestable levels, and to accrue the ecological, cultural and economic benefits that will be provided by healthy salmon stocks, King County will pursue salmon conservation strategies that sustain the region's vibrant economy. Successful restoration and maintenance of healthy salmon populations will require time, money and effort, and collaboration with federal, state, tribal and local governments, as well as businesses, environmental groups, and citizens.

The increasing number and diversity of ESA federally protected species in King County and around the Puget Sound calls for the development and implementation of species conservation actions that are embedded within a strategy that addresses natural resource management issues at the ecosystem scale. Although species are listed one at a time, managing them toward recovery and robust health that way increases the likelihood that conservation efforts will be incomplete, redundant, and more expensive.

A. Watershed-Based Salmon Recovery

As a means to address salmonid listings and to sustain this precious resource for generations to come, local governments in the Puget Sound region, in cooperation with state and tribal governments and other major stakeholders, have developed long-term salmon habitat conservation strategies at the Watershed Resource Inventory Area (WRIA) level. The boundaries of WRIAs are defined under state regulations, and generally adhere to the watershed boundaries of major river or lake systems. King County participated as an affected jurisdiction in the development WRIA plans for WRIA 8 (Cedar/Sammamish Watershed), WRIA 9 (the Green/Duwamish Watershed), WRIA 7 (the Snohomish/Snoqualmie Watershed), about half of which is in King County, and WRIA 10 (the White/Puyallup Watershed), a small percentage of which is in King County. Additionally, King County has acted as a service provider at the

direction of multi-jursidicitional forums for the development and implementation of the salmon recovery plans for WRIAs 8 and 9, and for the King County portion of WRIA 7.

E-601 **King County shall continue to participate in the Water Resource Inventory Area-based salmonid recovery plan implementation efforts and in other regional efforts to recover salmon and the ecosystems they depend on, such as the Puget Sounds Partnership. King County's participation in planning and implementation efforts shall be guided by the following principles:**

a. **Focus on early federally listed salmonid species first, take an ecosystem approach to habitat management and seek to address management needs for other species over time;**
b. **Concurrently work on early actions, long-term projects and programs that will lead to improvements to, and information on, habitat conditions in King County that can enable the recovery of endangered or threatened salmonids, while maintaining the economic vitality and strength of the region;**
c. **Address both King County's growth management needs and habitat conservation needs;**
d. **Use best available science as defined in WAC 365-195-905 through 365-195-925;**
e. **Improve water quality, water quantity and channel characteristics;**
f. **Coordinate with key decision-makers and stakeholders; and**
g. **Develop, implement and evaluate actions within a watershed-based program of data collection and analysis that documents the level of effectiveness of specific actions and provides information for adaptation of salmon conservation and recovery strategies.**

The WRIA plans recommend an array of actions including the restoration, acquisition and preservation of landscapes, municipal programmatic activities, and public outreach and education. The plans suggest that programmatic activities for salmon habitat conservation can generally be accomplished with the following three tools: regulation, incentives and education. Consequently, in addition to capital projects, local governments including King County will need to incorporate salmon recovery objectives and strategies into their normal operations, making best use of a wide range of their authorities and programs.

E-602 **King County should use the recommendations of approved Water Resource Inventory Area salmon habitat plans to inform the updates to development regulations as well as operations and capital planning for its surface water**

management, transportation, wastewater treatment, parks, and open space programs.

E-603 King County should seek to support Water Resource Inventory Area plan goals of maintaining intact natural landscapes through:

a. Retaining low density land use designations such as Agriculture, Forestry and Rural;
b. Promoting Current Use Taxation and other incentives;
c. Promoting stewardship programs including development and implementation of Forest Plans, Farm Plans, and Rural Stewardship Plans;
d. Promoting the use of Low Impact Development methods; and
e. Acquiring property or conservation easements in areas of high ecological importance with unique or otherwise significant habitat values.

E-604 King County has evaluated and will continue to monitor and evaluate programs and regulations to determine their effectiveness in contributing to ESA listed species conservation and recovery, and will update and enhance programs and plans where needed including evaluation of the zoning code, the Critical Areas Code, the Shoreline Master Program, the Clearing and Grading Code, the landscaping Code, the Surface Water Design Manual, the flood hazard management plan, regional wastewater services plan, best management practices for vegetation management and use of insecticides, herbicides and fungicides, integrated pest management, and best management practices for agricultural lands and forest lands under county authority. King County may amend these regulations, plans and best management practices to enhance their effectiveness in protecting and restoring salmonid habitat, using a variety of resources including best available science as defined in WAC 365-195-905 through 365-195-925.

E-605 Through the Watershed Resource Inventory Area planning process, geographic areas vital to the conservation and recovery of listed salmonid species have been identified. King County will evaluate this information to determine appropriate short and long-term strategies, including, but not limited to: designation of Fish and Wildlife Habitat Conservation Areas, development regulations (special district overlays, zoning, etc.) acquisitions, facility maintenance programs, and capital improvement projects.

E-606 **King County may use its authority under the Growth Management Act, including its authority to designate and protect critical areas, such as fish and wildlife habitat conservation areas, to preserve and protect key habitat for listed salmonid species by developing and implementing development regulations and nonregulatory programs.**

E-607 **King County shall, in cooperation with the cities, ensure a no net loss of housing capacity that preserves the ability to accommodate the 2022 growth targets, while pursuing compliance with Endangered Species Act requirements. To achieve this goal, densities shall be increased on buildable lands, consistent with U-372.**

Local governments primarily have authority and influence over land use actions affecting habitat. However, protecting and restoring habitat is just one piece of the salmon recovery puzzle. Management of fish harvest, hatchery, hydropower, and water storage actions is also critical, and actions need to be coordinated with entities having authority in these areas.

E-608 **King County should continue to take actions that ensure its habitat restoration and protection actions are implemented as part of a watershed-based salmon conservation strategy that integrates habitat actions with actions taken by harvest and hatchery managers. Harvest and hatchery managers specifically include tribes, the Washington Department of Fish and Wildlife, the National Marine Fisheries Service, and the United States Fish and Wildlife Service. Appropriate venues for this coordination include watershed plan implementation groups and other local or regional salmon management entities that rely on actions by habitat, harvest and hatchery managers to achieve specific goals and objectives.**

Lastly, to ensure the long-term success of salmon recovery actions, King County will need to develop and implement a program that provides for the monitoring for effectiveness of recovery actions and provides valuable information to redirect and adapt salmonid recovery strategies and actions. Please see the Monitoring and Adaptive Management Section at the end of this chapter for policies related to this topic.

B. Puget Sound Partnership

King County, through its land use decisions, management of stormwater and wastewater discharges, development of reclaimed water supplies, cooperative habitat protection and restoration projects, and ongoing monitoring can play a key role in the conservation and recovery of Puget Sound.

The Puget Sound Partnership was created by the Washington State Legislature and Governor in July, 2007 to achieve the recovery of the Puget Sound ecosystem by the year 2020. This new state agency replaces both the Puget Sound Action Team and the Shared Strategy for Salmon Recovery. Its goal is to consolidate and significantly strengthen the federal, state, local, and private efforts undertaken to date to protect and restore the health of Puget Sound and its watersheds. The Puget Sound Partnership will become the umbrella for salmon recovery efforts in Puget Sound, including implementation of watershed-based salmon recovery plans prepared for Chinook salmon. King County has the opportunity, and responsibility, to make significant contributions to reaching this goal.

E-609 **King County should actively participate in the Puget Sound Partnership's review of existing action plans for Puget Sound and development of the 2020 Action Agenda called for in the authorizing legislation for the Puget Sound Partnership.**

E-610 **King County should collaborate with other watershed forum partners to ensure that recommendations of watershed-based salmon recovery plans for King County are integrated with the Puget Sound Partnership recommendations.**

E-611 **King County should participate in the development of a science program that will provide a foundation for Puget Sound Partnership work. As part of this effort, the county should identify opportunities for linking its existing ambient monitoring of Puget Sound and freshwater streams with monitoring and assessment work conducted through the Puget Sound Partnership.**

VII. Monitoring and Adaptive Management

King County's environment is constantly changing in response to land and water management actions that are within our control, as well as climate cycles and geologic processes that are beyond our control. The county makes significant investments in projects, programs, and policy implementation to help ensure that our environment supports a range of ecological, cultural and economic values that are fundamental to the region's quality of life.

King County's actions to protect and restore the environment need to be assessed on an ongoing basis to ensure that they are having the intended effect, and that they are responding to changing conditions. Our efforts to protect the environment will also need to reflect improvements in our knowledge about the natural environment and how human activity impacts ecological systems, and uncertainties about ecological and biological processes.

Assessing the effectiveness of specific and cumulative actions requires data collected within rigorous monitoring programs. Monitoring provides essential information to track (1) changes in the natural and built environment, (2) implementation of planned and required actions (like construction of wetland mitigation projects) and (3) effectiveness of our environmental protection actions. Monitoring information can support a formal Adaptive Management program to modify policies, goals, and management decisions as necessary.

Adaptive management can be used to help insure that projects, programs and policies are moving the county toward its environmental goals over time. Adaptive Management is defined as the process of making hypotheses of management outcomes, collecting data relevant to those hypotheses, and then using monitoring data to inform changes to policies and actions to better achieve intended goals. Adaptive management concepts are often applied in programs intended to address complex natural resource management problems, for example in Water Resource Inventory Area plans for salmon recovery or in Habitat Conservation Plans to comply with the ESA. The Washington Administrative Code calls for local governments to use monitoring and adaptive management to address uncertainties in Best Available Science for protecting critical areas like wetlands.

King County conducts a diverse array of monitoring activities, ranging from project-specific monitoring of Capital Improvement Projects, to mandated monitoring of municipal stormwater discharges in compliance with National Pollutant Discharge Elimination System permit requirements, to ambient monitoring of freshwater streams and Puget Sound. King County collects and maintains one of the longest continuous

water quality monitoring programs for freshwater streams, rivers, lakes, and marine waters anywhere in the world. From a scientific and management perspective, this high quality, long-term monitoring program is very valuable. These monitoring programs allow the identification of temporal changes, such as impacts of climate change, and the identification of emerging pollution issues. The monitoring program also allows the quantification of water quality and aquatic habitat improvements. The data collected by these programs additionally provides the necessary baseline information for many scientific studies conducted on King County lakes and streams by research scientists at universities and state and federal agencies. Such collaborative efforts provide King County with detailed scientific efforts that would be difficult and expensive to obtain otherwise.

Financial resources for environmental protection programs, including monitoring, are limited. Because baseline monitoring does not result in an actual project "on the ground," and often is not mandated, it may not compete well with other priorities for limited funding. However, investments in monitoring will provide essential information for evaluating the effectiveness of current actions and guiding future policy decisions, priorities and investments. To make the most efficient use of limited resources, it is critical that the county look for opportunities to coordinate its data collection and dissemination efforts so that they can meet as many information needs as possible. The county should also partner with entities conducting monitoring, including other governments and universities.

When data are collected, it is important that its usefulness is maximized. "Metadata" is background information on data, and is necessary to facilitate the understanding, use, storage, sharing, and management of data. For example, metadata can describe how a particular data set was collected, provide definitions for types of data, and describe the reliability of the data.

E-701 **King County should conduct a comprehensive and coordinated program of environmental monitoring and assessment to track long-term changes in climate (e.g., precipitation, temperature), water quality and quantity, land use, land cover and aquatic and terrestrial habitat, natural resource conditions, and biological resources as well as the effectiveness of regulations and capital improvement projects. This monitoring program should be coordinated with other jurisdictions, state and federal agencies, tribes, and universities to ensure the most efficient and effective use of monitoring data.**

E-702 **King County should seek to develop and maintain a publicly accessible, geo-spatial database on environmental conditions to inform policy decisions, support technical collaboration, and inform the public. All King County monitoring data should be supported by metadata.**

E-703 **King County should establish a decision-support system suitable for adaptive management that uses data from its environmental monitoring programs.**

A. Performance Measurement, Performance Management, and KingStat

Like adaptive management in realm of science, performance management includes collecting data, analyzing data to inform decision-making, and making programmatic course corrections based on this analysis.

King County has already started to report to the public both community-level conditions and agency performance measures. Monitoring data referenced in this chapter serves as a core element of helping elected officials and the public stay informed about the state of the environment and the effectiveness of agency programs.

The Executive's KingStat program is using environmental monitoring data to assess environmental conditions, develop appropriate county responses, and provide an opportunity to collaborate and partner with other organizations in making improvements. With respect to environmental conditions, data used in KingStat includes marine water, freshwater, terrestrial habitat, fish and wildlife, atmosphere, and resource consumption.

E-704 **The county should continue to collect data on key natural resource management and environmental parameters for use in KingStat, the King County Benchmark Reports, and other environmental benchmarking programs. Findings should be reported to the public, partner agencies, and decision-makers. The information collected should be used to inform decisions about policies, work program priorities and resource allocation.**

B. National Pollutant Discharge Elimination System Compliance

A new National Pollutant Discharge Elimination System general municipal stormwater permit for discharges from the county's municipal stormwater system was issued in January of 2007 for a term of five years. The new permit contains prescriptive requirements for controlling and monitoring pollutants in municipal stormwater.

E-705 **King County shall carry out monitoring in compliance with its National Pollutant Discharge Elimination System municipal permit. Data collected through these monitoring efforts should be coordinated with King County's other monitoring efforts to the extent possible, and carried out in the most cost-effective and useful manner possible.**

C. Water Resource Inventory Areas Plan Implementation

In 2012 NMFS will evaluate the progress of efforts to recover Puget Sound Chinook salmon and suggest necessary improvements in recovery actions and strategies. In doing so, NMFS will seek to use local information on action implementation and its effects on habitat and salmon populations.

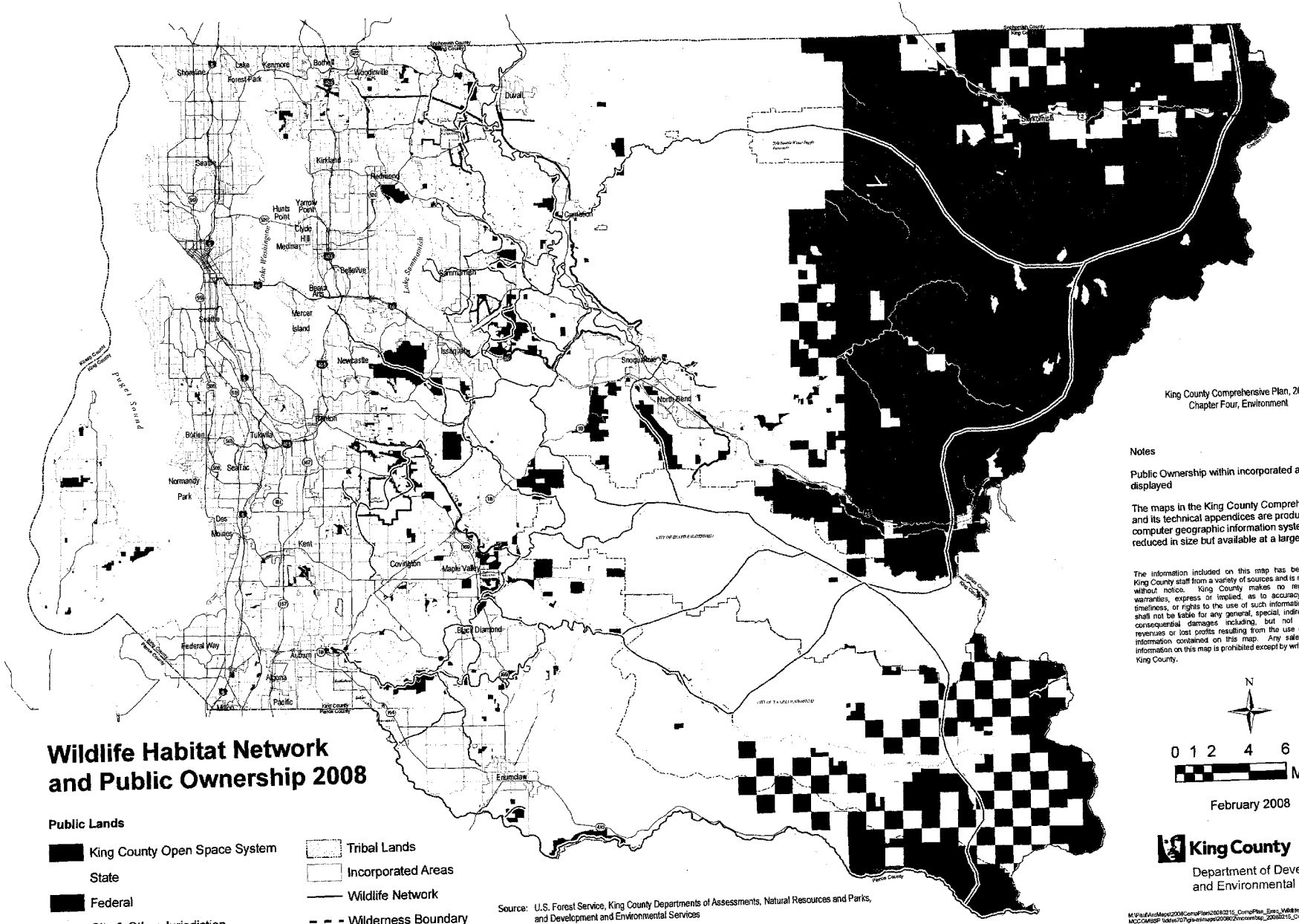
E-706 **King County should work with other Water Resource Inventory Area plan partners to establish a program (framework and methodology) for monitoring project specific and cumulative effectiveness of King County salmonid recovery actions. This program should include data collection and analysis and should provide information to guide an adaptive management approach to salmonid recovery.**

E-707 **The county should coordinate with other governments, agencies, tribes, non-governmental organizations and others to develop and implement regional and watershed-based Adaptive Management programs focused on achieving salmon recovery goals.**

D. Effectiveness of Critical Areas Regulations

Under the GMA, the next state-required review of development regulations to protect critical areas is 2011. GMA requires that local governments include Best Available Science in the development of land use policies and regulations to protect the functions and values of critical areas. Washington Administrative Code calls for the use of a precautionary approach where the science is uncertain, coupled with adaptive management.

E-708 **King County should develop and implement a framework for effectiveness monitoring of critical areas regulations, and use monitoring data to inform the future review and updates of its critical areas policies and regulations.**



Wildlife Habitat Network and Public Ownership 2008

Public Lands

- King County Open Space System
- State
- Federal
- City & Other Jurisdiction
- Tribal Lands
- Incorporated Areas
- Wildlife Network
- Wilderness Boundary

Source: U.S. Forest Service, King County Departments of Assessments, Natural Resources and Parks, and Development and Environmental Services

King County Comprehensive Plan, 2008
Chapter Four, Environment

Notes

Public Ownership within incorporated areas are not displayed

The maps in the King County Comprehensive Plan and its technical appendices are produced with a computer geographic information system. They are reduced in size but available at a larger scale.

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

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February 2008

King County
Department of Development and Environmental Services

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6

Chapter Six

Parks, Open Space and Cultural Resources

Parks, Open Space and Cultural Resources

The quality of life in King County is directly linked to the quality of our region's environment, with its diverse landscapes reaching from Puget Sound to the Cascade Mountains, scenic beauty and the variety of cultural and recreational opportunities that enrich our lives. These vital natural and cultural resources contribute to the physical, mental and emotional well-being of county residents and are integral to attracting employment and business activity.

The policies in this chapter focus on the county's role as a regional leader in acquiring and protecting its system of county-owned parks and other open spaces and in supporting cultural opportunities such as music, theater, ethnic heritage museums, literary activities, public art collections, urban historic districts and rural landmarks.

I. Parks, Recreation and Open Space

The Growth Management Act (GMA) requires cities and counties to identify open space corridors within and between Urban Growth Areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. The county's designation of open space includes those lands that are part of the King County open space system as well as state parks and natural resource conservation areas and federal wilderness areas in unincorporated King County (see land use map). The GMA states that counties are the providers of regional services and local rural services, while cities are the appropriate providers of local urban services. The Growth Management Act states that counties are the providers of regional services and local rural services, while cities are the appropriate providers of local urban services. As the regional government, King County manages a regional open space system of parks, trails, natural or ecological areas and working resource lands. While the cities are the managers of local park, trails and open space lands in the Urban Growth Area, King County will continue to be the provider of local park, trails and open space lands in the Rural Area.

Population growth and associated development in recent years have transformed the county's landscape as forested and open lands have been converted to urban uses resulting in the fragmentation of wildlife corridors, riparian habitat and the depletion of working resource lands and open vistas. The policies in this section provide guidance for the open space system of lands the county owns and manages to protect the health of natural systems, provide recreational opportunities, shape community character, and help sustain agriculture and forestry economics. Additional benefits of the open space and trail systems include providing transportation alternatives as well as health benefits from participation in outdoor recreation. Large forested parks and natural areas help maintain air quality. The policies also reinforce the county's focus on linking components of the open space system with a focus on the regional trail system.

Regional active and multiuse parks serve a countywide population and provide high-quality, highly developed facilities to support multiple events, large group gatherings and special events. Passive parks serve less formal, organized or intense activities. The Regional Trail System forms the backbone for county and other trails that reach broadly throughout the county from the north to south and east to west linking with trails of cities, other counties and the state. Local rural park sites provide for active and passive recreation close to home. Local trails provide recreation, circulation within the local community and access to the regional trail system.

Natural areas and some parks contain undeveloped or un-developable acreage that remain in a natural or near natural state and support habitat and other ecologically significant attributes. Together these sites enhance environmental and visual quality and meet regional and local rural recreation needs.

P-101 **For the purposes of the King County open space system, "Regional Parks" shall mean sites and facilities that are large in size, have unique features or characteristics and serve communities from many jurisdictions, and "local" shall mean sites and facilities that predominantly serve communities in the unincorporated area.**

A. The Regional Open Space System of Parks, Trails, Natural Areas and Working Resource Lands

The policies in this chapter provide the basis to develop a contiguous open space system, connecting and including active and passive parks, trails, natural areas and working agricultural and forest resource lands. The Open Space System Map shows these publicly-owned open space lands and provides the basis for identifying the linkages necessary to strengthen the physical and functional connectivity of the county's open space system. The following policies reinforce the importance of the county's open space system, and guide planning and management of appropriate recreational opportunities that best meet regional and local needs, preserve ecologically significant resources and protect working resource lands. Implementation of these policies is guided by the *King County Park, Recreation and Open Space Plan*, adopted in 2004 (and subsequent updates).

P-102 **King County shall be a regional leader in the provision of a regional open space system of parks, trails, natural areas, working resource lands, and flood hazard management lands. The regional network of open spaces provides benefits to all county residents including: recreation facilities, conservation of natural and working resource lands, flood hazard management and related programs, and services. Preservation will include wildlife corridors and riparian habitat, as well as open space areas separating Urban and Rural Areas. These vital regional parks, trails, recreational facilities and natural resources contribute to the physical, mental and emotional well-being of county residents.**

B. Local Parks

In the Rural Area, the large geographic area and dispersed populations, individual lots, low residential density and economies of site management dictate fewer individual park sites. Nearby regional parks and other open spaces also provide recreational opportunities. King County's role in the Rural Area will reflect rural levels of service.

P-103 **King County shall provide local parks, trails and other open spaces in the Rural Area. Local parks, trails and other open spaces that complement the regional system should be provided in each community in Rural Areas to enhance environmental and visual quality and meet local recreation needs. These vital local parks, trails, recreational facilities and natural resources contribute to the physical, mental and emotional well-being of county residents.**

P-104 **King County should provide local parks within rural communities with fields and other facilities that provide opportunities for active sports. These facilities shall be in addition to and compatible with King County's regional park system.**

C. Components of the Regional Open Space System

King County's regional open space system contains lands with many functions including active and passive recreation; special purpose sites such as pools and trails; natural areas, including waterways, greenways, and forested areas with educational, scientific, wildlife habitat, cultural or scenic values; working resource lands including agriculture and forest lands; and community-defining systems, including physical and or visual buffers between areas of urban and rural development. Many sites within the open space system serve more than one function, but each site serves a primary role within the system.

1. Active Recreation, Multiuse Sites and Trails

King County's local and regional parks and facilities accommodate a wide range of active and passive recreational activities. Active recreation includes a functional system of highly developed sites with organized, scheduled activities such as soccer and softball. Passive recreation includes both physical activities and less intense activities such as informal play, trail use, and picnicking. Multiuse sites can include a combination of active recreation and passive recreation with less intensely developed facilities and natural areas. The trail system is a major element of the recreation and natural systems and provides opportunities for recreation and nonmotorized transportation, as well as corridors often used by wildlife. These activities contribute to the health and well-being of both county residents and the environment.

Regional parks serve a broad spectrum of users. These parks and their facilities include those not generally viable for individual communities due to site or facility requirements or the unique nature of the offering requiring a broader user base to support them. Educational or interpretive programming promotes appropriate and enjoyable use of the park system. Public awareness of resources and their values builds support and stewardship for the system and its resources.

P-105 **King County shall provide regional parks and recreational facilities that serve users from many neighborhoods and communities. Regional parks include unique sites and facilities that should be equitably and geographically distributed.**

P-106 **King County shall complete a regional trails system, linking trail corridors to form a countywide network. King County will continue to primarily own the land necessary for the operation and management of the trail system.**

P-107 **King County should facilitate educational, interpretive and aquatic programs on county-owned properties that further the enjoyment, understanding and appreciation of the natural, cultural and recreational resources of the park system and the region.**

P-108 **King County should facilitate and seek regional and national programs and special events at regional sites and facilities.**

2. Natural Areas (Ecological Sites)

The King County open space system includes many sites whose primary purpose is to conserve and restore ecological value. These sites may allow public use that does not harm the ecological resources of the site. These natural areas include many environmental features of King County's landscape, which play a role in protecting a diversity of vegetation and fish and wildlife important to the beauty and character of the region. King County will focus on linking natural areas to create regional open space corridors of greenways and waterways along the major river systems, shorelines, and the Mountains-to-Sound Greenway.

Preserving these areas in partnership with other agencies, private groups and individuals will provide multiple values including environmental and economic benefits of surface water management, aquifer recharge, and fish and wildlife habitat preservation and enhancement.

P-109 **King County will manage its natural areas to protect, preserve and enhance important natural resource habitat, biological diversity, and the ecological integrity of natural systems.**

P-110 **King County shall recognize and protect the natural character and ecological value of its natural areas. These areas are important for preserving fish and wildlife and their habitat, native vegetation, and features of scientific and educational value. Development and public use may be limited to preserve the natural state and reduce disturbance of the natural resources. Site improvements should be focused on providing educational and interpretive opportunities. Public access should be**

directed to the less fragile portions of a site to ensure continued protection of the ecological resources.

3. Working Resource Lands

The county's open space system includes lands that are managed as working farms and forests. The county has purchased several properties with the intention of conserving the resource use on the site. County ownership and management of these lands conserves the resource land base, allowing the resource activity to continue, while contributing to the local rural economy, providing healthy foods, reducing carbon emissions associated with importing food into the region, providing education about agriculture and forestry, and providing passive recreational opportunities on some properties. The county's policies to conserve farmland and encourage agriculture are discussed in Chapter 3.

The Farmland Preservation Program (FPP) is a county program that preserves farmland through the purchase of development rights. The farms in the FPP generally remain in private ownership. The county has purchased a farm outright in few cases, with the intention of reselling the land without the development rights to a private farmer. The county has developed a program to lease farms to small-scale farmers until such time that the property can be resold.

P-111 **Farmland owned by King County shall contribute to the preservation of contiguous tracts of agricultural land and make affordable farmland available for use by small-scale and new farmers.**

P-112 **Farmers leasing properties owned by King County shall use Agricultural best management practices, Integrated Pest Management and other sustainable farming methods.**

P-113 **The use and management of farmlands owned by King County shall be consistent with any requirements imposed by the funding program used to purchase each property and shall serve to meet and enhance the objectives of the King County Agriculture Program.**

One element of the King County Forestry Program is the conservation of forestland through acquisition to allow forest management on the property. The working forests owned by King County are generally very large parcels of land (several hundred acres or more), which support sustainable forest management practices and contribute to the retention of a contiguous forest. These properties contribute to environmental protection, high-quality passive recreation, the public understanding of forestry, and scenic vistas.

P-114 **Forest land owned by King County shall provide large tracts of forested property in the Rural Forest Focus Areas and the Forest Production District (FPD) that will remain in active forestry, protect areas from development or provide a buffer between commercial forestland and adjacent residential development.**

P-115 **Forest land owned by King County shall be used to sustain and enhance environmental benefits, demonstrate progressive forest management and research, and provide revenue for the management of the working forest lands.**

P-116 **Forest land owned by King County shall provide a balance between sustainable timber production, conservation and restoration of resources, and appropriate public use.**

4. Other Open Spaces

Preservation of open space in the county reaches beyond the county system. Large areas of the county are owned and managed by federal agencies, the state, and other local jurisdictions that manage the land for environmental protection, resource production, or a wide range of recreational opportunities. Additionally, open space benefits are often provided by private land owners managing their land in ways that protect the environment, conserve natural resources, or provide open vistas. King County acquires property for other reasons, such as flood hazards or providing needed public facilities. These lands can also provide open space conservation benefits.

King County has acquired lands and manages facilities along major river and stream systems for the primary purpose of floodplain management and flood hazard management. Major streams and rivers are vital components of the county's open space system, therefore the flood hazard management lands function as critical links in the county's open space network. King County will continue to maintain flood hazard management land and facilities within available funding levels. The county will also seek innovative measures for maintaining and improving flood hazard management, reducing maintenance costs, integrating flood hazard management and recreational opportunities, and achieving wildlife habitat protection and salmon recovery.

D. Achieving the Open Space System

Parks and other county-owned open space lands ensure a quality of life today and a legacy to generations of tomorrow. In King County, many types of open spaces and fish and wildlife habitat remain in private ownership and may be subject to future development. To ensure that these lands and resources are protected and to offer an alternative to acquisition, the county offers landowners a wide variety of tools to

preserve their property. Policies outlining strategies for using these tools can be found in chapters 3, 4, and 7.

Cooperation, coordination and partnerships with public agencies, private groups and individuals are necessary to develop the regional parks and open space system, to meet existing needs for park and recreation facilities and to accommodate the needs of growth. The Mountains-to-Sound Greenway, along the I-90 corridor, is a successful model for coordination of efforts by public and private entities to protect the backbone of the county's open space system.

King County will achieve the multiple benefits of resource protection and recreation by building partnerships and coordinating with providers and user groups of the parks and open space system. Working together, stewardship can be fostered and these lands and facilities can be enhanced, restored and operated more economically and efficiently to benefit all county residents.

Priorities

P-117 **Open space sites should be acquired when identified in the King County Park, Recreation, and Open Space Plan, adopted in 2004 (and subsequent updates), or when needed to meet adopted local park and recreation standard, or to protect contiguous tracts of working resource lands or ecological resources.**

P-118 **Trails should be acquired when identified in King County Trails Plans, the Regional Trails Needs Report or when identified as part of a regional community trail network.**

P-119 **King County shall use park and recreation standards as adopted in the King County Park, Recreation and Open Space Plan, adopted in 2004 (and subsequent updates), as guidelines to evaluate and provide local parks, trails, and recreational services.**

P-120 **King County shall consider equity in the development and acquisition of its open space system to help in the reduction of health disparities and in the promotion of environmental justice.**

Criteria

P-121 **Lands preserved for public parks or open space should provide multiple benefits whenever possible.**

P-122 Decisions on acquisition and development of park, trail, and other open space sites should consider funding needs for long term maintenance and operations.

P-123 A variety of measures should be used to preserve and develop regional and local parks, trails and open space. Measures can include: county funding, partnerships, incentives, regulations, and trades of lands and shared development activities.

P-124 King County shall explore incentives, regulations and funding mechanisms to preserve, acquire and manage valuable park and open space lands.

P-125 Parks, trails and other open space lands should be acquired and developed to meet adopted standards with a combination of public funds and dedications or contributions from residential and commercial development, based on their service impacts.

Managing the System

P-126 Management of the regional open space system of parks, trails, natural areas and working resource lands is guided by the King County Parks, Recreation and Open Space Plan, as adopted in 2004 (and subsequent updates). The plan includes policies on the management of parks and trails, natural areas, and resource lands.

P-127 Funding and development of parks, trails and open space sites should be consistent with the purposes of their acquisition and in consideration of their funding sources.

P-128 Open space lands shall be classified to identify the primary role in the open space system and purpose of acquisition as active recreation, trails, multiuse, natural area or working resource lands. They will be classified as regional or local and the primary role and purpose of the site will be identified.

P-129 King County will adopt an entrepreneurial approach to managing and operating the open space system and work aggressively to implement multiple and appropriate strategies to sustain fiscally the open space system.

Coordination and Partnerships

P-130 **King County shall be a leader in establishing partnerships with cities, adjacent counties, tribes, state and federal agencies, school and special purpose districts, community organizations, nonprofit organizations, land owners and other citizens. The county and these partnerships should work to promote and protect all aspects of environmental quality and complete the regional parks and open space system, linking local and regional lands and facilities.**

P-131 **In the Urban Area, King County shall work in partnership with other jurisdictions to facilitate annexation and transfer of local parks, trails and other open spaces to cities or other providers to ensure continued service to the community.**

P-132 **King County should work with cities to share operational and maintenance costs of parks and other open spaces in unincorporated areas in which a substantial portion of the users are from incorporated areas.**

II. Cultural Resources

Cultural resources make a significant contribution to the quality of life in King County. Arts and heritage organizations, public art and historic and archaeological properties contribute to the region's economic vitality, play an essential role in cultural tourism, and contribute significantly to the county's overall quality of life. As King County grows, the need to protect, support and enhance cultural opportunities and resources is essential in order to sustain livability.

King County continues to play an important role in support and guidance for cultural resources in the region. While the creation of the Cultural Development Authority (CDA) places operational responsibility for cultural resources with that body, the King County Council approves nominations for membership on the Authority Board, participates directly through board membership of three county council members; meets with the CDA board to receive annual reports on progress and discuss plans for the coming year, and similar functions.

In the following policies and discussion, the term "cultural resources" refers to all performing and visual arts events, programs and facilities: public art; heritage events; programs and facilities; and historic properties. The term "historic properties" means all historic buildings, sites, objects, districts, and landscapes, prehistoric and historic archaeological resources, and traditional cultural places.

P-201 **King County shall protect cultural resources and promote expanded cultural opportunities for residents to enhance the region's quality of life and economic vitality.**

P-202 **King County shall support the transmission of the region's cultural legacy, promote cultural education, and encourage the preservation and celebration of cultural diversity and creativity.**

P-203 **King County shall consider equity and environmental justice in its promotion and protection of cultural resources and opportunities.**

County residents need arts and heritage opportunities that balance regional programs and facilities for attendance with a network of local community opportunities for participation and education. The regional cultural system is comprised of a regional and local infrastructure of cultural organizations, individuals and

venues; an interjurisdictional program for historic resource protection; and region-wide enhancement of public places with art works.

P-204 **King County shall support and encourage development of regional cultural organizations, facilities, and services that address a countywide audience or are dedicated to unique and significant cultural themes or disciplines.**

P-205 **King County shall support and encourage community cultural organizations, facilities, and services to provide opportunities for local access and participation by all residents throughout the county.**

A. Arts

The region's artistic environment parallels its natural features in variety and richness. Its arts organizations, artists and opportunities are widely known and valued for their diversity, excellence and abundance of music, theater, dance, literary activity, and visual arts.

P-206 **King County shall support excellence and vitality in the arts and support opportunities for attendance at and participation in diverse arts and cultural activities throughout the county.**

P-207 **The Cultural Development Authority of King County or its successor organization shall advise the King County Executive and the Council on programs, policies and regulations that support and increase access to the arts.**

B. Historic Preservation

Preservation of historic properties provides multiple benefits to the region; historic properties maintain a tangible connection with the historic and prehistoric past. They contribute character, diversity and aesthetic value to communities, particularly in times of rapid change. Historic attractions play a significant role in the region's appeal to tourists. Many municipalities do not have sufficient resources to administer an historic preservation program. As a result, the shared history of the region is endangered. Comprehensive and coordinated protection of significant historic properties is necessary in order to ensure that King County's collective history is preserved.

P-208 **King County shall administer a regional historic preservation program to identify, evaluate, protect and enhance, historic properties.**

P-209 **The Landmarks Commission shall advise the King County Executive and the Council on programs, policies and regulations that support and enhance preservation and protection of significant historic properties.**

C. Public Art

Collectively, public art is a regional resource that enhances community character and diversity, sparks imagination, and provides a direct cultural experience for county residents every day. For new or changing communities, public art is a powerful contributor to local character, sense of place and belonging. Public art can also help mitigate the adverse effects of new development.

P-210 **King County shall provide art in public facilities projects and places to enhance community character and quality of life. Maintenance and conservation shall be a consideration in the development and management of public art. King County undertakings (including public-private partnerships and development authorities) that include public funds or resources, have publicly visible physical components, or require mitigation should include public art. King County should encourage provision of public art in private development projects.**

P-211 **The Cultural Development Authority of King County or its successor organization shall advise the King County Executive and the Council on programs, policies and regulations that support and increase access to public art.**

D. Heritage

Museums, historical societies, ethnic organizations and other heritage groups, and historians, archivists, folklorists and other heritage specialists enrich community life and provide cultural experiences for county residents and visitors. Without appreciation, preservation and stewardship of local history by heritage specialists, groups and organizations, the county's rich history would be lost.

P-212 **The Cultural Development Authority of King County or its successor organization shall advise the King County Executive and the Council on programs and policies that support and enrich King County's heritage.**

P-213 **King County shall support, preserve and enhance its heritage and shall encourage opportunities for public attendance and participation in diverse heritage activities throughout the county.**

E. Cooperation

Cultural resource management crosses jurisdictional boundaries and involves countless public and private players throughout the region. The range and complexity of cultural activity in the region requires coordination and cooperation. King County government is uniquely able to provide regional coordination and leadership.

P-214 **King County shall pursue its cultural resource goals by working with residents, property owners, cultural organizations, public agencies, tribes, schools and school districts, and others.**

P-215 **King County shall work with cities to protect and enhance historic resources and public art located within city boundaries and annexation areas. The county shall advocate for and actively market its historic preservation services to agencies and cities that could benefit from such services.**

Cultural facilities and services are needed in locations and ways that expand public access, broaden diversity of content and audiences and enhance cultural opportunities for all residents.

P-216 **King County shall encourage shared, multipurpose use of regional and community facilities for cultural activities to maximize their efficient use and to expand public access to cultural opportunities.**

F. Stewardship of Cultural Resources

Historic preservation is an ongoing activity that requires identification and evaluation of resources, use of a variety of regulatory protection measures and incentives, and attention to long-term preservation, enhancement and interpretation. Land use planning should direct and coordinate patterns of development so as to minimize current and future conflicts with historic resources in the Urban and Rural Areas.

P-217 **King County shall encourage land uses and development that retain and enhance significant historic properties and sustain historic community character. County building and zoning codes and other regulations and standards should provide flexibility to accommodate preservation and reuse of historic properties. Zoning actions should take into account the effects of zoning on historic properties.**

Project review can respond to and modify development proposals affecting historic and archaeological resources to eliminate or minimize adverse effects of development or changing land use. King County

government can also protect historic resources through careful planning and review of its own undertakings, both direct and indirect. Archaeological resources are particularly sensitive and endangered.

P-218 **King County shall review public and private projects and may condition them in order to protect historic properties. King County agencies shall coordinate with the Historic Preservation Program to provide consistent review and mitigation for projects within unincorporated areas and for county undertakings within cities.**

P-219 **King County shall inventory historic properties in order to guide decision making in resource planning, capital projects, operations, environmental review and resource management.**

P-220 **Archaeological properties shall be identified, evaluated and protected in a consistent and coordinated manner. King County shall establish consistent review and protection procedures and develop centralized professional archaeological staffing.**

Cultural resources are often destroyed through neglect. Maintenance and other management practices that protect historic features and character can assure long-term preservation. Information about the history and significance of a property fosters appreciation and informs owners, users and the public about its value.

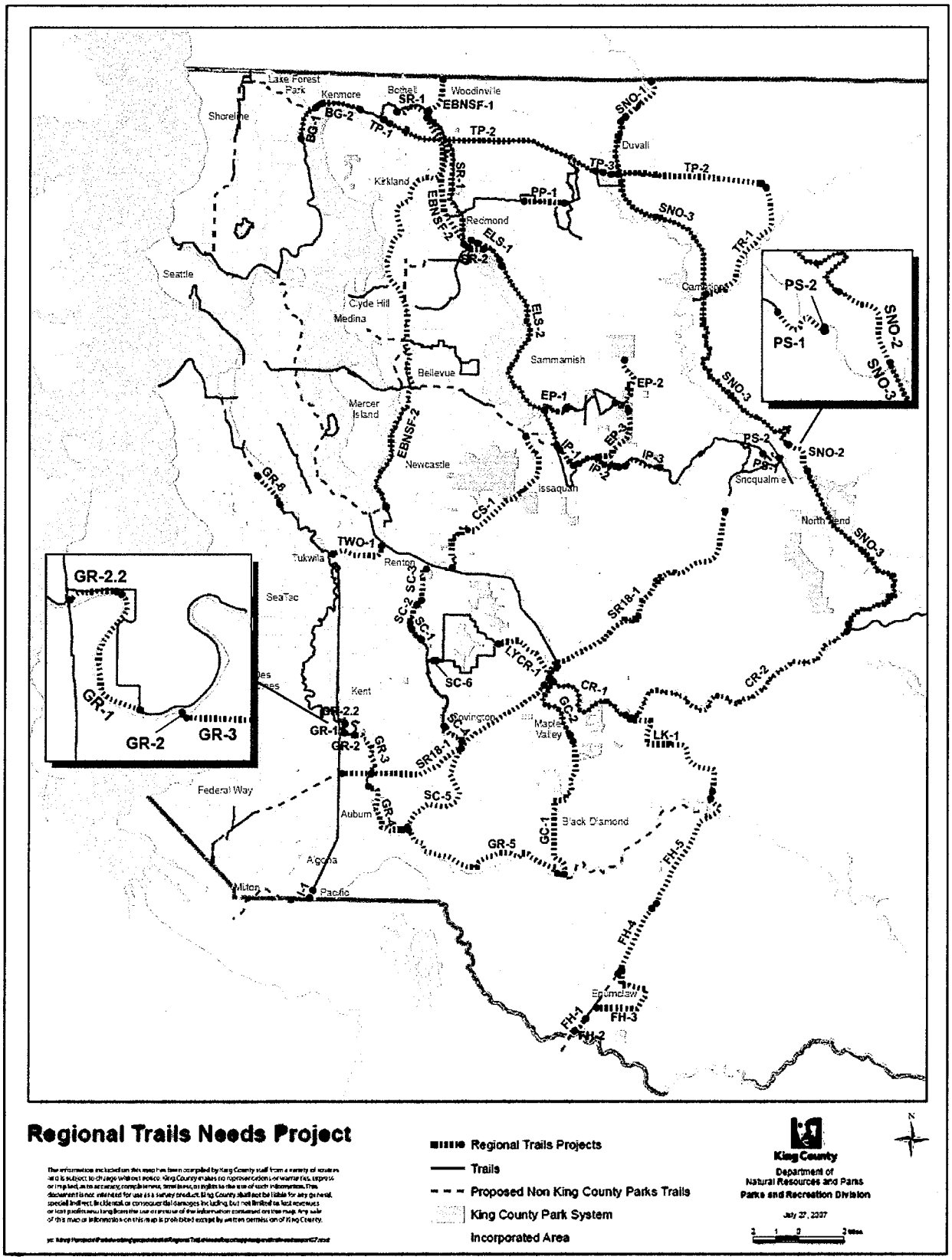
King County government can lead by example through stewardship and wise management of its own cultural resources. Historic public buildings and facilities, such as bridges and roads, can be preserved and continue to be used; other historic resources can be converted to public use.

P-221 **All King County agencies shall be stewards of cultural resources under their direct control. Agencies shall identify and assess cultural resources, preserve significant historic properties and public art, and provide public access to them whenever appropriate. Agencies shall collaborate with the Historic Preservation Program to nominate eligible properties for landmark designation.**

P-222 **King County shall interpret its cultural resources to enhance their understanding and enjoyment by the public.**

P-223 **King County shall acquire and preserve historic resources for use by county and other public agencies and shall give priority to occupying historic buildings whenever feasible.**

P-224 **King County shall provide incentives to encourage investment in historic properties and public art. County programs and incentives for land and resource preservation and economic development shall support and be coordinated with cultural resource preservation and provision of public art.**


Regional Trails Needs Project
Regional Trails Projects
Trails
Proposed Non King County Parks Trails
King County Park System
Incorporated Area
King County
Department of
Natural Resources and Parks
Parks and Recreation Division
July 27, 2007
Lake Forest Park
Kenmore
Bothell
Woodinville
Shoreline
Kirkland
Redmond
Duvall
Seattle
Clyde Hill
Medina
Bellevue
Sammamish
Carnation
Mercer Island
Newcastle
Issaquah
Snoqualmie
North Bend
Tukwila
Renton
SeaTac
Kent
Covington
Maple Valley
Federal Way
Auburn
Black Diamond
Algona
Milton
Pacific
Enumclaw
BG-1
BG-2
SR-1
EBNSF-1
TP-1
TP-2
TP-3
SNO-1
SNO-2
SNO-3
PP-1
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ELS-2
TR-1
PS-1
PS-2
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EP-3
IP-1
IP-2
IP-3
EBNSF-3
GR-6
TWO-1
CS-1
SC-1
SC-2
SC-3
SC-4
SC-5
SC-6
SR18-1
LYCR-1
CR-1
CR-2
GC-1
GC-2
GC-3
LK-1
GR-1
GR-2
GR-3
GR-4
GR-5
GR-2.2
FH-1
FH-2
FH-3
FH-4
FH-5
I-1

REGIONAL TRAIL SYSTEM 2007 Priority Listing

File: Trails Priority Summary 8_1_07R$

Listing Number	Revised RTNR Identification Number	Regional Trails Project Title	Comment	UGA Relationship	Prelim. Cost Est. (2006 - $M)	Prelim. Cost Est. (2007 - $M)
	Trails for which construction is funded and either underway or will be shortly:					
1.	SC-1	Soos Creek Trail Phase 4	Construction underway	Outside UGA	N/A	N/A
2.	IP-1	Issaquah Preston Trail - Issaquah to Sunset Interchange	Construction underway by Issaquah	Inside UGA	N/A	N/A
	Trails for which design is funded and/or underway and construction would be undertaken relatively soon:					
3.	FH-2	Foothills (Enumclaw Plateau) Trail - White River Bridge	Planning/Design 2007	Connects UGAs	$4.0	$4.24
4.	FH-1	Foothills (Enumclaw Plateau) Trail - South	Planning/Design 2007	Connects UGAs	$1.2	$1.27
5.	BG-1	Burke Gilman Trail Redevelopment	Project underway - Permitting 2007	Inside UGA, connects urban centers (UW, Redmond)	$5.4	$5.72
6.	BG-2	Burke Gilman Trail Relocation/Landscaping	Concurrent w/Widening of SR522 - 2007-2009	Inside UGA, connects urban centers (UW, Redmond)	$1.0	$1.06
7.	PS-1	Preston Snoqualmie Trail Extension	Design/Permitting 2007-2008 - On Hold	Part inside UGA, connects UGAs	$9.0	$9.54
8.	ELS-2	East Lake Sammamish Trail - Master Plan Trail	Master Plan FEIS, Design starts 2007	Inside UGA	$35.0	$37.10

9.	SR-2	Sammamish River Trail Extension	Connects SRT to ELST via Marymoor Park Design underway	Inside UGA	$1.0	$1.06
10.	GR-1	Green River Trail Phase 2	Permitting 2007	Inside UGA	$0.7	$0.74
11.	GR-2	Green River Bridge	Permitting 2007	Inside UGA	$2.5	$2.65
12.	GR-2.2	Green River 2.2 (259th St SE)	Important missing link - road relocation necessary. Prelim design strategy completed	Inside UGA	$2.0	$2.12
13.	GR-3	Green River Trail Phase 3	Planning/Design underway	Part inside UGA, Connects UGAs	$3.0	$3.18
14.	SC-2	Soos Creek Trail Phase 5 (192nd - Petro)	Planning/design 2007	Inside UGA	$1.3	$1.38
15.	SC-3	Soos Creek Trail Phase 6 (Petro - CRT)	Planning/design 2007	Inside UGA	$3.5	$3.71
	High priority trails projects:					
16.	SNO-2	Snoqualmie Valley Trail (Snoqualmie Gap)	WeyCo willing but trail must integrate with their master planning for site	Inside UGA	$2.4	$2.54
17.	EP-1	Laughing Jacobs Creek Trail Segment	Important missing link held up by property acquisition issues	Inside UGA	$1.0	$1.06
18.	ELS-1	East Lake Sammamish Trail - North	Interim connection to Redmond needs to be completed ASAP	Inside UGA	$1.0	$1.06

19.	CS-1	Cedar-Sammamish Trail	Important urban link between two trails - acquisition challenges	Part inside UGA, Connects UGAs	$6.1	$6.47
20.	TWO-1	Two Rivers Trail	Important urban link between two trails - may require ROW for some segments	Inside UGA, connects urban centers (Tukwila, Renton)	$2.7	$2.86
21.	GC-1	Green-to-Cedar Rivers Trail	Develop paved and soft-surface trail from Kent-Kangley Road south to Flaming Geyser State Park	Part inside UGA	$5.7	$6.04
22.	PS-2	Snoqualmie River Bridge	Very important missing link in Mountains to Sound Greenway - work with WSDOT	Inside UGA	$1.5	$1.59
23.	LK-1	Landsburg-Kanaskat Trail	Continues Cedar R. Trail corridor east to Kanaskat with new name - acquisitions underway	Outside UGA	$9.1	$9.65
24.	EP-2	East Plateau Trail - Klahani to Soaring Eagle Park	Development of paved trail via Duthie Hill and Trossachs. Portions to be completed by developer	Part in UGA	$3.3	$3.50
25.	I-1	Interurban Trail Extension	Completes missing connection to	Inside UGA	$0.8	$0.85

			Pierce Co. - route specifics need identification			
26.	PP-1	Puget Power Trail - East Segment	Links Redmond to Redmond Ridge	Connects UGAs	$2.2	$2.33
27.	IP-3	Issaquah-Preston Trail - High Point to Preston (WSDOT Lead?)	Continues Mountains to Sound east - work with WSDOT	Connects UGAs	$2.2	$2.33
28.	IP-2	Issaquah-Preston Trail - Sunset Interchange to High Point (WSDOT lead?)	Completes Mountains to Sound - Sound to Cascades Route - work with WSDOT	Connects UGAs	$2.2	$2.33
29	GC-2	Green-to-Cedar Rivers Trail - Paving Lake Wilderness Segment	Paving of exiting soft-surface trail to include paved and soft-surface components	Inside UGA	$5.7	$6.04
	Priority trails projects:					
30	TP-1	Tolt Pipeline Trail - Norway Hill	Provides missing link to start Tolt Pipeline Trail - steep terrain	Inside UGA	$1.1	$1.17
31	FH-4	Foothills (Enumclaw Plateau) Trail - Central	Continues corridor north from Enumclaw - Enumclaw to Nolte St. Park	Outside UGA	$5.2	$5.51
32	LYCR-1	Lake Youngs to Cedar River Trail (Soft-Surface)	Equestrian link from Lake Youngs Trail to Cedar R. Trail	Outside UGA	$4.2	$4.45

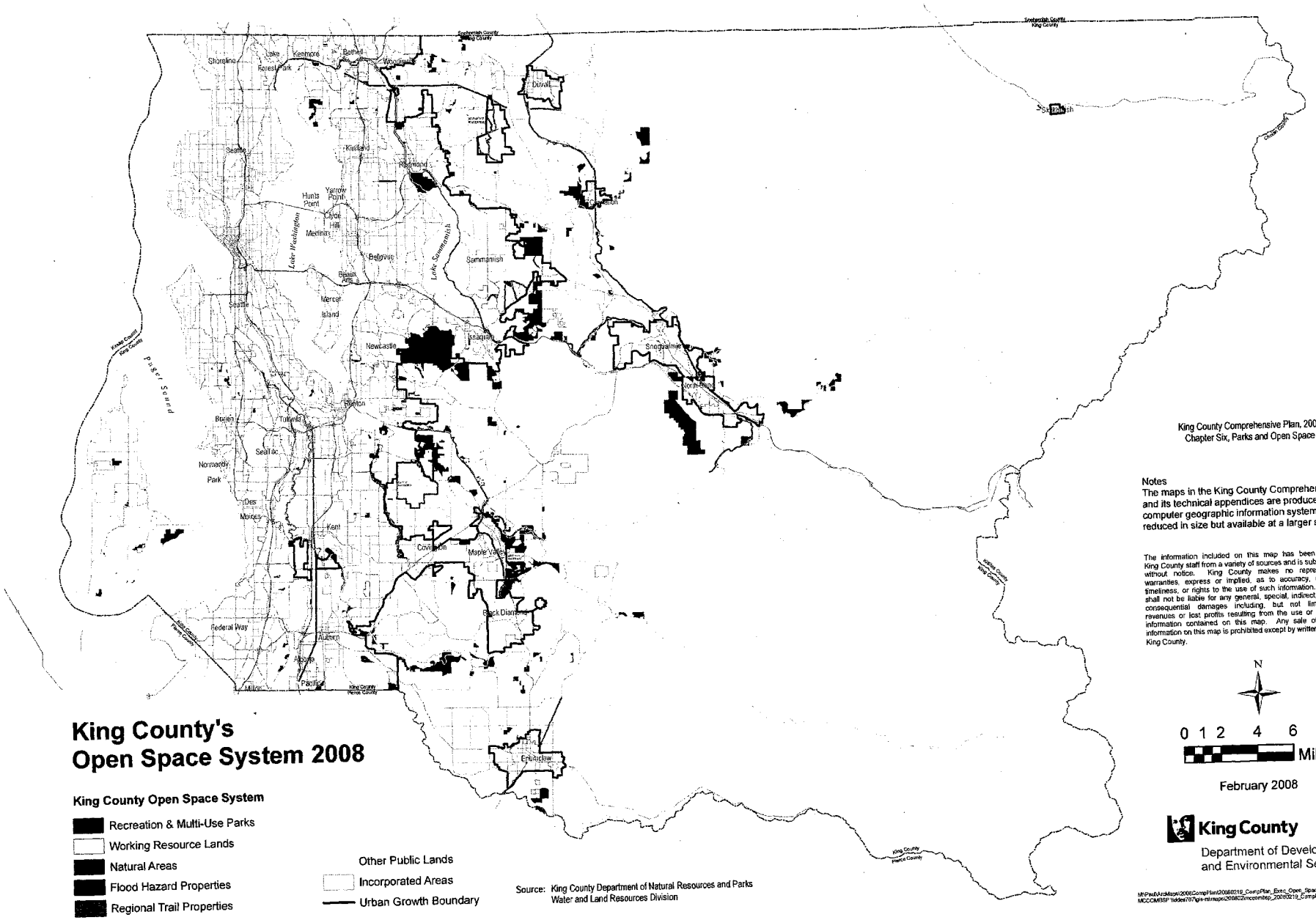
33	GR-6	Green River Trail - North	Important but difficult urban link from Green R. Trail to Seattle	Inside UGA	$1.9	$2.01
34	FH-5	Foothills (Enumclaw Plateau) Trail - North	Completes Cedar River and Foothill Trail corridor (Renton to Rainier) - Nolte St. Park to Kanaskat	Outside UGA	$4.7	$4.98
35	GR-4	Green River Trail Phase 4	Continue Green R. Trail through Auburn. May require river crossing not included in budget estimate	Outside UGA	$5.2	$5.51
36	SC-6	Soos Creek Trail to Lake Youngs Trail	Short on-road and off-road link between two trails	Outside UGA	$0.3	$0.32
37	GR-5	Green River Trail Phase 5 (Upper)	Continue Green River Trail east to link with Green-to-Cedar Trail and Flaming Geyser State Park	Outside UGA	$8.9	$9.43
38	SR18-1	SR 18 Trail	Developed with WSDOT - cross links trail system from Auburn to Snoqualmie - Interurban Trail to I-90	Part inside UGA, connects UGAs	$27.4	$29.04
39	TR-1	Tolt River Trail	Trail along the Told River east of Carnation to	Outside UGA	$1.1	$1.17

			Moss Lake			
40	SR-1	W Sammamish River Trail (Soft-Surface)	Equestrian trail on west side of Sammamish R. parallel with existing paved trail	Part inside UGA, connects UGAs	$8.4	$8.90
	Trails projects of lesser priority:					
41	SC-4	Soos Creek Trail Phase 7 (To SR18)	Continues trail south to SR-18	Inside UGA	$0.9	$0.95
42	SC-5	Soos Creek Trail Phase 8 (SR18-GRT)	Continues trail south from SR-18 to Green River Trail	Outside UGA	~~$5.0~~	$5.30
43	CR-1	Cedar River Trail Paving (Phase 2)	Paves existing Cedar River Trail from Maple Valley to Landsburg	Outside UGA	~~$5.5~~	$5.83
44	FH-3	Foothills (Enumclaw Plateau) Trail - Enumclaw Boundary (Soft Surface)	Equestrian trail around perimeter of Enumclaw	Outside UGA	$4.7	$4.98
45	SNO-1	Snoqualmie Trail Phase 4 (North Extension)	Extends Snoq. Valley Trail from Duvall to Sno Co	Outside UGA	$3.5	$3.71
46	TP-2	Tolt Pipeline Trail - Trail Paving	Paves existing Tolt Pipeline Trail	Part in UGA, connects UGAs	$11.4	$12.08
47.	EP-3	East Plateau Trails - Issaquah Highlands to Duthie Hill Park	Link Sammamish Plateau with Mountains to Sound - trail is already back country type	Inside UGA	$3.0	$3.18
48	SNO-3	Snoqualmie Valley Trail Paving - SnoCo boundary to Rattlesnake	Paving of existing soft-surface trail	Part in UGA	$34.5	$36.57

		Lake	with soft-surface components			
50	CR-2	Cedar River Trail - Landsburg to Cedar Falls	Development of paved and soft-surface trail linking Cedar River and Snoqualmie Valley Trails	Outside UGA	$12.9	$13.67
51	TP-3	Tolt Pipeline Trail Bridge - Snoqualmie River	Regional trail crossing of the Snoqualmie River	Outside UGA	$3.0	$3.18
	Eastside BNSF Trails - not prioritized:					
52.	EBNSF-2	Eastside BNSF Trail - South	Planning and development within Executive's Office	Inside UGA	N/A	N/A
53	EBNSF-1	Eastside BNSF Trail - North	Planning and development within Executive's Office	Inside UGA	N/A	N/A
					$69.6	$73.78
					$45.9	$46.11
					$68.4	$72.50
					$84.4	$89.46
				Total All Projects	$268.3	$281.85

Table Notes

1. Initial prioritization made using five basic criteria - connectivity, aesthetic/scenic value, timing/relationship with other projects, public support, and urban/rural centers connections.
2. Second level prioritization - recognizes projects already underway (construction or design/permitting) and prioritizes to ensure continuity of development.
3. Third level prioritization recognizes continuity of corridor development
4. Priorities have been grouped as categories and do not necessarily correspond to listing number.
5. Eastside BNSF Trails appear in this listing but have not been prioritized.
6. GR-2.2 added to address missing link along 259th Street SE in Kent.
7. 2007 budget estimates based on fixed 6 percent inflation rate.



King County's Open Space System 2008

King County Open Space System

- Recreation & Multi-Use Parks
- Working Resource Lands
- Natural Areas
- Flood Hazard Properties
- Regional Trail Properties

Other Public Lands

- Incorporated Areas
- Urban Growth Boundary

Source: King County Department of Natural Resources and Parks
Water and Land Resources Division

King County Comprehensive Plan, 2008
Chapter Six, Parks and Open Space

Notes
The maps in the King County Comprehensive Plan and its technical appendices are produced with a computer geographic information system. They are reduced in size but available at a larger scale.

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

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February 2008

King County
Department of Development and Environmental Services

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7 Chapter Seven

Transportation

Transportation

This chapter is based on the land use element as established in this plan. King County envisions a future transportation system that supports the regional land use strategy, which seeks to focus growth into urbanized areas. In recent years, global warming has become an increasing concern for this region. Research has shown that the transportation sector is responsible for 50 percent of greenhouse gas emissions in the Puget Sound region. King County supports providing a transportation system that helps to reduce greenhouse gas emissions from this region. King County's transportation goals are to:

- Provide a safe and efficient transportation system that supports peoples' mobility needs with a variety of transportation choices;
- Connect all modes of transportation to form an integrated, balanced system;
- Strengthen the region's economy by moving people and goods efficiently;
- Encourage healthful transportation choices by increasing the availability and improving the comfort and attractiveness of taking transit, ridesharing, walking, and bicycling;
- Give individuals and families a range of affordable transportation options; and
- Reduce greenhouse gas emissions from transportation sources, and minimize other transportation-related adverse effects on the environment.

Balancing land use, transportation systems and services, and funding is critical to achieving the goals of this chapter. The transportation chapter is implemented through the funding of planned transportation improvements and strategies from available resources and by the management and monitoring of the system to ensure there are adequate facilities to support growth. Road needs will be prioritized through updates to the Roads Strategic Plan and the Transportation Needs Report (TNR). High-priority projects are programmed for funding in the Roads Capital Improvement Program (CIP). Transit projects are implemented as the needed revenues become available, in coordination with other related improvements and service development needs as described in transit planning and budget documents.

Specific system performance is monitored through periodic traffic counts, speed and delay studies, travel time observations for autos and buses and by computer simulation of travel network characteristics. Information on system performance will be shared with other transportation agencies in the county and with the WSDOT. If performance deteriorates below adopted standards, the comprehensive plan will be amended to include improvements needed to restore LOS standards, or a reassessment of standards, funding and growth will be considered.

A. Consistency with Plans

This chapter is consistent with and meets the requirements of regional and countywide plans and policies that respond to growth management legislation. The Countywide Planning Policies (CPP) have been used to guide the development of the transportation element and to ensure consistency with plans and programs developed by adjacent jurisdictions.

Regional direction for the transportation element is set by the Metropolitan Transportation Plan (MTP), developed by the Puget Sound Regional Council (PSRC). The MTP is consistent with the region's urban growth strategy, also developed by the PSRC.

King County identifies improvements and strategies needed to carry out the land use vision and meet the LOS requirements for transportation. Road improvements are guided by the Roads Strategic Plan and prioritized in the TNR and Roads CIP. Public transportation projects are identified in the improvement program of the Transit Capital Budget and the Strategic Plan for Public Transportation, and the Comprehensive Plan for Public Transportation.

The CIP and Financial Plan must be consistent with the comprehensive plan and consider the current performance of the transportation system, concurrency needs of planned developments, priority projects, phased implementation of improvements and other related factors. Revenues from all sources, including Mitigation Payment System fees, are programmed to appropriate projects.

The framework and direction for the development of comprehensive plans are provided by growth management legislation. The transportation element of the King County Comprehensive Plan is consistent with and meets the requirements of growth management legislation.

B. Requirements of the Transportation Element

Specific requirements for the transportation element are found at RCW 36.70A.070(6)(a). The transportation element of the King County Comprehensive Plan meets those requirements as follows:

- **Land Use Assumptions** – The transportation element is based on the same population and employment growth targets provided in Chapter Two of the Plan and in Technical Appendix C.

- **Estimated Traffic Impacts to State-Owned Facilities** – Both the KCCP and the analysis conducted for the Transportation Concurrency Management program include state facilities. Both use standard transportation analysis techniques.

- **An Inventory of Transportation Facilities and Services** – The inventory is provided in Appendix C. As required by growth management legislation, it includes air, water, and ground transportation facilities and services as well as transit alignments and general aviation airport facilities. It includes both county-owned and state-owned transportation facilities within the county's boundaries.

- **Level of Service Standards Including Standards for State Routes** – King County has adopted urban and rural area level of service standards for its Transportation Concurrency Management Program.

- **Actions to Bring Facilities into Compliance** – King County's traffic impact analyses and other planning processes have identified needed projects. These projects are listed in the Transportation Needs Report that is adopted by reference along with the KCCP. The Roads Strategic Plan and the Roads CIP identify specific projects, strategies, and actions to address transportation needs.

- **Traffic Forecasts for at Least Ten Years** – Travel forecasts were developed for the year 2022 and are included in Technical Appendix C.

- **State and Local Transportation Needs to Meet Current and Future Demands** – The TNR, Roads CIP and Strategic Plan for Public Transportation are the elements of the KCCP that address the GMA requirement of identifying state and local system needs to meet current and future demand. State and local transportation networks are included in the travel demand forecasts provided in Technical Appendix C.

- **Analysis of Funding Capability** – A financial analysis is included in the TNR, which is adopted as an element of the plan. More information on the financial analysis is provided in Section IV A.

- **Intergovernmental Coordination** – See Section V for a discussion of coordination.

- **Transportation Demand Management** – King County includes demand management strategies in its policies, codes and project implementation as well as providing support for others through its transit, rideshare, and market strategies. See Section III. D.

- **Nonmotorized Transportation** – King County's pedestrian and bicycle component includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle

facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. Section III. C.

- **Concurrency** – The concurrency program is described in Section II.D. of this plan.

- **Consistency of Plans--**The comprehensive plan is consistent with the MTP, the regional transportation plan for the four-county region. The PSRC reviews the plan for consistency and has previously certified the KCCP and also its amendments. In addition the comprehensive plan policies have been reviewed by other jurisdictions within King County. The comprehensive plan provides policy direction for the development of the county's 6-year-functional plans.

C. Components of the Transportation Element

The Transportation Element of this plan is comprised of the following:

1. Transportation chapter, which includes the narrative and policy language.
2. Technical Appendix C of this Plan, which contains the Land Use and Travel Forecast Technical Report, the Arterial Functional Classification Map, and a transportation inventory.
3. Transportation Needs Report, which contains a multi-year financial forecast and a multi-year list of transportation needs, and the roads CIP, both of which are adopted herein by reference.
4. Comprehensive Plan for Public Transportation, the Strategic Plan for Public Transportation, and the Transit Capital Improvement Program, which are adopted herein by reference.
5. Concurrency regulation, which implements the concurrency requirements and is codified at King County Code Title 14.

I. System and Services

King County plays a unique role in the regional transportation sector accommodating a variety of non-motorized, motorized and air transportation needs and providing services and facilities ranging from local to international. The county has responsibility for the unincorporated area local road network as well as portions of the countywide and regional arterial systems located in unincorporated King County. It provides transit facilities and services throughout the county, including within cities. There are three public use general aviation airports in unincorporated King County including King County International Airport (KCIA), which is owned, operated and maintained by the county. In addition, King County contracts with a number of cities to provide road-related transportation services.

The transportation system is comprised of the following elements:

a. Highways, arterial streets and local/neighborhood streets;
b. Bridges
c. Local and express bus transit and paratransit services, including Americans with Disabilities Act (ADA) service programs;
d. High-capacity transit;
e. High-occupancy-vehicle lanes and ridesharing facilities;
f. Facilities and programs for pedestrians, bicycles and equestrians;
g. Facilities to accommodate freight and goods movement, including railroads, intermodal yards and distribution centers;
h. Marine transportation facilities and navigable waterways;
i. Airports;
j. Transportation demand management programs, systems, facilities and technologies; and
k. Facilities to maintain the transportation system elements.

A. Public Transportation

King County Metro Transit provides bus and van service, ridesharing, paratransit, employer programs and other custom services in cities and unincorporated areas. One of King County's missions is to increase transit ridership by providing the best possible public transportation service, thereby improving regional mobility and the quality of life in King County. To achieve this mission, King County works with other local governments and communities, including Sound Transit, to provide an integrated network of public transportation services.

The Strategic Plan for Public Transportation guides Metro Transit operations and capital investments. The plan focuses on the development of public transit service and facilities consistent with land use goals of this comprehensive plan, the Growth Management Act and the King County Countywide Planning Polices. Important issues for the plan include: the coordination of transit and roadway improvements along arterials that cross more than one jurisdiction to improve traffic flow throughout the county, the coordination of regional transit services in the three-county area served by Sound Transit and its partner transit systems, and the improvement of intermodal connections.

Metro Transit offers a network of two-way, all-day core connections between employment and activity centers. New partnerships with employers have also led to greater use of transit, carpools, and vanpools to ease congestion during commute hours. The Transit Now program passed by voters in 2006 will increase service on core connections, implement five "*RapidRide*" bus rapid transit lines, add service in developing areas, and enhance partnership programs by providing a service hour match for public/private partnership investments in service or improvements to transit speed and reliability.

Increasing the use of transit will also help King County combat global warming and support livable, healthy communities. Metro's increasing use of green vehicles such as electric trolley and hybrid diesel-electric trolley and hybrid diesel-electric buses, and cleaner-burning fuels such as biodiesel and Ultra Low Sulfur diesel, add to the environmental advantage of combining many riders in a single vehicle. Metro's wide range of transportation alternatives, including vanpools, carpools, and Access paratransit—and its support of choices such as shared cars, biking and walking—make transit a powerful tool to help reduce pollution an support active, healthy lifestyles.

1. Coordination

Bus, rail, and ferry transit services cross county boundaries providing the critical transportation links on which our regional economy depends. In addition, transit services depend on convenient connections to roads, highways, and nonmotorized systems. As the region grows, transit routes and schedules must be coordinated among agencies and modes so transit is a viable and convenient option for people traveling in King County. It is also imperative King County seek input from a broad spectrum of county residents and businesses to identify needs and provide services to meet those needs.

T-101 **King County establishes policy for Metro Transit and for the unincorporated area road system and associated uses. General and long-range policy is established for the road system in the King County Comprehensive Plan and for transit in the Comprehensive Plan for Public Transportation. The Strategic Plan for Public**

Transportation and the CIP should be consistent with these primary policy documents.

T-102 **King County should work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. King County should actively develop, implement, and promote innovative public transportation options as a part of that system.**

T-103 **Functional transportation plans should be coordinated with other related transportation plans and programs of other jurisdictions and may include coordinated funding arrangements to maximize the effectiveness of available resources.**

T-104 **King County should work with the Washington State Department of Transportation, Kitsap County, and other entities offering passenger ferry services, including the King County Ferry District, to ensure that service and capital plans for ferries are consistent with transit service plans and goals. King County should encourage additional passenger-only ferry services to enhance the county's multimodal transportation network for both commute and recreational trips.**

2. Infrastructure

King County's transit infrastructure and service investments are developed to meet regional, inter-community, and local travel needs throughout the county. The policy framework used to make these investments must balance comprehensive plan requirements, regional cooperation, funding constraints, and community needs.

T-105 **In areas where transit services and ridership demand warrant, the county should invest in transit supportive facilities consistent with the capital and service strategies in the Strategic Plan for Public Transportation.**

3. Transit-Supportive Land Use

To support transit ridership throughout the county, King County has established land use policies that link denser development with transit service. It costs more to provide transit service in low-density, single-use communities. In denser, mixed-use communities like downtown Seattle, Belltown, and downtown Bellevue and Renton, transit routes have higher ridership and recover a higher percentage of their operating costs than lower density areas, allowing for more frequent service. Transit-oriented development (TOD) and transit centers in transit corridors can provide similar benefits.

T-106 **King County and local cities should adopt transit supportive road design standards, site access guidelines and land use regulations to promote transit use, high-density development, mixed uses and reduced parking in the Urban Growth Area. Site design should stress connectivity with adjacent neighborhoods and other land uses via transit, pedestrian and other nonmotorized facilities.**

T-107 **Transit centers and park-and-ride lots should include safe and convenient access for buses, high-occupancy vehicles, pedestrians and bicycles to minimize conflicts with other traffic. Mixed land uses should be encouraged at transit centers and park-and-ride lots to meet passenger and commuter needs and reduce vehicle trips. Park-and-ride facilities should be designed with consideration of the most efficient use of land.**

T-108 **King County supports transit-oriented development in transit corridors. King County shall encourage public/private partnerships to propose opportunities for joint transit-oriented development. Such developments should provide priority access for transit, pedestrians, bicyclists, car and van pools and other alternatives to single-occupant vehicles.**

B. Arterial and Street System

The transportation system in King County relies heavily on highways and arterials to move people and goods. As federal and state highways become more congested, efficient operation of the regional arterials, some of which are owned and operated by King County, has become more important. The management of this arterial system is now a central part of King County's efforts to sustain the region's livability and economic health. King County uses advanced information processing, communications, sensing, and control technologies to facilitate management of the arterial system.

The highway and arterial system that is most crucial to the movement of people and goods is included in the Metropolitan Transportation System (MTS). The MTS is the system for the four-county region and is documented in PSRC's MTP.

Freight mobility is critical to King County's economy and western Washington's role as a major national and international trading region. King County supports efforts to plan and create a fast, reliable freight transportation system in the region. To maintain the region's competitive edge, our transportation infrastructure must provide for the efficient movement of goods and freight to and from our port and industrial areas balanced with the needs of general purpose and high occupancy vehicle traffic.

T-109 **Arterial Functional Classification should be implemented through the King County Road Design and Construction Standards. The comprehensive plan's Urban Growth Area boundary should provide the distinction between urban and rural arterials.**

T-110 **The King County Department of Transportation has primary responsibility for development and maintenance of transportation facilities in public rights-of-way. Other right-of-way users must coordinate with the department regarding schedules for projects, maintenance and other activities affecting the right-of-way.**

T-111 **To the extent practicable, future expansion or redevelopment of the county's road stormwater infrastructure should mimic the natural drainage system or preserve the ability to create such a system in the future.**

T-112 **King County shall be a regional proponent for freight planning and mobility projects and actions that result in a reliable, continuous, and efficient freight transportation system. The county should identify and support opportunities to create financial partnerships to achieve these goals.**

T-113 **King County should work with other jurisdictions, the public and the private sector to identify and develop major transportation projects, including traffic operations and safety-related projects that improve freight mobility on the arterial system.**

C. Air Transportation

King County International Airport (KCIA), also known as Boeing Field, is a regulated facility under Federal Aviation Regulation Part 139 of the Federal Aviation Administration (FAA) Code of Federal Regulation (CFR). King County plans, designs, and implements services, programs, and facilities for the KCIA in compliance with FAA regulatory requirements to support a safe, secure, and efficient international aerospace system. The airport is also a significant employment center and supports over 150 aviation-related businesses including the Boeing Company. The airport is a port-of-entry for international flights and serves regional air carriers, national and regional cargo carriers, corporate aviation, and general aviation.

Additionally, state-regulated airports that must comply with FAA regulations are located in unincorporated King County. These include Banderra and Skykomish airports. King County has only land use regulatory authority for these facilities.

T-114 **King County shall plan, design, and implement services, programs, and facilities for the King County International Airport in compliance with FAA regulatory requirements to support a safe, secure, and efficient global aerospace system.**

In 2005, the FAA approved a Part 150 Noise and Land Use Compatibility Plan to reduce noise impacts in communities surrounding Boeing Field. This is a significant event and represents a positive step in making KCIA a "good neighbor" to affected residential areas. The Part 150 plan identifies many actions that are allowed to be taken by KCIA, pilots, tenants, the FAA and others to reduce noise impacts on residential areas.

T-115 **Recognizing that certain noise reduction measures are contingent on ongoing and future FAA funding, King County shall implement those actions, under its control and identified in the Part 150 Noise and Land Use Compatibility Plan. King County shall encourage other entities to implement those measures under their control and also identified in the Part 150 Noise and Land Use Compatibility Plan.**

II. Linking Transportation with Growth

A. Land Use

The projections used in the transportation element are based on the household and employment growth targets for the year 2022. Cities and the county agree to the growth targets based on a countywide growth strategy focusing growth into urban areas where public facilities exist or can be provided most efficiently. These are areas where it is anticipated growth can be accommodated consistent with level of service standards, revenue forecasts, and the land use vision for King County.

The transportation system should provide mobility choices for county residents, visitors and business in a manner consistent with the Metropolitan Transportation Plan and the region's urban growth strategy.

The transportation system in the Urban Growth Area is consistent with urban development policies and growth targets. System improvements support the Urban Land Use Chapter and are prioritized according to the capital and services strategies in the Strategic Plan for Public Transportation and in the TNR.

HealthScape is King County's initiative to encourage community design promoting healthful transportation choices. King County's transportation system supports this effort by providing greater access to housing, jobs, goods and services, shopping and recreation, all of which contribute to a high quality of life. Designing highly connected communities with fewer cul-de-sacs and more intersections supports nonmotorized travel and reduces vehicle miles of travel (VMT). Health benefits derive from greater levels of activity and from reduced air pollution.

T-201 **Travel modes should be interconnected to form an integrated, coordinated and balanced multimodal transportation system that serves the travel needs of the county both effectively and efficiently.**

T-202 **In addition to encouraging transit and nonmotorized mobility choices, the transportation system shall address the needs of persons with disabilities pursuant to federal and state statutory requirements. The design and operation of transportation infrastructure, facilities and services should evaluate and address these needs.**

T-203 **King County shall not construct and shall oppose the construction by other agencies of any new arterials or highway or any additional arterial or highway capacity in the Rural Area or natural resource lands except for segments of certain arterials that pass through rural lands to serve the needs of urban areas. Any capacity increases to these urban connector arterials shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or natural resource lands.**

T-204 **Urban connectors should be designed and developed in a way that considers and accommodates adjacent, existing uses without promoting development that would be inconsistent with Rural Area and Resource Land uses outside of the Urban Growth Area.**

T-205 **Any segment of a county roadway that forms the boundary between the Urban Growth Area and the Rural Area shall be designed and constructed to urban roadway standards on both sides of such roadway segment.**

B. Travel Forecasts

Travel demand forecasts are used to project transportation system needs. They provide one of the important links between land use and transportation. The regionally adopted growth targets for the year 2022 have been used to develop the travel demand forecasts for the KCCP and the TNR.

The travel forecasting process is based on the PSRC's modeling and forecasting techniques. The land use vision and growth targets have been incorporated into the county's transportation zone system. These projections provide the level of detail needed to analyze future transportation system performance and to identify system improvement needs.

C. Level of Service Standards

The Growth Management Act requires level of service standards for all arterials and transit routes to judge performance of the transportation system. The Growth Management Act also calls for specific actions and requirements for bringing into compliance facilities or services that are not meeting the adopted level of service standard. King County's level of service standards comply with growth management policies of encouraging growth in the urban area while restricting growth in the rural area.

Level of service (LOS) is a qualitative measure that describes traffic flow and is often represented by a system using the letters A through F. LOS A represents the least congested conditions and LOS F represents the most congested conditions. LOS B is indicative of stable traffic flow. However, unlike LOS A, operating speed is beginning to be restricted by other traffic. At LOS E, operation is unstable, and speeds are reduced but will fluctuate widely from point to point. There is little independence of speed selection and maneuverability at LOS E. LOS F is indicative of forced flow of traffic with extremely low speeds and long delays at intersections.

King County recognizes a profound difference between the nature and character of the Rural Area as compared with the urban area and therefore sets LOS standards to allow less congestion in the Rural Area. In addition, King County recognizes areas, called Mobility Areas, where land use designations support a greater variety of transportation mode choices. The LOS standards for Mobility Areas are set to recognize these greater choices and support and encourage people to use forms of transportation other than cars consistent with the findings of HealthScape. The Rural Mobility Areas are the Rural Towns of Vashon, Snoqualmie Pass and Fall City.

In addition to the Mobility Areas certain large Rural Neighborhood Commercial Centers are recognized as having distinct mobility characteristics and will have a LOS standard consistent with their land use character. The large Rural Neighborhood Commercial Centers are: Cottage Lake, Maple Valley, Preston and Cumberland.

T-206 **The travel forecasts used to identify transportation improvements/needs shall be on a schedule that coincides with a major comprehensive plan update as outlined in King County Code.**

T-207 **The LOS standard for the Urban Area shall be E except as provided in T-209. The LOS standard for the Rural Area shall be B except as provided in T-209, T-210, and T-211. These standards shall be used in concurrency testing.**

T-208 **In Potential Annexation Areas where King County has a preannexation agreement with the annexing city, the county will apply the annexing city's adopted LOS standard within that Potential Annexation Area.**

T-209 **The LOS standard for certain minor residential and minor commercial developments, along with certain public and educational facilities, shall be LOS F. This standard shall be used in concurrency testing.**

T-210 **The LOS standard for designated Rural Mobility Areas shall be E.**

T-211 **The LOS standards for the Cottage Lake, Maple Valley, Preston and Cumberland Rural Neighborhood Commercial Centers shall be D.**

T-212 **LOS guidelines for allocating transit service should be developed to be consistent with the Comprehensive Plan for Public Transportation's policies and objectives. The land use criteria that are used to determine where future transit service is allocated are established in the Strategic Plan for Public Transportation's service strategies. These Service Strategies provide the framework for identifying the LOS that each community can plan for as the Strategic Plan for Public Transportation is implemented.**

D. Concurrency

The Growth Management Act requires local jurisdictions to adopt and enforce ordinances that prohibit development approval if the development causes the LOS on identified county arterials or certain state roads to decline below the adopted LOS standards. King County's Transportation Concurrency Management program was developed to address the Growth Management Act's concurrency requirement. The Transportation Concurrency Management program requires that transportation facilities must be available to carry the traffic of a proposed development at county LOS standards, or else the proposed development cannot be approved.

The requirements of King County's Transportation Concurrency Management program may apply to transportation facilities designated by the Washington State Department of Transportation (WSDOT) as "highways of statewide significance." The portions of certain highways of statewide significance that do not have limited access and function like county arterials may be included in the King County concurrency test.

The Transportation Concurrency Management program has been designed to meet the following goals:

- Fulfill the requirements of state growth management legislation;
- Be simple to understand, easy to implement and administer and transparent to those affected by its processes and regulations;
- Include elements of multimodalism;
- Encourage growth in urban areas where provision of transportation infrastructure and services is most efficient and economical;
- Efficiently integrate concurrency determination into the permit system process and database.

Transportation concurrency is a plan level system that does not require testing of individual developments. Instead, concurrency status is determined by broad geographic areas called travel sheds, which were drawn to reflect where travel patterns share common characteristics. Trips associated with development within a particular travel shed would use or be affected by arterials located within and bordering that travel shed. A development proposal (including both residential and nonresidential proposals) will be considered to meet the transportation concurrency standard if it is located in a travel shed that meets LOS standards as depicted on the concurrency map in effect at the time of development application. Development proposals must still meet all applicable zoning and land use regulations.

T-213 **To ensure that adopted LOS standards are met, transportation improvements or strategies needed to serve new development must be currently in place, or construction for needed improvements must be funded in the adopted Six-Year Capital Improvement Program.**

T-214 **For the purposes of concurrency, a travel shed is a geographic area within unincorporated King County where trips generated by development within the travel shed would likely use or be affected by traffic on arterials within the travel shed.**

T-215 **The concurrency program shall include provision for mobility areas within travel sheds. Rural Mobility Areas shall be defined as unincorporated Rural Towns as designated in the King County Comprehensive Plan.**

T-216 **The concurrency map shall divide unincorporated King County into travel sheds and shall show the areas that meet concurrency standards. Any proposed development in areas that are shown on the map to meet concurrency standards will be deemed concurrent.**

T-217 **The concurrency test shall be based on the LOS on arterials in unincorporated King County using established LOS analysis methodology. The test may be applied to designated Highways of Statewide Significance.**

T-218 **The concurrency test may include provision of factors for safety, pavement condition and availability of multiple modes of transportation.**

T-219 **In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights in order to satisfy transportation concurrency requirements.**

E. Impact Mitigation

The State Environmental Policy Act (SEPA) establishes environmental review of project impacts on all elements of the environment including transportation. In addition, the county has a mitigation payment system whereby developments are charged proportionate shares for transportation projects and services needed as a result of growth.

T-220 **Needed rights-of-way, strategies to manage transportation demand and off-site improvements should be identified and required as conditions of development approval to the extent that such conditions are directly related to impact mitigation.**

T-221 **King County shall encourage the development of highly connected, grid-based arterial and nonarterial road networks in new developments and areas of in-fill development. To this end, the county should:**

a. **Make specific findings to establish a nonarterial grid system for public and emergency access in developments at the time of land-use permit review.**

b. **Require new commercial, multifamily, and residential subdivisions to develop highly connective street networks to promote better accessibility and minimize the use of cul-de-sacs.**

T-222 **Development proposals should extend the public road system through dedication when the extension is in the public interest. Conditions that may warrant such an extension include, but are not limited to, impacts on neighborhood circulation, increases in the use of arterials for local vehicular trips, reductions in traffic safety through uncoordinated and/or inadequately spaced street access to arterials, and restrictions on the availability of alternative emergency access routes.**

T-223 **As mitigation for the impacts of new development and as a condition of development approval, the county shall require the improvement of existing offsite roadways and undeveloped road rights-of-way, and/or other strategies to reduce demand on roads. Impacts that may warrant such mitigation include, but are not limited to, those that**

create safety concerns, raise road operational issues or increase the number of residences served by a single access route.

T-224 The county shall implement a system that establishes fees needed to mitigate the growth-related transportation impacts of new development. The fees will be used to pay a development's proportionate share of transportation capital projects needed to support growth including, but not limited to, road, transit, and nonmotorized facilities. Such fees are in addition to any requirements established for transportation services and facilities needed solely as a result of the development.

III. Transportation System Planning and Design

King County operates, maintains and improves transportation networks and systems that support many modes and users. King County recognizes that a transportation system that provides mobility choices is a better system. Such a system helps achieve goals related to reducing air pollution and greenhouse gas emissions by encouraging healthy lifestyles that increase physical activity through walking and bicycling. The policies in this section emphasize the connection between transportation and health as promoted in the county's HealthScape initiative.

Design and planning of these systems reinforce the character of the surrounding area. In the urban area, King County emphasizes system efficiency for all modes of travel. Urban arterials are designed to support higher land use densities, transit access, walking, and bicycling. Intelligent transportation systems coordinate and improve traffic signal synchronization to provide smooth traffic flow. This allows buses and cars to travel along arterials with the fewest stops at intersections while minimizing delay for traffic waiting on side streets. More transit service is provided in the urban area where higher population and employment densities can make the most use of that service.

In the Rural Area, King County emphasizes preservation, maintenance and safety rather than increased traffic capacity. Rural arterials reflect rural densities, resource access, and are generally less congested than urban arterials. Transit service for the Rural Area is provided mainly through park and ride service.

A. Public Transportation Strategies

King County's transit infrastructure and service investments are consistent with the capital and services strategies in the Strategic Plan for Public Transportation and balance policy requirements, regional cooperation, funding constraints, and community needs.

T-301 **King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrians, bicyclists, transit collection/distribution services, and persons with disabilities, thereby providing a viable and interconnected network that is an alternative to auto usage.**

T-302 **King County should support local and regional growth management plans and policies. King County should work with other jurisdictions to focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the Urban Growth Area of King County.**

T-303 **King County should adopt transit supportive policies assigning highest priority to serving urban centers and manufacturing centers with transit service, including transit priorities on arterial streets jointly designated for transit priority by the county, cities, and the Washington State Department of Transportation.**

T-304 **High-Capacity Transit facilities and services which are consistent with, and supportive of, the comprehensive plan should be supported and implemented.**

T-305 **King County should use a community-based planning process when working with cities and unincorporated area communities to develop effective transit services including consideration of local circulation needs, feeder bus service, fixed and nonfixed routes, and various coach sizes appropriate to the neighborhood scale and market.**

B. Arterials and Streets

King County designs, builds, operates and maintains roads, bridges and pathways in unincorporated areas of King County. The goal is to make the county's transportation system safe and efficient for all users and modes of travel. King County's arterial system represents a broad range of mobility options. The arterial system is a resource for moving people and goods by many modes of transportation, including autos, carpools, buses, bicycles, pedestrians, and trucks.

T-306 **The most cost-effective transportation improvements addressing existing and projected future needs should be considered and implemented first. Efficiency projects, such as signal timing, that support transit and other high-occupancy-vehicles (HOV) operations should be given priority over general capacity improvements.**

T-307 **Projects will be prioritized to address safety and operations. Projects that address existing capacity needs in urban unincorporated King County shall also be given priority consideration.**

T-308 **King County's road design and construction standards shall promote safe, cost-effective roads that encourage multimodal use, reflect the different needs and service levels for the Urban Growth Area and Rural Area, responding to the different needs for areawide mobility and access to abutting properties.**

T-309 **Consistent with the King County Road Design and Construction Standards, consideration shall be given to roadway safety improvements because they have the potential to reduce the number and severity of collisions by providing refuge for pedestrians and bicyclists, providing positive traffic control, reducing hazardous roadway conditions, and reducing unexpected situations. Improvements of this type include, but are not limited to, pathways, traffic signals, roundabouts, turn and merge lanes, provisions for sight lines, and removal of roadside obstacles. Consideration shall be given to safety improvements that lessen the likelihood and impacts of flooding.**

T-310 **Appropriate neighborhood traffic control measures and the King County Road Design and Construction Standards should be used along with zoning and development conditions to improve safety, transit access and nonmotorized travel in residential neighborhoods.**

T-311 **To facilitate the establishment of a safe and efficient traffic circulation network reflecting all transportation modes and to retain the availability of access to adjacent properties, the county shall review and comment on the appropriate placement of new or major modified facilities or physical barriers, such as buildings, utilities, and surface water management facilities in or adjacent to road rights-of-way.**

C. Nonmotorized Program

Nonmotorized transportation is an essential part of King County's multimodal transportation system. In unincorporated King County, the Road Services Division is responsible for nonmotorized facilities such as bike lanes and sidewalks on County roads. The King County Road Design and Construction Standards

specify bike lane and sidewalk criteria for urban unincorporated and rural roads. The Road Services Division also addresses specific needs through such programs as:

- Pedestrian Safety and Mobility Program—an effort to address deficiencies and missing links that exist in roadside pedestrian facilities in order to safely accommodate pedestrians;
- School Pathways Program—an effort to identify student travel paths and address safety concerns;
- Neighborhood Traffic Safety Program—an effort to help local communities gather information on traffic problems; to educate residents about traffic safety issues, enforcement, and engineering options; and to work with neighborhoods to develop effective solutions.

These unincorporated area needs are included in the Transportation Needs Report (TNR) and Roads Capital Improvement Program (CIP).

King County also has a countywide role in nonmotorized transportation. The regional trail network, discussed in Chapter 6, includes facilities in cities and the unincorporated area. The Metro Transit Division supports nonmotorized transportation as well. Resources include, but are not limited to, the following:

- King County Bicycling Guidemap—an informational pamphlet and map to assist bicyclists in navigating safely around King County;
- Bus Bike Rack and Bike Locker programs—efforts to facilitate bike/bus travel through provision of racks on buses and lockers at park and ride lots, employment sites and other locations that ease travel by bike and bus.

Nonmotorized transportation users include pedestrians, bicyclists and, in some parts of the county, equestrians. While each group has different needs, they all rely on King County's road system and nonmotorized facilities for safe access and mobility. Trail networks, sidewalks, bike lanes, and other nonmotorized improvements encourage walking and cycling. They also improve access to transit stops, resulting in increased transit ridership and improving the quality of life in their communities. Nonmotorized travel augments county efforts to affect climate change and create more walkable communities through HealthScape. In addition to meeting mobility goals, achieving greater transportation mode parity delivers other benefits. Nonmotorized facilities augment county efforts to better integrate public health with recreational opportunities, support transit-oriented and pedestrian-oriented economic development and implement HealthScape findings.

T-312 **The nonmotorized transportation system and associated services should be improved countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel.**

T-313 In the unincorporated area, King County shall evaluate and, where appropriate, implement nonmotorized transportation improvements in its road construction and road reconstruction. Countywide, consistent with the King County Metro transit planning process and and in collaboration with affected cities in the incorporated area, King County, should promote nonmotorized transportation improvements related to development and construction of transit services and facilities.

T-314 New land use plans, subdivisions, and urban planned development proposals shall accommodate nonmotorized mobility within and access to nearby shopping parks, trails, schools, community resources and other public and private services and facilities.

T-315 King County Road Design and Construction Standards should allow flexibility in selecting, and the authority to require, design features that benefit nonmotorized safety and accessibility.

T-316 Evaluation of requests to vacate unused road rights-of-way will consider existing and future development of nonmotorized uses and shall seek opportunities to acquire and develop nonmotorized transportation corridors.

T-317 King County shall seek to improve bicycle and pedestrian safety both within residential areas and along arterials where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized safety improvements should include adequate signage, markings, and signalization. To foster safe walking conditions for students, King County should continue the School Pathways Program.

T-318 To enhance and improve nonmotorized access to transit throughout the transit system area, King County should develop a plan for the unincorporated areas, and with the cooperation of the cities, for the incorporated areas, to comply with the Americans with Disabilities Act in corridors served by transit.

T-319 King County should coordinate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early

in the planning and project design process for its capital projects with nonmotorized elements.

T-320 **Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:**

- **Improve user safety;**
- **Add connections to community resources such as parks, trails, and libraries;**
- **Promote health;**
- **Improve neighborhood to neighborhood connections;**
- **Improve air quality and reduce greenhouse gas emissions;**
- **Increase access to transit and services.**

D. Transportation Demand Management

Transportation affects every aspect of our lives, not only our mobility but also our health, economy, and our environment. Transportation Demand Management (TDM) consists of a broad range of strategies that provide for reduced reliance on single occupancy vehicle (SOV) trips; reduced vehicle miles travelled (VMT); increased efficiency of the whole transportation system; and results in lower greenhouse gas emissions.

King County is a leader in implementing transportation initiatives and land use measures that encourage people and businesses to reduce single-occupant-vehicle (SOV) trips and vehicle miles traveled (VMT) while decreasing the impacts of greenhouse gas emissions from the transportation sector. Furthermore, King County's ability to provide for mobility needs of its residents will increasingly depend on actively managing our existing transportation system.

TDM strategies include (but are not limited to):

- public education/information,
- public transportation (i.e. bus, rail, ferry, and vanpool)
- nonmotorized travel options,
- state-mandated Commute Trip Reduction and Growth and Transportation Efficiency Centers,
- roadway and lane management (e.g. ridesharing, intelligent traffic systems, and active traffic management)
- variable tolling strategies (e.g. high-occupancy toll lanes, corridor tolling, cordon tolling, and system-wide tolling),
- joint use and intermodal transfer facilities such as park and rides,

- parking management and pricing (e.g. connecting supply with mode split targets),
- telecommunications substitutes for physical travel (e.g. telecommuting, e-government, and internet-based business-to-business activities),
- land use decisions (e.g. site design standards and concurrency).

In the application of TDM strategies, King County fulfills many roles, such as:

- the jurisdiction for unincorporated areas with land use, transportation infrastructure and permitting responsibilities;
- an operator and manager of unincorporated area roadways and Metro Transit;
- a local, regional and statewide advocate for integrated transportation solutions and climate change actions; and
- a leading edge employer implementing progressive employee transportation programs.

In addition to vehicle and public transportation ridership counts, one way to measure the effectiveness of TDM efforts is the establishment of mode split goals. Mode split means the proportion of total person-trips using various modes of transportation, including by drive alone, foot, bicycle, carpool, vanpool, bus, ferry, train, etc. during a particular time period. Countywide Planning Policy (CPP) T-10 calls for local jurisdictions to develop mode split goals for non-SOV travel to established employment centers. CPP T-12 states that jurisdictions and Metro shall establish mode split goals and measures of mobility for transit, ridesharing, and non-motorized travel.

T-321 **TDM strategies should be used to increase mobility options, promote travel efficiency, optimize the existing transportation system and reduce the adverse environmental impacts of the transportation system, including through the use of variable tolling strategies.**

T-322 **TDM strategies beyond those adopted as county regulation may be considered as one of a menu of measures to mitigate for traffic impacts of proposed development. TDM, as well as other mitigation requirements, may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act.**

T-323 **King County will actively participate in developing and implementing state-mandated Growth and Transportation Efficiency Centers, as described in the state's Commute Trip Reduction Law.**

T-324 King County should participate in local, regional, and statewide efforts to implement and measure the results of TDM strategies, technologies, and systems, including policies developed through regional consensus and adopted by the county. To this end, the county shall identify funds to research, plan, implement and measure TDM strategies.

T-325 King County will work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to develop and implement applications of managed transportation facilities and variable tolling strategies on new and existing transportation facilities. Toll and high-occupancy-toll lane collection systems used in the region should be simple, unified, and interoperable and should avoid the use of tollbooths, whenever possible.

T-326 King County supports variable tolling strategies as a means to optimize transportation system performance, generate revenues and reduce vehicle miles traveled, and reduce greenhouse gas emissions.

T-327 Revenue from variable tolling should be used to improve, preserve and operate the transportation system including transit and other multimodal investments, as well as to help fund improvements that address the diversionary impacts on non-tolled facilities.

T-328 King County, as an employer, should use and encourage other employers to use management of employee parking to support alternatives to commuting by single-occupant-vehicles.

T-329 King County should encourage employers to consider the accessibility to adequate public transportation and high-occupancy-vehicle facilities and services when developing site and parking plans.

T-330 King County shall support regional policies that connect parking supply and management to targets for reducing single-occupancy-vehicle travel.

T-331 **King County shall establish mode split goals and achieve them through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy-vehicle programs.**

E. Climate Change, Air Quality, and the Environment

Clean air contributes to the health of people, the ecosystem and the economy. Transportation is the primary source of air pollutants regionally. In addition to complying with state and federal regulations described below, the county is working to reduce transportation-related emissions through the policies and actions contained throughout this plan.

The Washington State Clean Air Conformity Act establishes guidelines and directives for implementing the federal Clean Air Act Amendments. The Washington Clear Air Conformity Act specifically links air quality conformity to growth management planning efforts at the local and regional level. The King County transportation system conforms to the federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.

Climate change is of increasing local concern. It is clear that greenhouse gas emissions from transportation sources are a significant contributing factor to global climate change. In addition to meeting its regulatory requirements, King County is committed to addressing climate change through its decisions and actions and encouraging others to act to reduce greenhouse gas emissions as well.

Climate change is projected to increase the frequency of flood events in most of western Washington's river basins. Increased flood frequency and intensity will increase public investment needed to ensure public safety and mobility, particularly on the county road system. Climate change will affect the county's road and transit infrastructure. More storm events and increased temperatures will disrupt service, increase road maintenance requirements and adversely affect customer comfort. Changes in precipitation patterns and sea levels may cause greater damage to roads, bridges and seawalls from erosion, landslides, and flooding.

T-332 **Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location**

of such facilities could increase the pressure for development in critical areas or rural or resource lands.

T-333 King County supports designing and building roads, bike lanes, pedestrian ways and trails within new developments in ways that minimize pollution, provide opportunities for physical activity, promote energy conservation, increase community cohesion, and preserve natural flora and wildlife habitat.

T-334 Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies and fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, and other actions to reduce vehicle travel.

T-335 King County will be a leader in the use of transportation fuels and technologies that reduce operational greenhouse gas emissions from its fleets by buying hybrid-electric, electric and other clean transportation technologies; using clean fuels in its fleets; implementing demonstration projects that use alternative fuels; purchasing locally-produced energy sources when practical; seeking local and federal support to expand the use of alternative fuels; and promoting best practices, innovations, trends and developments in transportation fuels and technologies.

T-336 The King County Department of Transportation will incorporate climate change impacts information into construction, operations, and maintenance of infrastructure projects. In the near term, the department will incorporate climate change into its planning and design documents. In the long term, the department will develop strategies to incorporate climate change response into the design and operations of its transportation structures and services.

T-337 The King County Department of Transportation will develop methods to evaluate the climate change impacts of its actions and train staff to implement climate sensitive practices in its work.

IV. Finance

Achieving King County's transportation goals depends on adequate funding for transportation system and service needs. This section discusses the extent to which the transportation system and services can be funded within a reasonable revenue forecast and expenditure schedule. The Growth Management Act requires the county to include an analysis of funding capabilities, a multiyear financing plan based on needs, and a discussion of how to raise additional funds to build needed transportation projects, or to reassess growth and level of service (LOS) standards to resolve potential funding shortfalls in a ten-year time frame. This analysis is provided in the Transportation Needs Report and summarized below.

A. Road-Related Funding Capabilities

King County receives road revenues from a variety of sources, including unincorporated King County property tax, federal and state grants, state gas tax, local taxes and road mitigation payments from private developments. A full description of transportation financing can be found in Chapter 3 of the March 2004 Roads Strategic Plan.

Financial viability to support transportation system and service capital needs is tested over two time frames. A multi-year transportation plan identifies the improvements needed to support the land use vision of the comprehensive plan. The multi-year plan provides an assessment of revenues projected from currently available resources and identifies reasonable options for securing additional revenues over the life of the plan. Secondly, the annual update of the roads CIP examines the specifics of how to implement the financing plan over the next six years.

B. Revenue Shortfall

The state growth management act provides guidance for managing a revenue shortfall.

The following actions can be used to balance the funding shortfall of the plan:

1. Reduce transportation funding needs
2. Develop new revenue options
3. Change LOS
4. Change land use

T-401 **King County should develop a long-range financial component that generally evaluates and describes funding sources and strategies to carry out the transportation element. An annual six-year financial plan should be prepared that considers transportation priorities and is used in developing the Capital Improvement Program.**

T-402 **Financial resources available for transportation improvements should support a program of capital facilities needed for a multimodal transportation system.**

T-403 **Essential maintenance, preservation, safety and operations costs of the transportation system should be funded prior to other costs for capital improvements so that existing investment is protected and current mobility is not degraded.**

T-404 **During annual review of the Comprehensive Plan, King County should consider and address any potential shortfalls likely to occur between expected revenues and needed improvement costs. Such review could include a reassessment of land use, growth targets, LOS standards and revenue availability.**

C. Urban Unincorporated Area Road Financing

Each area of unincorporated King County differs from its counterparts. Its character, the issues its residents care most about, and its specific road-related needs are unique. By targeting road capital funds toward each area's most pressing needs, the county can provide the greatest overall benefit for each public dollar spent. Project priorities differ depending on the Urban or Rural designation of the area. Setting priorities that recognize the special needs of each area is particularly important when inadequate to meet all needs and since road infrastructure is often an issue in annexation discussions.

The TNR lists needs under the following categories: ITS, Safety, Bridge, Reconstruction, Guardrail, Operational, Capacity, and Pedestrian. Equestrian needs are included as parts of other needs.

Continuation of funding for transportation projects that alleviate existing and projected needs is a high priority since all areas have capacity, operational, and safety deficiencies at one level or another.

T-405 **King County's urban road investments shall address the unique needs of each unincorporated area and shall target projects that facilitate redevelopment, infill, annexation, and the achievement of growth targets.**

T-406 **When funding transportation projects in areas where annexations or incorporations are expected, the Department of Transportation should seek interlocal agreements with the affected cities and other service providers to provide opportunities for joint grant applications and cooperative funding of improvements.**

V. Coordination and Public Outreach

All elements of the transportation system in this comprehensive plan update are planned and operated in coordination with the cities in and abutting King County, the adjoining counties, the PSRC, the Port of Seattle, the transit agencies providing service in and connecting to King County, and the WSDOT. The public also was invited to review and comment on the plan. The following activities support the coordination process:

- Review by the transportation subarea boards;
- Review by the Unincorporated Area Councils (UACs);
- The update of the Strategic Plan for Public Transportation;
- The statewide and countywide grant application process;
- The TNR and CIP coordination process; and
- Participation in the Puget Sound Regional Council, which enables King County to coordinate its transportation planning activities with other local and regional agencies for the four central Puget Sound counties.

As a countywide transportation service provider, King County will maintain Metro Transit's public transportation services and work with Sound Transit and other transit agencies to provide seamless, multimodal transit services. King County will cooperate with other local governments and WSDOT to improve freight mobility and carry out strategies to maintain the efficiency of freeways and arterials in the region.

King County works with the PSRC and its members to ensure that any regional projected aviation capacity problems and the air transportation needs of the region's residents and economy are addressed in a timely manner.

T-501 **Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.**

T-502 **King County should work with the Puget Sound Regional Council and its members to ensure that any regional projected aviation capacity problems, and the air transportation needs of the region's residents and economy are addressed in a timely manner.**

T-503 King County supports active management of freeways to optimize movement of people. High-Occupancy-Vehicle (HOV) or High Occupancy Toll (HOT) lanes should be managed to prioritize reliable speed advantage for transit and vanpools, and maintain a reliable speed advantage for the other high occupancy vehicles.

T-504 King County should work with other jurisdictions to coordinate planning and implementation of transportation improvements on corridors passing through or otherwise affecting parts of unincorporated King County. This work shall include timely outreach to unincorporated area councils, subarea forums and the general public and support of such efforts by other agencies.

T-505 King County should work with the cities and other affected agencies to develop a regional parking strategy. This strategy should be consistent with regional and local transportation plans. King County should encourage shared parking facilities in areas where high-density, mixed-use development is planned and where walking is convenient for short trips. This strategy should include establishing minimum and maximum parking ratios.

T-506 Updates to the transportation plans and Roads Strategic Plan shall involve input from the general public, unincorporated area councils, the subarea transportation forums, and other appropriate forums.

T-507 King County recognizes the impact to rural area mobility caused by urban connector arterials that traverse the rural area, and should work with state and federal agencies to mitigate these impacts when consistent with adopted transportation policy.

8 Chapter Eight

Services, Facilities and Utilities

Services, Facilities and Utilities

The Growth Management Act requires coordinated planning so that the services required by new residents and their homes and businesses are available as growth occurs. Needed services include many that are not provided by King County, such as water supply, local sanitary sewers, fire protection, schools, energy facilities, and telecommunications. King County does provide services such as regional wastewater treatment, regional solid waste management, and local stormwater management. This chapter contains policies that guide service provision.

I. Regional Services

King County government is a regional and local service provider. Types of regional services provided include transit, wastewater treatment, and solid waste management. Local services provided to citizens of unincorporated urban King County and the Rural Area include police, building permits, and health and human services. As annexations and incorporations of unincorporated urban areas continue, King County government will focus more on its role as the provider of regional services and protector of the county's Rural Area and Resource Lands. The following policies direct King County's evolving role as regional service provider.

F-101 **King County, the cities, special purpose districts and/or local service providers shall plan as partners. King County's planning will focus on unclaimed urban unincorporated areas and cities' Potential Annexation Areas.**

F-102 **King County shall work with cities, special purpose districts, other local service providers and citizens to identify and distinguish local and countywide services. Over time, cities will assume primary responsibility for coordinating the provision of local services delivery. The county will assume primary responsibility for coordinating the provision of countywide services, including countywide services that must be delivered within city boundaries. The county will also work with cities, special purpose districts, and other counties to identify regional service and facility needs and develop strategies to provide them.**

F-103 **King County will provide or manage countywide services which include but are not limited to:**

- **a. Transit;**
- **b. Economic development;**
- **c. Harborview Hospital;**
- **d. Public health;**
- **e. Regional park, trails and open space systems;**
- **f. Regional wastewater collection and treatment, and reclamation;**
- **g. Solid waste management and recycling;**
- **h. Hazardous waste management;**
- **i. Water resource management;**

j. **Surface water management;**

k. **Flood warning and flood hazard management;**

l. **Protection and preservation of natural resource lands;**

m. **Regional law and criminal justice services (including law enforcement, courts, prosecution, public defense, and the detention of adults and juveniles); and**

n. **Affordable housing.**

F-104 **King County will, in cooperation with special purpose districts and/or local service providers, continue to plan for and provide public services to the Rural Area, consistent with rural standards and needs.**

F-105 **To support the intent of the Growth Management Act, King County should work with cities and other service providers to establish priority areas for public funding of capital facilities, services and infrastructure.**

II. Facilities and Services

A. Providing a Spectrum of Services

King County and numerous service providers need to coordinate planning and funding activities to ensure that needed facilities and services are provided in the region.

F-201 **All facilities and services should be provided in compliance with provisions and requirements of the Endangered Species Act.**

F-202 **King County should seek to create quality communities by defining the needs and proposing strategies for a full range of public facilities and services, including physical infrastructure and health, human and public safety services. King County should ensure that there is an adequate supply of public facilities necessary to support all communities.**

F-203 **King County should work with the cities, special purpose districts and other service providers to define regional and local services and to determine the appropriate providers of those services.**

F-204 **King County shall work with its neighboring counties, the state, Puget Sound Regional Council, special purpose districts, ports and the cities to identify areas of shared need and adequate land supply for public facilities. The county's capital acquisition budget shall reflect the jointly agreed-upon priorities and time schedule.**

F-205 **Public and private community service providers should be encouraged to share or reuse facilities when appropriate to reduce costs, conserve land and provide convenience, access and amenity for the public and to reduce the generation of greenhouse gasses. Joint siting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools and other social and recreational facilities.**

F-206 **King County should make its public facilities or properties available for use as a P-patch or community garden when such use is compatible with the primary public use of the facility.**

B. Urban and Rural Services

Although growth will be directed to Urban Areas, it is recognized that Rural Areas have facility and service needs also.

F-207 **Public spending to support growth should be directed to the Urban Growth Area and prioritized and coordinated through Capital Facility Plans to comply with the concurrency requirements of the Growth Management Act.**

F-208 **In the Rural Area, services provided by agencies should support a rural level of development and not facilitate urbanization.**

C. Identifying Needs for Facilities and Services

Public facilities and services are vital to protect public health, safety and welfare and to protect and enhance community and environmental quality. Inadequate sewage disposal, for example, could directly threaten public health. Inadequate groundwater protection could result in unsafe drinking water and threaten stream flow. Deficiencies in other services, such as police protection or parks, might not raise severe obstacles to any single new development, but over time could cause general threats to public health, safety and welfare and deterioration of community quality.

King County government is responsible for assuring that adequate facilities and services are available or can be made available to support planned growth. This responsibility is carried out by identifying needs for facilities and services based on the planned amount and location of growth. The mechanism for identifying needs is capital improvement programming.

The Growth Management Act requires the county to prepare a capital facility plan that includes an inventory of existing capital facilities owned by public entities, a forecast of the future needs for capital facilities, including the proposed locations and capacities of expanded or new facilities, and a six-year plan that will finance the expanded or new facilities.

The Capital Facility Plan Element for King County is comprised of the following four components:

1. Technical Appendix A is an executive summary of documents containing inventories of facilities and services provided by King County (health and human services and law, safety and justice, transportation, and regional wastewater treatment and reclamation) and those provided by other entities (drinking water supply, sanitary sewer collection and treatment, schools, fire protection, libraries, natural gas, telecommunications, and electricity).
2. Technical Appendix A is an executive summary of documents containing the forecast of future needs for capital facilities, including the proposed locations and capacities of expanded or new facilities:
3. Six-year plan that will finance the expanded or new facilities:
    a. Technical Appendix A is an executive summary of the finance plans for facilities and services provided by the county and other entities.
    b. Technical Appendix A references the Transportation Needs Report, which includes an analysis of funding capability to judge needs against probable funding resources, and a 20-year financial forecast report based on identified needs.
    c. Current adopted King County Capital Improvement Program for facilities other than transportation.
4. Requirement to reassess land use if funding is unavailable to meet existing and future needs:
    a. Policies of Chapter Eight, Part I Facilities & Services, Sections B – F.
    b. Chapter Seven, Transportation, Section IV.

D. Capital Facility Planning

King County and other service providers are required to prepare six-year capital facility plans that describe needs for the six-year facility and propose funding to meet those needs.

F-209 **The capital facility plans and capital improvement programs prepared by all other agencies that provide services to unincorporated areas of the county should be consistent with the King County Comprehensive Plan.**

F-210 **To reduce overall public costs, noise, climate change impacts and disruption to the local area during construction, installation of new or maintenance of existing utility facilities should be timed and coordinated with other projects that utilize public rights-of-way and easements, where possible.**

F-211 **King County's capital facility plans should identify financing strategies to support its adopted 20-year growth target and land use plan.**

F-212 **King County's capital improvement program shall demonstrate that projected needs for facilities and services can be met within the Urban Growth Area and can be served in compliance with the concurrency requirements of the Growth Management Act or, if that is not possible, King County shall determine where and when deficits may occur and how needed facilities and services might be phased in and or financed to serve such deficit areas. Alternative phasing and financing strategies must be identified and determined to be infeasible prior to triggering a land use and zoning reassessment under Policy F-217.**

F-213 **School districts that choose to have the county collect impact fees for them, and water and sewer utilities that provide their services to unincorporated King County, shall prepare capital facility plans consistent with requirements of the Growth Management Act and King County Code.**

F-214 **Provision of an adequate supply of kindergarten through twelfth grade (K-12) public schools and K-12 public school facilities is essential to avoid overcrowding and to enhance the educational opportunities for our children. King County shall adopt regulations that are supportive of the permitting of K-12 public schools and K-12 facilities.**

E. Addressing Service Deficiencies

In the event that needed facilities and services are not available to support either existing development or growth, King County will work with other service providers to address the service deficiency.

F-215 **King County shall initiate a subarea planning process with any service provider that declares, through their capital facilities plan, an inability to accommodate projected service needs inside their service area.**

F-216 **King County and its cities should coordinate planning for health and human service facilities and services. County investments in health and human service facilities should be targeted primarily to the designated Urban Centers and secondarily to other locations in the Urban Growth Area and Rural Towns.**

F-217 **If an area-wide sewer, water, or transportation service deficiency is identified, King County and the applicable service providers shall remedy the deficiency through a joint planning process addressing capital improvement programs and long-term**

funding strategies. If financing and level of service remedies cannot solve the deficiency, King County shall change zoning to address the problem.

F. Financing Strategies

King County, cities, and other service providers will work together to address the financing needs of facilities and services.

F-218 **King County shall work with the cities to create a financing partnership for areas of the Urban Growth Area that the cities will annex. This includes determining county/regional and city/municipal facilities and services and then committing to a shared financing strategy to build or provide these infrastructure improvements or services.**

F-219 **King County should, in cooperation with other jurisdictions, develop funding strategies for governmental infrastructure that take into account economic development goals and consider the costs to, and benefits for, the jurisdictions and the region.**

G. Essential Public Facilities

The region will work cooperatively to site essential public facilities in an equitable manner. Essential public facilities are defined in the Growth Management Act and include large, usually difficult to site facilities such as prisons, solid waste facilities, and airports.

F-220 **Proposed new or expansions to existing essential public facilities should be sited consistent with the King County Comprehensive Plan. Listed existing essential public facilities should be preserved and maintained until alternatives or replacements for such facilities can be provided.**

F-221 **King County and neighboring counties, if advantageous to both, should share essential public facilities to increase efficiency of operation. Efficiency of operation should take into account the overall value of the essential public facility to the region and the county and the extent to which, if properly mitigated, expansion of an existing essential public facility located in the county might be more economical and environmentally sound.**

F-222 King County should strive to site essential public facilities equitably so that no racial, cultural, or socio-economic group is unduly impacted by essential public facility siting or expansion decisions. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider equity, environmental justice and environmental, economic, technical and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation. Essential public facilities that directly serve the public beyond their general vicinity shall be discouraged from locating in the Rural Area.

F-223 A facility shall be determined to be an essential public facility if it has one or more of the following characteristics:

a. The facility meets the Growth Management Act definition of an essential public facility;
b. The facility is on a state, county or local community list of essential public facilities;
c. The facility serves a significant portion of the county or metropolitan region or is part of a countywide service system; or
d. The facility is the sole existing facility in the county for providing that essential public service.

F-224 Siting analysis for proposed new or expansions to existing essential public facilities shall consist of the following:

a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;
b. A forecast of the future needs for the essential public facility;
c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
d. An analysis of the proposal's consistency with policies F-220 through F-223;
e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
f. An analysis of economic and environmental impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;
g. Extensive public involvement; and

h. Consideration of any applicable prior review conducted by a public agency, local government, or citizen's group.

F-225 **King County supports coordination of regional water supply planning, sales of excess water supplies among municipalities in the region, water quality programs and water conservation, reuse and reclaimed water programs.**

H. Water Supply

King County is not a water utility that provides potable water to citizens in the region. However, it plays an important role in the coordination or linking of water resources and growth and regional protection and management of water resources. This regional protection and management includes protection of the quantity and quality of groundwater, flood hazard management, protection of fish and wildlife habitat, and commitment to regional water strategies through such efforts as the Puget Sound Partnership, regional water supply planning, salmon recovery planning, and multiple groups engaged on climate change mitigation and adaptation. It carries out this role through its responsibilities for planning, permit issuance, and regulatory oversight. The King County Comprehensive Plan must demonstrate that projected needs for facilities and service can be met within the Urban Growth Area and can be served in compliance with the concurrency requirements of the Growth Management Act. Within Rural Areas, the Comprehensive Plan must provide for rural services, including domestic water service, needed to serve permitted densities and uses. The Utilities Technical Review Committee (UTRC), as authorized in King County Code chapter 13.24, assures that water system and water supply planning by water utilities in King County meet the requirements of the Growth Management Act and other applicable statutory requirements, as well as determining consistency with the King County Comprehensive Plan. The UTRC is responsible for identifying the elements and provisions of the Comprehensive Plan and development regulations, adopted by the county under the Growth Management Act, with which water system plans must be consistent, as prescribed in RCW 43.20.260. The UTRC is also responsible for ensuring that the purposes of chapter 13.24, as provided in KCC 13.24.005, are carried out. Water system plans are ultimately approved by ordinance by the King County Council and King County Executive.

Water utility service areas in King County are described in Coordinated Water System Plans (CWSP's) developed under the Public Water System Coordination Act (chapter 70.116 RCW) and individual water system plans (WSP's) developed under State Board of Health rules adopted under chapter 43.20 RCW. CWSP's describe future service areas for water utilities within which they are provided the exclusive right to serve future customers, and are to include the means for meeting those needs in the most efficient manner possible. Other service providers may serve within the future service area of a designated water utility if the designated water utility is unable to provide service in a timely and reasonable manner.

Individual WSP's must include the water utility's retail service area, which includes existing customers and areas where the utility plans future service. Under state law (RCW 43.20.260), the water utility is required to provide service within its retail service area, provided it can meet the conditions prescribed in state law, including the ability to deliver such service in a timely and reasonable manner. The planned provision of service must be consistent with local government comprehensive plans, land use plans, and development regulations.

The county produces reclaimed water from its existing wastewater treatment plants and will produce reclaimed water at the future Carnation Treatment Plant and Brightwater Treatment Plant. Reclaimed water can be used for many purposes, such as irrigation and industrial uses, which currently utilize potable water sources. In addition, the production and use of reclaimed water can help offset the potential impacts of climate change on summer stream flows and water supplies. King County will continue to encourage and explore additional opportunities to increase the use of reclaimed water in accordance with Chapter 90.46 RCW, the Regional Wastewater Services Plan, and Executive Orders to Reduce Global Warming,

Reclaimed water produced by King County must be consistent with the state's Water Reclamation and Reuse Standards as promulgated under chapter 90.46 RCW. This document describes differing levels of treatment that are required to produce different classes of reclaimed water. King County currently produces only Class A reclaimed water, which is produced using the highest levels of treatment.

1. Potable Water Systems

Potable water is provided by Group A public water systems having 15 or more connections, Group B public water systems having 2 to 14 connections, and individual private wells serving one connection. Exempt wells refer to wells that do not require obtaining a water right permit from the state for withdrawal of water. These exempt wells are subject to all other rules and regulations other than the requirement to get a permit from the state to withdraw water. Water withdrawn from an exempt well for individual or group domestic water supply cannot exceed 5,000 gallons per day, nor may the water be used to irrigate more than a half acre of lawn or noncommercial garden. The type of water system required for new development will depend upon whether a proposed development is or is not located within the Urban Growth Area, is or is not within an approved service area of an existing public water system, and is or is not able to provide an adequate water supply as required under RCW 19.27.097 and/or RCW 58.17.110.

F-226 **Group A water systems shall be responsible for meeting their duty to provide service within their retail service areas as required by RCW 43.20.260 and the King County Comprehensive Plan, and for planning to meet future water needs within the**

boundaries of their future service areas approved under the Public Water System Coordination Act (chapter 70.116 RCW), RCW 43.20.260 and King County Code Chapter 13.28. Retail service areas may include future service areas identified in plans approved under the Public Water System Coordination Act or under RCW 43.20.260. Water utilities required to submit water system plans to the county for review and approval under RCW 43.20.260 or King County Code Chapter 13.24 shall describe in their plans how they intend to provide service within their retail service areas, and generally plan to meet water service needs in their future service areas, consistent with King County Code Section 21A.28.040 and Policies F-227 through 231. The UTRC shall be responsible for ensuring that water system plans include this information.

F-227 Water service delivery within the Urban Growth Area shall meet the requirements of King County Code Section 21A.28.040, and be addressed in capital facility and infrastructure portions of water system plans, as provided for in Policy F-209. In the Urban Growth Area all new construction and all new subdivisions shall be served by an existing Group A public water systems except in the circumstance when no Group A public water system can provide service in a timely and reasonable manner per RCW 70.116.060 or when no existing system is willing and able to provide safe and reliable potable water with reasonable economy and efficiency per RCW 19.27.097.

F-228 In the Urban Growth Area, individual private wells are not permitted unless application of Policy F-227 to a proposal for a single-family residence on an individual lot would deny all reasonable use of the property. In that case, the well would be allowed only as an interim facility until service by a public water system can be provided. The individual well must meet the criteria of the King County Board of Health Title 13.

F-229 In the Urban Growth Area, if an existing Group A water provider cannot provide direct service to new development in a timely and reasonable manner as required under RCW 70.116.060 or chapter 43.20 RCW, a new public water system may be established if it is owned and operated by the following, in order of preference:

a. By the Group A system, in whose service area the system is located, via satellite management, or
b. By a satellite management agency approved by the State Department of Health under contract with the Group A system in whose service area the system is

located, provided that the existing Group A water system remains responsible for meeting the duty to serve the new system under RCW 43.20.260.

All new public water systems formed in the UGA shall connect to the Group A water system in whose service area the new system is located when direct service becomes available. All known and projected costs for anticipated connection shall be funded at the permitting stage of any proposed new construction or new subdivisions.

F-230 In the Rural Area, King County land use and water service decisions shall be guided generally by the principle of maintaining the long-term integrity of Rural Area ecosystems, consistent with Countywide Planning Policy LU-15. Within the Rural Area, individual private wells, Group B water systems, and Group A water systems are all allowed; however, water service shall first be obtained when available from an existing Group A system, or, if such service is not available, then from an existing Group B system, before creation of a new system or use of private wells is allowed. Water service delivery within the Rural Area shall meet the requirements of King County Code Section 21A.28.040, and if provided by a water system Policy F-209. Creation of a new public water system or the expansion of an existing Group B system may be allowed to serve new construction or new subdivisions when no Group A public water system can provide service in a timely and reasonable manner pursuant to RCW 70.116.060, or when an existing system is not willing and able to provide safe and reliable potable water with reasonable economy and efficiency pursuant to RCW 19.27.097.

F-231 New public water systems established in the Rural Area shall be owned and operated by the following, in order of preference:

a. By the Group A public water system in whose service area the system is located, by direct service or satellite management by the Group A system,
b. By a satellite management agency approved by the State Department of Health and providing service within the county and under contract with the Group A system if it is located in a Group A system service area; or
c. By the owners of the lots, which are provided water by a new Group A or Group B system if not within the service area of an existing Group A system or not within the area covered by a satellite management agency. Approval for any such system shall be conditioned for future ownership or management by a satellite management agency, when such service

becomes available, and for periodic review of system operations, as required by RCW 70.119A.060(2).

Ecology has determined that the rivers and streams in the major river basins in King County have no water available for further consumptive appropriation without harmfully impacting instream values. For that reason, it has by regulation closed those basins to issuance of new water rights, and has directed that the natural interrelationships between surface and ground waters should be considered in future water allocation decisions in order to avoid adverse impacts to instream flows. The installation and use of wells that are exempt from ecology's water rights permitting process may further harm those rivers and streams when the wells are withdrawing groundwater that is directly connected to the water in the stream. The installation of new exempt wells may also create health and safety problems by interfering with the water supplied by existing wells, and by creating more holes in the ground that can lead to contamination of entire aquifers. Under K.C.C. chapter 9.14, the Department of Natural Resources and Parks is to act as lead agency in coordinating the activities of DDES and Public Health in order to ensure that groundwater quality and quantity are protected, and facilitate implementation of the plans that have been developed to protect groundwater in five groundwater management areas within King County.

F-232 **New subdivisions with more than six single-family lots on Vashon-Maury Island and in basins with closed streams in the Rural Area (as defined in WAC 173-507,508, 509, 510, and 515) may not be served by a potable water system using an exempt well, or a combination of multiple exempt wells. Exempt wells are allowed only in the Rural Area and only under the following circumstances:**

- **a. New subdivisions or short subdivisions with six or fewer lots;**
- **b. Except as otherwise provided in subsection c. of this policy only one exempt well per subdivision or short subdivision will be permitted unless more than one exempt well is needed to meet the water flow requirements for the subdivision or short subdivision;**
- **c. Individual private wells may be used in a subdivision or short subdivision when all lots in the subdivision or short subdivision are twenty acres in area or larger; and**
- **d. New developments in the Rural Area served by one or more exempt wells shall not exceed one-half acre of irrigation.**

F-233 **King County has an obligation to protect groundwater quality and quantity in rural areas; supports uses of groundwater that meet public health, resource protection, land use, planning, and fish recovery objectives and obligations; and supports tracking and measuring of groundwater use as it relates to the County's interests**

and responsibilities. King County shall work with water service providers, the State Department of Ecology and the State Department of Health to ensure that such provisions of state law are fully utilized to meet these objectives and obligations. The discussions with the water service providers and state agencies shall include the need for state or local procedures or additional authority to address (a) the construction of new exempt wells within existing water utility service areas, (b) decommissioning of wells no longer in service, and (c) other issues identified by the participants. King County shall require any new or expanding Group B water system to have a totalizing source meter and make information from the meter available upon request of King County.

2. Regional Water Supply Planning

Over the past several years King County has been working cooperatively with many of the larger water utilities in the region to gather information about regional water demand and supply. As a result of potential impacts from climate change on water demand and supply, this effort will become increasing important in future years. King County would like to use this information to help develop a regional water supply plan.

F-234 **King County supports initiation of a water planning process for the development of a regional water plan. The planning process should at a minimum cover all of King County, but may include a broader geographic area. The County will work in concert with water utilities and others that participate. Key components of this planning process should include:**

- **a. Involvement, oversight and support of elected officials in the region;**
- **b. Meaningful public participation including the involvement of the state and federally recognized tribes; and**
- **c. Recognition of, and making appropriate linkages with, other state, regional, or local planning processes.**

F-235 **King County recognizes that a regional water planning process will be a collaborative process. King County's objectives for the process and a resulting plan are that it:**

- **a. Be consistent with, and support, growth management objectives and decisions made by local and regional jurisdictions under the Growth Management Act;**

b. **Address the need for sufficient flows to achieve salmon recovery objectives of the approved regional recovery plan for species listed under the Endangered Species Act, and recognize tribal water rights;**

c. **Be consistent with and support the approved water quality and quantity strategies adopted by the region, local governments, and other responsible entities (such as water utilities) in compliance with federal requirements under the Clean Water Act, Safe Drinking Water Act, and other authorities relevant to water quantity and quality;**

d. **Include provisions for the efficient use of water, including reclaimed water;**

e. **Consider the impacts of climate change on water demand and supply;**

f. **Address the water needs of other specific sectors of the local economy, including agriculture and other industries with significant water uses;**

g. **Include, to the extent possible, assigned accountability for implementing conservation and developing new supplies and related infrastructure; and**

h. **Identify, and develop a strategy for, any legislative changes necessary or desirable to implement the plan.**

F-236 **King County shall participate in the development of a regional water supply plan or plans addressing potable water supply service by multiple water purveyors to ensure that uses of reclaimed water intended to augment or replace potable water supplies will be considered in the development of any such plans, and for such other purposes as are authorized in the underlying authority for such a plan. King County's participation in the development of such plans shall be carried out in accordance with RCW 90.46.120, and pursuant to processes provided in the underlying planning authority.**

3. Utility System Interties

Water utilities obtain water supplies from many varying sources. Some water utilities receive the vast majority of their water supply from wells. Others receive substantial portions from municipal watersheds and reservoirs. The varying water supply sources can differ substantially in terms of dependability of output, so that while one water utility may have excess capacity, a neighboring water utility could be experiencing severe shortages and be unable to adequately serve their customers.

F-237 **King County supports interties that allow the transfer of water resources among water utilities to meet the projected demands for growth. The transfer of water must be consistent with state law in RCW 90.03.383, locally adopted comprehensive plans,**

regional water supply plans, groundwater plans, watershed plans, and approved Coordinated Water System Plans, and implement approved Endangered Species Act response requirements and Clean Water Act requirements.

F-238 **King County supports the development of appropriate regional water intertie capital projects, subject to approval from appropriate local, state, and federal agencies and consistent with Policy F-237.**

4. Water Use Efficiency, Planning, and Management

Water is becoming an increasingly scarce resource, which calls for commitments to improved planning, more efficient water use, and better water management. The impacts of climate change on water demand and supply adds to the need to make efficient use of this scarce resource. As part of its resource management and land use planning responsibilities, the King County Utilities Technical Review Committee reviews water utility plans for those water utilities serving unincorporated King County or otherwise subject to the planning requirements of K.C.C. 13.24 and ensures the inclusion of elements related to reclaimed water, water use efficiency, and water conservation in the plans as may be called for under state law, the King County Code, or the King County Comprehensive Plan. The Reclaimed Water Act of Washington State (RCW 90.46) recognizes the value of reclaimed water in the process to better manage, protect, and conserve our water resources. In addition, measures to increase water conservation and expand the use of reclaimed water for non-potable uses throughout the county are important elements in preparing for potential climate change impacts, and to address water as a recognized limiting factor for Puget Sound and salmon recovery efforts. The King County Code also directs county programs to act as a clearinghouse for data related to groundwater quality and quantity in order to facilitate implementation by King County and others of the groundwater management plans that have been developed for major portions of King County.

F-239 **King County shall partner with utilities to publicize water conservation and encourage best management practices that conserve potable water supply through measures that include use of alternative supplies such as reclaimed water. In exercising its role in reviewing utility water system plans, the UTRC shall ensure water system plans include an evaluation of reclaimed water opportunities and encourage water purveyors to include aggressive conservation and reuse measures where applicable, as well as development of new sources to support planned land uses with reliable service at a reasonable cost. Utilities shall be encouraged to assess all potential uses of reclaimed water authorized under the Reclaimed Water Act (chapter 90.46 RCW), including those for environmental enhancement (such as**

groundwater recharge and wetlands enhancement) as well as those augmenting or replacing potable supply for nonpotable purposes. The provisions for the use of reclaimed water in any plan approved by the county should be included by the county in its review of provisions for water supplies for any proposed new land subdivision or short subdivision in unincorporated King County, as required under RCW 58.17, where the proposed subdivision or short subdivision is within the service area covered by the water system plan.

F-240 In its review of water system plans, the UTRC shall consider the criteria provided in K.C.C. 13.24.010, 13.24.060, and 13.24.070, and determine the plan's consistency with the following:

a. Applicable provisions of the King County Comprehensive Plan, land use plans, and development regulations adopted under the Growth Management Act;
b. Approved or adopted regional water resource plans, such as basin plans, groundwater plans, watershed-based conservation and recovery plans developed under ESA, salmon recovery plans developed under chapter 77.85 RCW, water resource plans developed under chapter 90.54 RCW, watershed plans developed under chapter 90.82 RCW, and a regional water supply plan or water resource management plan;
c. The county's Regional Wastewater Services Plan; and
d. Other applicable provisions of countywide plans managed by King County, as specified in UTRC guidance or checklists.

The UTRC shall work with state agencies, water utilities, and other parties to develop any necessary rules, policies or checklists to provide clear information and guidance as to the county's expectations for its reviews. For each plan submitted to the county for review, the UTRC should have the goal of providing an initial response and comments to the water utility within the same timeframes as the state Department of Health under RCW 43.20.250.

F-241 In reviewing proposals for modified and expanded service area boundaries for municipal water suppliers, the UTRC shall consider, in addition to Policy F-240:

a. Compliance by the water system with its water system comprehensive plan, including water conservation elements;
b. Whether it can meet its duty to provide service within its service area, as required under chapter 43.20 RCW; and

c. **Consistency with the service provisions of any applicable Coordinated Water System Plan, as adopted in King County Code Chapter 13.28.**

The county shall not approve a water system plan with a proposed retail service area where the water system is unable to provide timely and reasonable service for one or more of the reasons identified in RCW 43.20.260. King County accepts and encourages timely and reasonable service by a water utility within its service area through the provision of satellite or remote ownership or management of facilities that are not physically connected with the water utility's other facilities. This does not preclude a modified or expanded service area boundary for the water system in order to correct problems and provide reliable potable water service to existing water users within the proposed modified service area. The UTRC is responsible for making determinations of timely and reasonable service, as provided for under RCW 70.116, and K.C.C. 13.24 and 13.28.

F-242 **Consistent with Countywide Planning Policies CO-3, CA-6, CA-9, and FW-5, the UTRC should develop a water accounting program in conjunction with affected water utilities that serve in unincorporated King County. The water accounting program should coordinate information on the rate, timing, and location of new development with the projected ability of water utilities to issue certificates of water availability. The UTRC, in conjunction with Department of Development and Environmental Services, should ensure that the certificate of water availability contains the information necessary to meet the requirements of K.C.C. 13.24.120 and 21A.28.040 and the King County Comprehensive Plan.**

5. Resource Management and Protection

Water system reservoirs and watersheds often serve a number of functions. These functions can include open space, recreation, forestry, and resource management. However, each function must be weighed against the primary purpose of such reservoirs and watershed, which is to provide and protect supplies of potable drinking water.

F-243 **Consistent with Countywide Planning Policy FW-5, public drinking water system surface water reservoirs and their watersheds should be managed primarily for the protection of drinking water, but should allow for multiple uses, including recreation, when such uses do not jeopardize drinking water quality standards. Public watersheds must be managed to protect downstream fish and agriculture resources.**

F-244 **Groundwater-based public water supplies should be protected by preventing land uses that may adversely affect groundwater quality or quantity to the extent that the supply might be jeopardized. Consistent with Countywide Planning Policies CA-5 and CA-6, the county shall ensure that it protects the quality and quantity of groundwater used as water supplies by such actions as implementation of groundwater management plans, development of best management practices within aquifer recharge areas, and developing plans for replacement of depleted or degraded aquifers.**

I. Public Sewers and On-Site Wastewater Treatment and Disposal Systems

King County adopted the Regional Wastewater Service Plan (RWSP) in 1999. The RWSP outlines a number of important projects, programs, and policies for King County to implement through 2030 to continue to protect public health and water quality and ensure sufficient wastewater capacity to meet future growth needs. The RWSP includes building a new regional treatment plant by 2010, now known as "Brightwater", to accommodate growth in the northern portion of the wastewater service area. The Brightwater Treatment System will include a 36 million gallons per day (mgd) treatment plant located at the Route 9 site in unincorporated Snohomish County; conveyance (pipes and pumps that take the wastewater to and from the plant); and a marine outfall that will discharge effluent (treated wastewater) from the Brightwater Treatment Plant into Puget Sound. The Brightwater conveyance system consists of approximately 14 miles of conveyance pipeline built in underground tunnels. Reclaimed water pipes are also being built in these tunnels and will bring reclaimed water closer to irrigators and industries in north King County, south Snohomish County, and the Sammamish Valley. Construction on the Brightwater Treatment System began in 2006; the project remains on schedule for completion in 2010.

The RWSP also calls for improvements to the county's regional conveyance system to meet the 20-year peak storm design standard and accommodate increased wastewater flows; improvements to reduce existing and future levels of infiltration and inflow into local collection systems; and improvements to control combined sewer overflows (CSOs) so that an average of no more than one untreated discharge occurs per year at each CSO site by 2030. The adopted policies that guide the implementation of the RWSP are in King County Code 28.86.010 through 28.86.180.

King County is pursuing the development of a Reclaimed Water Comprehensive Plan as an element of the RWSP. The overall goals of the Reclaimed Water Comprehensive Plan (Plan) are to identify ways to better manage and use treated effluent from King County's regional wastewater treatment system, and reduce the amount of effluent discharged to Puget Sound. The Plan will consider potential uses of

reclaimed water authorized under state law and will guide King County's future reclaimed water program. King County's existing reclaimed water program will continue while the Plan is being developed. Facilities, decisions, and agreements supporting the county's existing reclaimed water program are guided by and implemented in accordance with existing policies in the RWSP.

In addition to King County's role as the regional wastewater treatment provider, the Seattle-King County Department of Public Health is the agency responsible for permitting on-site wastewater treatment and disposal systems (septic systems). In addition, the UTRC and the King County Council review and approve sewer utility comprehensive plans.

F-245 **In the Urban Growth Area, all new development shall be served by Public sewers unless:**

- **a. Application of this policy to a proposal for a single- family residence on an individual lot would deny all reasonable use of the property; or**
- **b. Sewer service is not available for a proposed short subdivision of urban property in a timely or reasonable manner as determined by the Utility Technical Review Committee. These on-site systems shall be managed by one of the following entities, in order of preference:**
    1. **The sewer utility whose service area encompasses the proposed short subdivision; or**
    2. **The provider most likely to serve the area; or;**
    3. **an Onsite Sewage System Maintainer certified by the Seattle-King County Department of Health.**

The onsite system shall meet all state and county approval requirements. The approved short subdivision shall indicate how additional lots to satisfy the minimum density requirements of the zoning will be located on the subject property in case sewers become available in the future. There shall be no further subdivision of lots created under this policy unless served by public sewers.

F-246 **In the Urban Growth Area, King County and sewer utilities should jointly prioritize the replacement of on-site systems that serve existing development with public sewers, based on the risk of potential failure. King County and sewer utilities should analyze public funding options for such conversion and should prepare conversion plans that will enable quick and cost-effective local response to health and pollution problems that may occur when many on-site systems fail in an area.**

F-247 City-owned parks that are redesignated from Rural to Urban to allow future annexation by a city and that are subsequently served by public sewers shall be tightlined. This policy applies to parks that were redesignated from Rural to Urban on or after September 20, 2004.

F-248 The existing public sewer system in the Town of Vashon cannot be expanded to serve land beyond the boundaries of the town, except as provided in Policy F-249 and as consistent with Title 57 RCW. On-site systems, community on-site systems or decentralized treatment systems may be used as appropriate for planned growth in other Rural Towns.

F-249 Public sewer expansions shall not occur in the Rural Area and on Natural Resource Lands except where needed to address specific health and safety problems threatening the existing uses of structures or the needs of public schools or public school facilities, consistent with the paramount duty of the State to make ample provision for the education of all children residing within its borders. Public sewers may be extended, pursuant to this policy, only if they are tightlined and only after a finding is made by King County that no reasonable alternative technologies are technologically or economically feasible and that an on-site sewer disposal system for the public school or public school facility would not protect basic public health, safety, and the environment during the use of this site for a school or school facility. Utility providers shall ensure, through a signed agreement between the school district and the utility provider, that any sewer service permitted for the school district is designed only to serve public schools or public school facilities. Public sewers which are allowed in the Rural Area or on Natural Resource Lands pursuant to this policy shall not be used to convert Rural Area land or Natural Resource Lands to urban uses and densities or to expand permitted nonresidential uses.

F-250 Sewer facilities such as pump stations, force mains and trunk lines that do not provide connections to the Rural Area may be located in the Rural Area only when they are identified in a King County-approved comprehensive sewage system plan and upon a finding by King County that it is technically necessary in providing service to the Urban Growth Area.

F-251 On-site wastewater treatment systems in the Rural Area and Resource Lands should be designed, built and operated as permanent methods of sewage disposal.

F-252 **King County should monitor on-site systems that have shown evidence of failure or potential for failure. The data should be used to correct existing problems and prevent future problems. King County should analyze public funding options for correcting on-site wastewater system failures which may include, where feasible and otherwise consistent with this plan, conversion to community sewage systems or installation of public sewers.**

F-253 **Collective on-site systems may be used only in the following circumstances in the Rural Area and Resource Lands:**

a. **Existing on-site systems are failing within an area and the Seattle/King County Department of Public Health concurs that long-term individual on-site system repairs are not feasible and/or water quality is threatened by the presence of or potential for health hazards resulting from inadequate on-site wastewater disposal methods;**
b. **An authorized public agency will manage the community system; and**
c. **The community system is designed only to serve existing structures and lots and cannot be used as a basis to increase density or to expand permitted nonresidential uses. Substandard vacant lots must be combined to the extent feasible to meet rural density policies. Management of the community system must be by an authorized public agency.**

Greywater is residential wastewater generated from bathtubs, showers, bathroom sinks, washing machines, dishwashers, and kitchen sinks. It includes sewage from any source in a residence or structure that has not come into contact with toilet wastes. Greywater comprises 50-80% of residential wastewater.

F-254 **King County supports innovative technologies to process greywater for safe use on-site in the Agriculture and Rural Zones.**

J. Solid Waste

Appropriate management of solid waste to protect the environment of King County is essential to public health. Responsibility for management of solid wastes generated by unincorporated area residents and businesses is shared by waste haulers certified by the Washington Utilities and Transportation Commission and the King County Solid Waste Division.

F-255 **Solid waste should be handled and disposed of in environmentally sound ways that protect the quality of air, water and public health.**

F-256 **King County shall divert as much material as possible from disposal to reduce the overall costs of solid waste management to county residents and businesses, conserve resources, protect the environment, and strengthen the county's economy.**

F-257 **Solid waste management should be planned and disposal capacity provided on a regional basis.**

F-258 **Solid waste handling facilities should be dispersed throughout the county in an equitable manner.**

K. Surface Water Management

Surface water management activities address both the quantity and quality of water entering the natural environment. Urban areas are largely covered with impervious surfaces (e.g., buildings, streets, parking lots) that cause increased runoff and are a source of pollutants. Management in the Rural Area is important, too, because of the potential adverse impacts of land clearing and impervious surface as well as forestry, agricultural, and livestock practices. Prevention or mitigation of flooding, erosion, sedimentation, and water quality and habitat degradation is important for both the built and natural environments. King County has been and will continue to be a leader in developing and implementing state-of-the-art stormwater management techniques including low impact development (LID). LID is becoming increasingly important in meeting the challenge of protecting declining and federally protected aquatic species, meeting the requirements of the Municipal National Pollution Discharge Elimination System Permit, mitigating climate change, and in doing our part to protect and restore Puget Sound.

The primary LID tools to be used in the Rural Area are forest retention and limiting impervious surface. King County shall continue to help limit impervious surface through code and incentive programs that help keep land in forest and agricultural use.

F-259 **To reduce flooding, erosion and sedimentation, prevent and mitigate habitat loss, enhance groundwater recharge and prevent water quality degradation, the surface waters of King County shall be managed through plans, programs and regulations developed by King County in cooperation with affected jurisdictions whenever possible.**

F-260 A watershed approach shall be taken to surface water management, with responsibility shared among King County and affected jurisdictions. This approach should emphasize prevention of water quality degradation through education programs and implementation of best management practices to reduce pollution entering surface waters, including Puget Sound.

F-261 In the Rural Area, King County shall minimize the use of constructed facilities for surface water management and maximize the use of natural systems, provided that the ecological functions of the natural systems are not harmed. The county should provide incentives to keep these natural systems intact. Natural systems are also preferred in the Urban Growth Area, but it is recognized that structural systems will be needed to realize urban growth and density goals. King County will plan and manage surface waters on a watershed basis pursuant to Policies E-123 through E-129. To accomplish this goal, water should not be diverted from one watershed into another, nor from one drainage basin into another, unless no other reasonable alternative is available for managing surface water run-off within the same watershed and drainage basin. Where such diversions are permitted, King County will require such environmental analysis and mitigation as is needed to protect surface water resources from significant adverse impacts.

F-262 In the Urban Growth Area, regional and shared surface water management facilities should be encouraged to support infill development to preclude the need for individual on-site facilities, provide development incentives, encourage efficient use of land, and reduce overall facility maintenance costs. These facilities should be planned and financed through public and private partnerships.

F-263 Regional and shared stormwater facilities should be funded through an adequate and equitable funding mechanism. Stormwater facilities required of new development should be designed and built for low-cost, long-term maintenance.

F-264 King County shall continue to encourage, support and require the use of low impact development as a part of its strategy to mitigate stormwater impacts from new development to the maximum extent practicable, as discussed in policies U-405, U-406, U-407 and R-336.

F-265 **King County should work cooperatively with other jurisdictions to develop and implement plans and programs that address the proper treatment and/or disposal of the wastes generated from maintenance of stormwater facilities.**

F-266 **King County shall work with jurisdictions to ensure that storm and surface water management facilities are transferred from King County to the local jurisdiction that annexes or incorporates that portion of King County.**

L. Floodplain Management

Both the Washington State Growth Management Act (chapter 36.70A RCW) and Title 86 RCW, Flood Control require interlocal coordination for effective flood hazard management. Counties have been directed to prepare comprehensive flood hazard management plans with participation of the cities. The King County Flood Hazard Management Plan is binding on all jurisdictions within the county. Flooding is a countywide issue impacting public safety, regional economic centers, Agricultural Production Districts, transportation corridors, and public and private properties. As such, King County is a regional service provider for floodplain management.

F-267 **King County shall participate with cities to prepare, update and implement comprehensive flood hazard management plans that meet or exceed standards established by the National Flood Insurance Program.**

F-268 **King County shall maintain a regional flood warning program in King County.**

F-269 **Maintenance of flood protection facilities in King County shall reflect a prioritized approach, based upon the Flood Hazard Management Plan policies, within available funding levels. Additional funding sources and partnerships in support of maintaining and improving flood protection facilities should be sought whenever possible.**

The King County Council has adopted the 2006 Flood Hazard Management Plan, which identifies flood risk reduction strategies to address the backlog of maintenance and repairs to existing levees and revetments, acquire or otherwise mitigate repetitive loss properties and other at-risk floodplain properties, setback or remove levees to increase flood storage and conveyance, conduct floodplain mapping and improve countywide flood warning and flood response. The county will work cooperatively with the King County Flood Control Zone District, cities, and other stakeholders to implement the 2006 Flood Plan.

F-270 **Responsibility for the costs of flood hazard management, including, but not limited to capital improvements, repair, operation and maintenance, and flood warning, should be shared between King County, the King County Flood Control Zone District, and incorporated cities.**

M. Human Services

People are King County's most valuable resource. Their well-being affects the prosperity of the region. King County's vision for the future includes livable, safe communities that are attractive to families, thriving cities, healthy rural communities and a robust economy. The availability of human services is an essential component of this vision.

Regardless of age, cultural background, income or family size, *everyone* is likely to need human services at some point. Human services range from youth recreation programs to mental illness programs to social programs for senior citizens. Many needs associated with human services are circumstantial and have nothing to do with income. Any one can have trouble locating quality childcare. Any one may need help dealing with family violence or substance abuse problems. Naturally, people with low incomes have the highest needs for human services, including help in meeting such basic needs as food, housing, health care and job training.

King County helps address the human service needs of its residents in many ways, including financial assistance for programs that serve residents who lack resources to meet basic needs. Although there are many funding sources, the amount is inadequate to meet rising human service needs. A large portion of King County's resources for human services comes from the State of Washington. This money is mandated to be spent on particular groups, such as people with developmental disabilities, people with mental illness, people with substance abuse problems and veterans. The county also accesses its own current expense fund to support other human services.

The policies in this subpart reflect the intent of the *King County Framework Policies for Human Services* adopted by the King County Council in 2007.

Human Services are important social supports that help advance the well-being of King County's residents and communities. The purpose of the Framework Policies for Human Services is to communicate King County government's role in human services, the goals we seek to achieve, and the principles that will underlie our investments. The King County Framework Policies for Human Services of 2007 supersede the 1999 Framework Policies for Human Services.

F-271 King County has a regional role in human services, working with many partners to help those most in need.

F-272 In carrying out its role in human services, King County government will:

a. Work with other jurisdictions and organizations to define a regional human services system and strengthen financing, access and overall effectiveness of services;
b. Collaborate with other funders to assure coordination in how funds are used, and continue to explore improvements to system design, contracting, data collection and analysis;
c. Retain responsibility for the development and implementation of mandated countywide specialty systems for mental health, drug and alcohol abuse and dependency, veterans, public health, and developmental disabilities services;
d. Define its regional role in other human service systems, including aging, domestic violence, sexual assault, and youth and family services;
e. Assess and measure the health and needs of King County's citizens on an ongoing basis and modify strategies to respond to changing needs, outcomes, and new research; and
f. Review the effectiveness and appropriateness of this policy framework periodically and revise if needed.

F-273 King County's priorities for human service investments will be programs and services that help to stabilize and improve people's lives, and prevent or reduce emergency medical and criminal justice system involvement and costs.

F-274 King County will focus resources and efforts on programs and services that continue to improve individual and community quality of life, improve equity and social justice, counterbalance growth in areas costly to communities and taxpayers, and preserve the resources necessary to collaborate as a true partner in regional human service systems. The following priority investment areas are consistent with other regional plans and initiatives:

a. Effective intervention and prevention strategies;
b. Job readiness and employment to increase self-sufficiency;
c. Prevention and elimination of homelessness; and
d. Services that reduce the growth of emergency medical and criminal justice system involvement and costs.

F-275 **King County will apply principles that promote effectiveness, accountability and social justice.**

F-276 **King County embraces the following principles in its human service actions and investments:**

a. **King County will provide information to the community on its human services planning and evaluation activities, funding processes and criteria, and the results of its investments in a transparent and accountable manner;**
b. **King County will uphold federal, state and local laws against discrimination; promote culturally competent and relevant service delivery; and work to end disparities in social, health and economic status among people of different racial and ethnic backgrounds;**
c. **King County will encourage service approaches that promote recovery and support individuals and families to achieve their full potential to live meaningful and productive lives in the community;**
d. **King County will foster integration of systems of care through increased information sharing across agencies and programs for the purpose of improved service delivery, coordination and outcomes; and**
e. **Together with its partners, King County will assess and respond to changing human service needs and use data, research, innovation, analysis and evidence-based practices to drive its investments.**

III. Energy & Telecommunications

King County's economy and quality of life depend on readily available, inexpensive and clean energy and telecommunications resources. Energy and electronic communications systems provide important public services and their implementation must be coordinated with land use planning. The sustainable development and efficient use of energy resources can ensure their continued availability while minimizing long-term costs and impacts to the individual, society, and the shared environment.

In order to help mitigate global climate impacts resulting from human energy use, King County is planning its energy uses in ways that will reduce the release of greenhouse gases (GHGs). In 2006, the King County Executive implemented a suite of four Climate Change Initiatives: Land Use, Transportation, Environment, and Renewable Energy. In 2006, the King County council adopted initial targets for renewable energy use:

- At least 50 percent of King County's non-transit energy use to come from renewable resources by 2012;
- At least 35 percent of King County's transit energy use to come from efficiencies and renewable sources by 2015; and
- At least 50 percent of King County's transit energy use to come from efficiencies and renewable sources by 2020.

These are the targets the county is committed to achieving considering, cost, available funding, and public benefit.

Various local, state and federal agencies regulate retail energy providers in King County. Gas and electric utility resource and conservation plans are approved by the utilities and other agencies through a public process. The Washington Utilities and Transportation Commission (UTC) reviews and accepts plans of investor-owned electric and gas utilities, and the Seattle City Council approves the plans of Seattle City Light. Electric and gas utilities operate in King County under franchises with the county for use of the public right-of-way. The UTC also defines the costs that investor-owned utilities can recover, approves rates, sets service standards and resolves customer complaints.

Telecommunications services are regulated by several entities, including the Federal Communications Commission and the Washington Utilities and Transportation Commission. King County has some

regulatory authority over telecommunications services through franchises and the development approval process.

A. Energy

1. Consistency with Land Use Plans

State law mandates that electric and gas public service companies provide the same level of service on a uniform basis, regardless of location. (RCW 80.28.110). Policies in this chapter encourage the utilities to prioritize capital improvements in a manner consistent with land use.

F-301 **Energy providers' resource and facility plans should be consistent with the King County Comprehensive Plan and should provide for a reliable source of energy in the event of natural disaster or other potential threats of disruption to service.**

Disruption of traffic due to public and private road projects frequently occurs in King County. Policies in this chapter support existing programs to notify utilities of upcoming projects to build, expand, or maintain county roads so utility and road construction can be coordinated. Distribution systems for gas, electric and telecommunications installation in new construction now have separate permits. Permit consolidation is desirable as a means to expedite review while protecting the environment. Countywide Planning Policy ED–23 encourages jurisdictions to establish a master utility project.

F-302 **King County should coordinate public road construction and maintenance projects with utility construction and maintenance.**

Appropriate planning, such as increased housing density, transit-oriented development and walk-to-work housing can significantly reduce regional energy use over time. Similarly, land use regulation can support increased availability and use of renewable energy. For example, consideration of solar access in land use codes and building siting can increase the potential for solar energy use. Policies in this chapter encourage such energy-conscious development.

F-303 **King County should encourage land uses and development that will improve energy efficiency, and should support the expansion of renewable energy resources through development regulations, prudent variances and active incentive programs when the benefits of doing so outweigh the costs.**

2. Energy Efficiency, Conservation and Alternative Energy Sources

King County Countywide Planning Policy CO-6 states that "aggressive conservation efforts shall be implemented to address the need for adequate supply for electrical energy and water resources, protect natural resources, and achieve improved air quality." King County has a continued commitment to energy efficiency, conservation, use of renewable resources and quality enforcement of the energy code. Recent recognition of climate change and other negative impacts of our energy infrastructure have brought the need to improve the county's energy use patterns and supplies into the forefront of policy discussions. King County's current energy use patterns and energy supplies could be modified and improved to reduce air pollution (including GHG emissions), conserve non-renewable resources important to future generations, and help to limit the growth in energy costs.

F-304 **King County should foster the development and increased use of clean, renewable and alternative fuel and energy technologies. Promising technologies include, but are not limited to: biodiesel, hydrogen, and increased electrification.**

F305 **King County shall:**

a. **Continue to increase the use of renewable fuel in, and the efficiency of, county buses and vehicles and shall support testing of plug-in-hybrid electric vehicles where appropriate.**
b. **Consistent with policy E-202, collaborate with other local governments regionally, nationally and internationally to develop a common approach to accounting for the GHG emissions resulting from the operation of its public transportation system, and for claiming rights to any GHG reduction attributes associated with its operation.**

In support of its environmental, long-term sustainability and energy security goals, King County will provide leadership by shifting to the use of renewable resources. Although renewable energy sources can be more expensive than traditional power sources on a per unit basis, careful choices of technology and expanded economic considerations including "triple bottom line" life-cycle cost analyses (LCA) show that in proper applications the benefits of some renewable energy technologies already exceed their costs. Additionally, subsidies and grants are available for some renewable power systems. For example, solar electric power is already cost effective in limited applications at county facilities that are remote or very small, where a utility electric service would be more expensive. This may include lighting for bus shelters, parks and ride lots, county road signs and remote monitoring equipment.

F-306 **King County shall maximize practical applications of electricity and heat production from renewable resources.**

F-307 **King County shall support the conversion of renewable resources to energy for reasonably usable waste products, including methane gas generated from the operation of its landfill and wastewater treatment plants, consistent with E-205. Renewable resources shall include those sources listed in RCW 19.285.030(18), now and as may be amended. King County shall claim rights to any and all renewable energy and GHG reduction attributes.**

King County, working with its utility partners, has a long and successful history of energy efficiency and conservation projects; however these efforts have been largely uncoordinated and piecemeal, subject to the availability of county budget funds and utility incentives. The combination of generally increasing energy costs and climate change mitigation goals will require that the county continuously increase its energy efficiency for many years to come. To achieve energy goals already set and more aggressive goals expected in the future, a coordinated, strategic approach to energy management and investment in energy efficiency is needed in the county.

F-308 **King County shall develop and adopt strategic energy management, efficiency and conservation programs in its own operations, including:**

a. **Consolidated energy accounting of county facilities to establish baseline energy performance for the county, benchmarking of facilities against comparable best practices where possible, setting goals for facility efficiency improvements, and measuring and reporting progress toward county energy goals;**
b. **Energy efficiency audits of all significant county facilities and the creation of a prioritized action plan for reducing energy use at such facilities;**
c. **Energy management plans for energy-intensive or special-purpose county facilities such as wastewater treatment plants, correctional facilities and transit bases that focus on least-cost management and that include specific approaches for each facility's use, as well as the production and sale of energy where appropriate;**
d. **Mandatory energy efficiency and resource use guidelines for operation and maintenance of all county-occupied facilities, while recognizing the unique operating requirements of specialty facilities;**
e. **Programs to encourage employees to implement energy conserving measures at work; and**

f. **Incentives, including retaining a portion of energy cost savings, to county agencies and departments for achieving energy efficiency.**

F-309 **King County should benchmark all applicable county buildings as a basis for measuring energy efficiency improvements.**

F-310 **King County should achieve LEED certification on all new county construction.**

F-311 **King County should purchase only certified energy efficient appliances and office equipment (such as ENERGY-STAR labeled equipment) where available and shall require consideration of energy efficiency in all procurement decisions as an element of determining the lowest price bids.**

Many energy efficiency, conservation and renewable energy projects have been deferred or not implemented due to lack of funds, despite their benefits and financial indicators. The value of energy projects are often at a disadvantage because they require capital outlay up-front to reduce operating costs over the project lifetime, and are rejected even though the projects could be effectively self-funding using standard discount rates on capital funds. One problem is that the capital and operating budgets are separate and competing parts of county finance, with laws separating their accounting. Investment in cost effective, energy saving projects can play a role in helping King County meet climate change mitigation and energy efficiency goals, while at the same time saving the county money. Using accepted life-cycle cost analyses and other methods, the county could develop credible criteria to evaluate energy projects and determine if the operations and maintenance cost savings over the life of an energy project's assets exceed the implementation costs. Standardized financing rules and mechanisms (such as 3rd party energy performance contracting or even "energy conservation bonds") for such qualified projects used in the budget process should greatly increase the likelihood of projects being funded.

F-312 **King County shall develop criteria to evaluate energy projects to determine if the operations and maintenance cost savings over the life of an energy project's assets exceed the implementation costs, taking into account alternative funding mechanisms available for energy efficiency and renewable energy projects.**

F-313 **Efficient energy consumption, conservation, the use of renewable technologies, and energy responsible land use decisions should be a priority in King County. King County promotes the maximum use of energy conservation and renewable energy resources now, while leaving options for increasing conservation and renewable technologies in the future.**

F-314 **To implement the Countywide Planning Policy of aggressive conservation and promotion of regional air quality, King County should:**

a. **Effectively enforce the energy code as part of the general permit process;**
b. **Provide density incentives through the zoning code for energy-efficient developments;**
c. **Continue to improve the fuel efficiency and emissions of the county-owned fleet of motor vehicles;**
d. **Work with utilities to become a model of energy efficiency in facilities owned or operated by Metropolitan King County; and**
e. **Seek cost-effective ways to capture energy from county operations which otherwise would be lost, such as methane gas from landfills and sewage treatment.**

Methane released from sewage treatment plants and landfills is a potential source of energy. In addition, methane is a potent GHG. As a result, capturing methane from these facilities and putting it to a productive use provides a dual benefit.

F-315 **King County shall continue to explore and develop productive uses for and marketing of methane gas from its sewage treatment plants and landfills where appropriate.**

The moderate climate of the Puget Sound region provides an opportunity for significant use of solar energy. Relatively low heating and cooling needs in much of the county allow passive and active solar technologies to meet most of our heating and cooling budgets with proper building design. Similarly, our mild climate and available solar energy allows growing some food year round, potentially decreasing the use of fossil fuels for a portion of our citizens' food needs. This opportunity for local investments in passive and active solar design and in local food production can only be realized if building and neighborhood site design provides for solar orientation and through the development of regulations to protect solar access.

Although permit staff attempt to accommodate solar design, current regulations do not typically take into account solar orientation or solar access protection from development on neighboring properties. In addition, regulations, such as building height and building setback allowances, road access requirements, and protections for critical areas, stormwater, and native vegetation, may limit suitable locations for providing solar access. Requirements to create and maintain view corridors may or may not provide solar gain. In order to protect solar access, landowners or developers enter into voluntary solar easements. As an alternative, some municipalities have incorporated measures to protect solar access in their

comprehensive plans and development regulations. King County should study these measures and implement best practices in this area in support of the county's larger sustainability goals.

F-316 **King County encourages:**

a. the use of solar energy;

b. the siting of roads, lots, landscaping and buildings for improved solar orientation;

c. the use of passive solar design and active solar technologies; and

d. the protection of solar access.

F-317 **King County should consider passive and active solar energy collection systems in all new facility designs and major rehabilitations. Solar electric generation systems interconnected with local utilities should be employed where cost-benefit analysis shows net benefits, considering emergency power potential and capitalizing on utility net-metering and power production credit programs.**

Gas and electric utilities offer low-income energy assistance programs. All feasible actions to increase the availability of conservation measures to low-income residents should be pursued, such as public-private cooperation and combining existing rehabilitation efforts with installation of energy efficiency measures.

F-318 **King County should expand the availability of energy efficiency measures to low-income residents.**

3. Electric Utilities

The four-state Fifth Northwest Electric Power and Conservation Plan (also called the 5th Power Plan) produced in 2005 by the Northwest Power and Conservation Council (NWPCC) provides a blueprint for the development of electricity resources in the region. Bonneville Power Administration and other federal agencies, the region's utilities, state and local government, private businesses and the people of the Northwest all participate in implementing the council's goals. Electric utilities serving King County include Bonneville Power Administration, Seattle City Light, Snohomish Public Utility District and Tanner Electric Cooperative. Puget Sound Energy provides both electricity and natural gas service.

A number of significant events in the past years have influenced the electric power business in King County's power markets. These include:

1) Ongoing very large expenditures by hydropower utilities (notably BPA) to mitigate salmon habitat losses caused by dams;

2) The failure of Enron in 2001, with its devastating effects on several local utilities and the resultant retrenchment in Washington State from utility deregulation/restructuring;
3) The recognition of human-caused climate change, driven mostly by carbon dioxide release—a significant portion of which can be attributed to electric power generation;
4) The passage of State Initiative 937 codified at RCW chapter 19.285, requiring utilities to acquire an increasing portion of their electric supplies from qualified renewable resources (a so-called renewable resource portfolio standard);
5) North American natural gas resource supply limitations and competition for supply, caused in large part by major pipelines being completed from NW Canada to the US Midwest.

Hydropower is the largest single source of our existing electrical power, with the county's major electric resources located outside King County. These include the Grand Coulee, North Bonneville and Ross Dams. No new large dam sites are available in the region, making hydropower a very small part of projected new regional power-generating resources.

Existing hydropower facilities in King County include Snoqualmie Falls, Cedar Falls, Twin Falls, Weeks Falls, and Black Creek. Proposed projects include expansion of Snoqualmie Falls and new facilities at South Fork Tolt River, Hancock Creek and Calligan Creek (both are tributaries of the North Fork Snoqualmie), the Upper South Fork Snoqualmie and Martin Creek near Stevens Pass. Few if any additional projects beyond these listed are expected to be built in King County, and some of those listed above, although licensed, may not be built.

The Federal Energy Regulatory Commission licenses such projects, but in doing so must consider existing plans and policies of public and private jurisdictions. While power generation benefits the public, care must be taken to ensure that small hydroelectric projects are constructed in an environmentally sound manner, directing new, small hydropower facilities, for example, to streams that do not have anadromous fish. Construction and operation must also be consistent with the intended functions and uses of forestlands, where most small hydroelectric projects are located.

The Northwest Power and Conservation Council's (NWPCC) recommended Plan for the next 20 years consists largely of using aggressive conservation as a resource, supplemented with wind power, a small amount of coal, and an even smaller amount of natural gas-fired generation, in combustion turbines. Notably, cogeneration (employed at two King County wastewater treatment facilities) also figures in the mix, albeit contributing a relatively small amount of the region's total energy. No significant addition of hydropower resources is projected.

Electrical utilities supplying King County are required by Washington State law to plan for their electric power resources in an integrated resource planning process very similar to the process that the NWPCC used for its 5th Power Plan. County suppliers Puget Sound Energy and Seattle City Light have recently finished their Integrated Resource Plans (IRPs) with outcomes similar to those of the NWPCC. Since those IRPs were approved the passage of the I-937 renewable resource portfolio standard has increased the demand (and attendant value of) qualified renewable resources.

F-319 **To address the cumulative effects of multiple energy facilities, King County should continue to participate in the state and/or federal processes for licensing, authorizing or certifying, and any such renewals, of existing and proposed power generation projects within King County. King County's review of individual projects in the state and/or federal processes should consider consistency with designated land uses and environmental protection goals. Specifically, power generation projects should:**

- **a. Have climate change impacts considered and mitigated to the greatest extent practical;**
- **b. Be consistent with, and preferably directly incorporated in, utility integrated Resource Plans;**
- **c. Use renewable resources to the greatest extent practical;**
- **d. Include public engagement;**
- **e. Not significantly interfere with commercial forestry operations;**
- **f. Be located and operated in a manner such that impacts to salmonid fish and wildlife are minimized;**
- **g. Avoid unstable and erosion-prone areas;**
- **h. Include performance bonding to fund erosion control;**
- **i. Provide full mitigation for construction and operation impacts;**
- **j. Avoid, to the extent practicable, diminishing scenic values; and**
- **k. Incorporate adequate public safety measures.**

F-320 **King County and the utilities should identify and preserve corridors to accommodate future electric power transmission and distribution lines. Corridor designation should include:**

- **a. Identification of appropriate shared uses and recognition of the values provided by nonutility uses, such as recreation;**
- **b. Recognition of county roads as utility corridors; and**
- **c. Evaluation of proposed facility plans on a system-wide basis, rather than project-by-project.**

F-321 **When new, expanded or upgraded transmission is required, use of existing corridors that have above-ground utilities should be evaluated first. King County should facilitate appropriate corridor sharing among different utility types and owners.**

F-322 **New electrical distribution lines should be installed underground where reasonably feasible and not a health or safety concern. The county should encourage underground placement of existing distribution lines through such tools as local improvement districts.**

Public concern exists over the potential health effects of electrical power lines. The concern focuses on the effects of extremely low level electromagnetic fields, called ELF/EMF or simply EMF. Seattle-King County Department of Public Health currently responds to inquiries from citizens about EMF and keeps abreast of current research. The following policy recognizes the inconclusive nature of the data concerning EMF and the need to have an informed citizenry through public disclosure of available research about the potential health risks. Scientific evidence to-date does not support firm conclusions about the existence of adverse health effects related to EMF.

F-323 **King County will monitor scientific research on potential human health effects of extremely low frequency electric and magnetic fields (EMF). If federal or state agencies promulgate rules to reduce exposure to EMF — through changes in the use of appliances, construction practices, the location of electrical infrastructure or other activities — the county shall inform its citizens and take appropriate actions.**

4. Natural Gas

Generally, the most thermally efficient use of natural gas is in "direct applications." For example, to heat homes and businesses, the use of natural gas can reduce the demand for additional electricity. The choice of fuel shall be based on market conditions and the prudently weighted GHG impacts of using natural gas as compared with alternatives, with the customer comparing various fuels. Many homes and businesses in King County do not have the choice of natural gas, however, even within the Urban Growth Area.

Because of this, most multifamily housing is built with electric heat, a significant consideration given that they represent a large share of projected new housing units in urban King County.

King County has by far the largest resource of biologically produced methane in the region, from its wastewater treatment facilities and its solid waste landfills. The county is also developing pilot tests of farm

animal waste digesters locally. King County should continue to develop and promote the development of biologically-derived sources of fuel gas and support the efficient marketing and use of such gas.

F-324 **King County should work to remove barriers to the availability and efficient use of natural gas.**

F-325 **King County will provide leadership in and promotion of the use of biologically-sourced methane fuel gas to minimize climate change impacts, including that from its own sources, as a substitute for fossil-sourced natural gas where practical.**

5. Hazardous Liquid and Gas Transmission Pipelines

Hazardous liquid and gas transmission pipelines, as defined by RCW 81.88.040 and WAC 480-93-005, consecutively, provide a vital service of transporting hazardous materials from one location to another. Long-distance transmission pipelines move a variety of hazardous materials, including crude oil, petroleum products, natural gas and hazardous liquids, such as anhydrous ammonia. Pipeline rupture or failure can result in release of these materials, which are highly flammable, explosive or toxic. The policies in this chapter identify public values and goals to assure that the transmission of hazardous materials by pipeline address public health and safety.

The Federal Energy Regulatory Commission regulates the location, construction and operational conditions of interstate natural gas pipelines through its certification process. The state and federal government regulate the location, construction and operational conditions of hazardous liquid and intrastate gas pipelines through the Energy Facility Site Evaluation Council (EFSEC). In its review of pipeline applications, however, EFSEC must determine whether the pipelines are consistent with county land use plans and zoning codes. Thus, King County's authority to regulate the location of pipelines is through the comprehensive plan and development regulations.

F-326 **King County recognizes that federal and state regulatory programs govern the design, construction, and operation of hazardous liquid and gas transmission pipelines. To preserve the safety and reliability of the hazardous liquid and gas transmission pipeline system, land use, zoning and regulations shall be consistent with state and federal requirements.**

F-327 **Any new hazardous liquid and gas transmission pipelines proposed for construction in King County shall meet the county's development regulations, including but not**

limited to, King County's zoning code, building code, grading code, and shoreline management code.

King County anticipates that few new hazardous liquid or gas transmission pipelines will be constructed in the near future. However, as existing pipelines age and the relationship between resources, refineries and markets changes over time, new pipelines will need to be constructed. Hazardous liquid and gas transmission pipelines are best constructed away from locations where large numbers of people assemble. King County recognizes however, that under some circumstances, new gas transmission pipelines may need to locate in densely populated areas as the only practical alternative to meet the demand for service.

F-328 **New hazardous liquid and gas transmission pipelines should be located away from high-density residential zones, Urban Activity and Business Centers, Office Parks, sports fields, schools and day care centers or other land uses where large numbers of people would assemble.**

F-329 **When new, expanded or upgraded hazardous liquid or gas transmission pipelines are required, use of existing corridors should be evaluated first. King County should facilitate appropriate corridor sharing among different utility types and owners.**

F-330 **Hazardous liquid and gas transmission pipelines should not be located in areas susceptible to soil disturbance or liquifaction or in aquifer recharge areas. When it is impractical to avoid such areas, special engineering precautions should be taken to protect public health, safety and welfare.**

It is essential to map the location of existing hazardous liquid and gas transmission pipelines within King County so that developers know where they are and whom to call for information before construction begins. Accurate maps will assist King County in reviewing land use applications for land uses located near pipelines.

F-331 **King County should map the location of existing and new hazardous liquid and gas transmission pipelines. Maps shall not substitute the one-call locating system and shall not be used for any construction or maintenance activity.**

Risks to life and property can be minimized by keeping land uses a safe distance from hazardous liquid and gas transmission pipelines. Pipelines transport a variety of materials, some of which flow under the force of gravity. While standard setbacks do not assure protection from materials that have the ability to

migrate, setbacks may protect life and property from hazardous materials that are highly flammable, explosive or toxic. Limiting the allowable uses within pipeline rights-of-way can further reduce risks to life and property.

F-332 **Structures designed for human occupancy shall not be located within hazardous liquid or gas transmission pipeline rights-of-way and should be set back from the pipeline to protect public health, safety and property. No structures shall be located over the pipeline.**

F-333 **Land uses shall be restricted within hazardous liquid and gas transmission pipeline rights-of-way. Passive recreational uses, such as hiking trails, may be allowed if the risk to life and property is assessed and determined to be minimal.**

Pipeline failure can result from damage caused by excavation near existing pipelines. Many existing pipelines initially were constructed in less-populated areas with little development. As demand for land grows, the risk of conflict between existing pipelines and land development increases.

F-334 **King County should promote the safety and reliability of the hazardous liquid and natural gas transmission pipeline systems by requiring developers, contractors, and excavators to notify the state, pipeline operators and utilities through the one-number locator service, before beginning excavation or construction.**

F-335 **In the interest of safety and reliability of the hazardous liquid and natural gas interstate transmission pipeline systems, the county should take steps to protect and preserve the signs that mark pipelines.**

6. Natural Gas Distribution Systems

Natural gas pipelines fall into two major categories: gas transmission lines that transport natural gas from production fields to local distribution companies and distribution systems that deliver natural gas from transmission pipelines to retail customers. The federal government may define certain parts of the natural gas distribution system that serve large volume gas users as part of the transmission system. Distribution systems for transporting natural gas are fundamentally different from transmission gas pipelines and should be regulated based on their design, use and location.

Gas distribution systems are owned and operated by local distribution utilities. Such systems consist of the pipelines that deliver natural gas to end users together with intermediate supply lines. The distribution

system is constructed incrementally, with addition of new segments and upgrading of existing lines in numerous small projects. The distribution system is a network that is primarily located in road rights-of-way, where service is available. Local distribution companies are subject to the comprehensive safety regulations administered by the Washington Utilities and Transportation Commission (WUTC) under state law and regulations and by the federal Office of Pipeline Safety under federal law and regulations. The rates and services of investor-owned utilities also are subject to comprehensive regulation by the WUTC under state law and regulations.

F-336 **King County recognizes that the gas distribution system is primarily located in road rights-of-way.**

F-337 **King County should promote the safety and reliability of the natural gas distribution pipeline systems by requiring developers, contractors, and excavators to notify the state, pipeline operators and utilities through the one-number locator service, before beginning excavation or construction.**

F-338 **In the interest of safety and reliability of the natural gas distribution pipeline systems, the county should take steps to protect and preserve the signs that mark pipelines.**

F-339 **Structures designed for human occupancy shall not be located within gas distribution pipeline rights-of-way and should be set back from the pipeline to protect public health, safety and property. No structures shall be located over the pipeline.**

F-340 **Permit requirements shall require excavators to ensure adequate protection of any facilities that are encountered during their work. This shall include but not be limited to adhering to the foreign facility owners requirements for separation and backfill, developing joint plans when drilling or boring parallel to foreign facilities, and potholing all facilities that will be crossed by drilling or boring.**

B. Telecommunications

1. Telecommunications

Telecommunication technologies are changing rapidly and will continue to change during the horizon of this plan. The future telecommunication system may make little distinction between cable, telephone and

cellular. Telecommunication services include voice, data, video and other communication services on various mediums including, but not limited to, wire, fiber optic or radio wave. Effective telecommunications services are critical to citizens in several ways. They promote and enhance individual information exchange, contribute to a robust regional economy, and afford numerous public services, including delivery of emergency services, education and opportunities for citizen involvement.

F-341 **Telecommunication services are to be encouraged as a means to mitigate the transportation impact of development and growth, including GHG emissions.**

F342 **King County encourages the telecommunication service providers to engage in long-term planning for telecommunications construction, reconstruction and facility upgrades, including provisions to ensure that the system's capacity, design and equipment will allow users to take advantage of innovative uses, services and technology.**

F-343 **Telecommunication companies and the county should coordinate activities when facilities are being installed or road construction projects are scheduled.**

F-344 **Long-term planning for telecommunications systems by the telecommunication service providers should allow uninterrupted service during natural disasters.**

F-345 **Colocation of telecommunication facilities is encouraged to reduce the unnecessary proliferation of individual, single-user towers. Colocation shall be required unless an applicant can demonstrate to the satisfaction of the county that colocation on an existing tower is not feasible and not consistent with service quality and access.**

F-346 **Although visual impacts are always an important consideration in the decision to approve or deny a proposal, King County shall give greater weight to the visual impacts of telecommunication facilities proposed to be located on residentially-zoned lands or in the Rural Area. In addition, the visual impacts of proposals for an individual tower with a single user shall be given greater weight than proposals to colocate facilities.**

F-347 **King County considers the placement of telecommunication facilities within street rights-of-way as the preferred alternative to the construction of facilities on private property. Regulatory standards shall require placement in street rights-of-way,**

especially within residential neighborhoods and Rural Areas, unless such a location is not feasible or not consistent with service quality and access.

2. Cable Services

King County Ordinance No. 10159 dictates current policy for cable services. It states in part:
"it is the County's policy to promote the widespread availability of cable service and diverse information to County residents and to encourage the development of cable systems and cable technology as a means of communication between and among members of the public and public institutions."

The county's cable-related needs are expressed in the following policies:

F-348 **Long-term planning for cable systems should include service to all areas of the county which meet the minimum density established in the cable company's franchise agreement and the county's Cable Television Ordinance.**

F-349 **Cable companies should provide services that meet the cable-related needs and interests of all segments of the community, taking into account the cost of meeting such needs and interests.**

F-350 **Cable companies should take affirmative steps to ensure that reasonable services are available regardless of income or the income of other people in the person's neighborhood.**

F-351 **The goal of long-term cable planning should be a high-capacity, state-of-the-art system. Two-way capacity should be installed and activated. Cable systems should be interconnected to other communications systems. They should be designed to be "open"; that is, the systems should be usable by many, for a variety of purposes.**

F-352 **Public uses of the cable system should be expanded as the system is upgraded.**

3. Internet Access

Rapidly changing technologies are providing opportunities for alternative work environments and lifestyles as more people transmit and receive information through the internet. Although there is a growing interest in the use of computer technologies, few new developments are including high-speed internet access lines

or home cabling. King County encourages private partnering between developers, builders and communication providers to expand the opportunities for access to the internet.

F-353 **Developers should collaborate with major employers to create developments that facilitate and encourage telecommuting by installing high-speed internet lines during construction of the project.**

F-354 **Builders and architects should work with the telecommunication industry to design state-of-the art cable-ready homes and offices.**

Wireless internet connections, also referred to as "hotspots," first conceived in 1993, now number over 300,000 nationally. A hotspot is a location (park, coffee shop, airport, office building. etc) that offers Wi-Fi access. Hotspots allow the public to use laptop computers, Wi-Fi phones or other suitable portable devices to access the Internet. Ninety percent of the hotspots in the nation are free. Of the estimated 150 million laptops and 14 million personal digital assistants (PDAs) sold annually, most include Wi-Fi capability.

F-355 **King County encourages public and private organizations to create wireless internet connections where the public can access the Internet. This will create additional opportunities to reduce traffic, lower GHG emissions and enhance convenient information exchange.**

9

Chapter Nine

Economic Development

1. Overview

King County's economy is the largest and most significant economy in Washington State. In 2006, King County's economic base included:

- 1,176,600 nonagricultural jobs. This represents 66.3% of the Central Puget Sound Region's (King, Kitsap, Pierce, and Snohomish Counties) 1,774,100 non-agricultural jobs and 42.4% of the state's 2,858,300 non-agricultural jobs;
- A $61.5 billion payroll. This represents 72.6% of the region's $84.7 billion payroll and 50.3% of the state's $122.3 billion payroll;
- 69,200 business firms, excluding sole proprietorships. This represents 63.5% of the region's 109,000 firms and 36.1% of the state's 191,700 firms; and
- A population of 1,835,300. This represents 52.1% of the region's 3,524,000 population and 28.8% of the state's 6,375,600 population.

Non-agricultural employment peaked in 2000 at 1,185,700 jobs, but as recession took hold, declined by 74,500 to 1,111,200 jobs in 2003. Employment began to rise again in 2004, and by 2006 nonagricultural employment had almost returned to 2000 levels, increasing by 65,400 jobs. From recession to recovery, nonagricultural employment shifted among industry sectors. About 84% of 2006 employment (993,600 jobs) was in the Services Providing sector, with the remaining 16% (183,000 jobs) involved in Goods Production. And, the proportion of employment in the Good Producing sector steadily dropped from 2000, falling from 17.2% to 15.6% of total employment, with a corresponding increase in the Service Providing sector.

King County employment in 2006 was comprised in the following sectors:

- Trade, Transportation, and Utilities was the largest sector with 224,300 employees or 19.1% of total employment. This sector includes Retail Trade (113,600), Wholesale Trade (63,900) Transportation (42,600), and Utilities (1,000).
- Professional and Business Services (legal services, architecture, computer designing) was the second largest sector with 182,300 employees (15.5% of total employment), followed by Government (federal, state, and local) with 161,900 (13.8%).
- Three sectors had employment in the 100,000 range: Educational and Health Services (mostly in health) had 124,700 (10.6%), Manufacturing had 112,300 (9.5%), and Leisure and Hospitality had 108,600 (9.2%).

- Three other sectors had employment in the 70,000 range: Financial Activities had 77,500 (6.6%), Information (Software Publishing and Telecommunication) had 72,500 (6.2%), and Construction had 70,100 (6.0%).
- Other Services (repair and maintenance, personal services and religious, professional and civic organizations) was the smallest sector at 41,800 employees, 3.6% of the total.

The rural portion of the county's economic base plays a significant role in helping the county maintain a diversity of economic sectors, thus contributing to the county's overall economic health. Evaluation and discussion of the rural economy includes the Rural Area, Resource Lands, and the Rural Cities of Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Snoqualmie, and Skykomish. Information on the rural economy is as follows:

- In 2006, about 10% (177,655) of the county's total population of 1,835,300 lived in the Rural Area, Resource Lands, and Rural Cities.
- However, only 3% (29,500) of the total jobs (1,116,600) in the county are located within the Rural Area, Resource Lands, and Rural Cities.
- About two-thirds of the rural jobs (63%) are located in the rural unincorporated area, with the remaining one-third (37%) located in the Rural Cities.
- The Service Sector, which caters to both rural households and businesses, comprises 35% of rural employment.
- The more traditional Construction and Resources sector, including agriculture, forestry, fishing, hunting, and mining, accounts for 20% of rural jobs.
- Farming in King County is changing in response to increased demand by urban residents to purchase locally grown foods. Farms are becoming smaller with increased crop diversity. In 2002 there were 1,550 farms in the county, with an average farm size of 27 acres. Farm product sales totaled over $120 million in 2002.
- Sales at county farmers markets in 2006 generated over $25 million in direct sales to Washington farmers.
- The timber industry is also experiencing profound changes as larger companies have left the county and, in many cases, sold off timber lands for large acreage residential development. Between 2000 and 2002, the county saw a 35% decline in timber harvest to 91,000 by board feet processed.
- The equestrian industry plays a role in the rural economy. In 2005, there were about 3,200 persons directly employed in the equestrian industry and 945 persons employed in jobs related to the industry countywide. Additionally, equestrian industry sales totaled $227 million based on 2005 numbers, which included direct, indirect, and induced sales.

The foundation for a vibrant and sustainable economy consists of several factors including a favorable business climate, a trained workforce, adequate public infrastructure, land supply, predictable regulations, advancing technology, affordable housing, available capital, and a healthy natural environment.

The policies in this chapter are designed to continue King County's long-term commitment to sustainable economic development. They do so by promoting public programs and actions that support a strong, stable, and diversified economy, one that is compatible with the environment and contributes to a strong and stable tax base.

The policies also recognize businesses and the workforce as customers of an economic development system; and they support actions and programs that promote the strength and health of both groups.

General King County economic development policies include:

ED-101 **King County has a long-term commitment to sustainable economic development on a countywide basis. Sustainable economic development shall mean economic development that does not exceed the ability of the natural or built environments to remain healthy while sustaining growth over the long term.**

ED-102 **King County policies, programs, and strategies shall recognize the importance of, and place special emphasis on, retaining and expanding home-grown firms in basic industries that bring income into the county and increase the standard of living of our residents.**

ED-103 **King County policies, programs, and strategies shall recognize the importance of providing job opportunities for all residents and will place special emphasis on training low-income, low-skill residents for job opportunities with benefits and wage-progression and retention strategies.**

ED-104 **King County shall work to ensure that maximum economic benefit accrues to local businesses and workers when public funding is included in the construction or operation of large projects.**

ED-105 **King County recognizes the environment as a key economic value that must be protected.**

King County's role in economic development is implemented at several levels as described in the following policies:

ED-106 **At the multicounty level, King County should partner with other counties, regional entities and the state, as appropriate, to devise and implement economic development policies, programs and strategies for the benefit of the region.**

ED-107 **At the countywide level, King County should partner with other jurisdictions, economic development organizations, the Port of Seattle, and others, as appropriate, to develop and implement policies, programs, and strategies that set the general framework for economic development within the county for the benefit of the county as a whole.**

ED-108 **Within the unincorporated area, King County should partner with local businesses, unincorporated area councils, and others, as appropriate, to develop and implement policies, programs, and strategies that promote appropriate local economic development.**

At all three levels, King County seeks to coordinate and partner with private and public organizations to pursue mutually beneficial outcomes.

II. Business Development - Creation, Retention, Expansion, and Recruitment

Local and national research over the last 25 years has concluded that homegrown, small to medium-size businesses create the majority of new jobs in a local economy. King County's policies, plans, and programs should support a positive and healthy business climate that enables all local firms to stay globally competitive, quality-oriented, technologically advanced, and able to pay good wages.

Industries and firms that export their products and services outside King County bring income into the county and are considered basic, in economic terms. Jobs in basic industry generally pay better than non-basic jobs and support the non-basic or secondary part of the county's economy.

About 37% of the jobs in King County are basic and support the 63% non-basic jobs such as retail and personal services. Roughly one of every four jobs in the Puget Sound Region is dependent on international trade.

The county's leading export sectors are:

- Information Services with 16.4% of all export jobs. Software Publishing is the principal factor in this sector, accounting for over 50% of the sector's basic jobs and 9.3% of total basic employment.
- Manufacturing with 14% of all basic employment, led by aerospace with 9% of total basic jobs.
- Business Services, such as banking, insurance, accounting, legal, architectural, engineering, research and development, and computer services, with 13.8% of export jobs.

On September 27, 2005, the Central Puget Sound Economic Development District (serving King, Kitsap, Pierce, and Snohomish Counties) adopted a "Regional Economic Strategy for the Central Puget Sound Region". The Regional Economic Strategy was developed by the Prosperity Partnership—a coalition of over 200 government, business, labor, nonprofit and community leaders from the four counties—to ensure long-term regional prosperity.

The Regional Economic Strategy identifies five industrial clusters that, based on regional economic analysis, offer the best opportunities for business growth and job creation in the Central Puget Sound Region for the next several years. Clusters are geographically concentrated groups of competing and complementary firms that sell to similar domestic and international markets. Clusters drive regional economies because they export goods and services outside the region, which results in greater income,

wealth, and prosperity than would otherwise occur. An industry cluster differs from the classic definition of an industry sector because it represents the entire horizontal and vertical value-added linkages from suppliers to end producers including support services, specialized infrastructure, regional universities' research and development, and other resources. And, clusters are supported by the foundation factors listed in Section 1. The five clusters are Aerospace, Clean Technology, Information Technology, Life Sciences, and Logistics and International Trade. The Regional Economic Strategy identifies specific strategies and actions to help support the growth of each cluster.

ED-201 **King County supports programs and strategies to help create, retain, and expand homegrown businesses in basic industries, particularly those industrial clusters offering the best opportunities for business growth and job creation as identified in the Regional Economic Strategy for urban areas and the Rural Economic Strategies for the Rural Area.**

ED-202 **King County supports programs and strategies, in partnership with the federal, state, and local governments and the private sector, that provide technical and financial assistance to businesses including, but not limited to:**

- **a. Financial, marketing, expansion, and general operations assistance for small businesses to help them become competitive in the private sector;**
- **b. Incentives and/or other methods for small businesses to gain greater participation on county-funded public works, consulting, and goods and services contracts;**
- **c. Assessment and/or remediation of contaminated property (Brownfields) in order to continue or expand operations to help individual small businesses or jurisdictions impacted by Brownfields;**
- **d. Supporting small businesses to pursue historic building façade improvements or jurisdictions to pursue historic business district revitalization projects; and**
- **e. Technological, efficiency, and managerial assessments to help manufacturers reduce costs and use smaller footprints for existing or expanded production.**

ED-203 King County supports programs and strategies for the targeted recruitment of firms that will:

a. Export their goods or services and/or have the potential for high levels of growth and wages, particularly those firms within the industrial clusters identified by the Regional Economic Strategy; or
b. Support the county's basic industries by providing services that help keep existing firms globally competitive; or
c. Support and enhance industries that are basic to the Rural Area as identified in the Rural Economic Strategies.

ED-204 King County supports programs and strategies to expand international trade including those that:

a. Promote, market, and position the county for increased export, import, and foreign investment opportunities; and
b. Provide technical assistance, training, and opportunities for local firms wishing to export.

ED-205 King County supports programs and strategies to preserve and plan for an adequate supply of industrial and commercial land including but not limited to:

a. Compliance with the State of Washington Buildable Lands legislation – RCW 36.70A.215 – and in cooperation with the cities, inventory and monitor the use of industrial, commercial, and residential lands every 5 years;
b. Partnership with other jurisdictions and the private sector, advocate for development and maintenance of a regional Geographic Information System to track the supply of land;
c. Actively apply for federal, state, and other resources to help defray the costs of assessment, remediation, and redevelopment of private and/or public brownfields. Brownfields are defined as vacant or underdeveloped industrial/commercial sites with real or perceived contamination;
d. Sell county-owned surplus industrial and commercial lands for development by the private sector;
e. Promote the redevelopment and infill of industrial and commercial areas and explore the feasibility of using incentives to achieve this goal;
f. Prevent the encroachment of non-industrial uses on industrially-zoned land and the rezoning of industrial land to other uses.

ED-206 **King County recognizes that adequate infrastructure is essential to support existing economic activity and to attract new industry and development. The county therefore supports programs and strategies to maintain existing infrastructure and construct new facilities (transportation, utilities, schools, information, communications), including an adequate supply of housing, necessary to accommodate current and future economic demand.**

III. Workforce Development - Skilled Workers, Employer Involvement, and Economic Opportunities

King County should address the ongoing workforce challenges of the Puget Sound region. The robust economy of today and the last few years provides greater employment opportunities for county residents. At the same time, however, many low-income people have difficulties gaining access to quality education, training, and support services needed to prepare them for the world of work. Meeting these challenges successfully will depend on better strategies and working relationships between business, government, labor, advocacy organizations, education and training institutions, and human service providers.

Jobs that pay wages sufficient to support families are vital to the quality of life. However, training, education, skill levels, and abilities vary from person to person. As such, it is important for King County to support job opportunities for all residents with entry level jobs being essential to helping low-income, low-skilled individuals enter the workforce, reduce their dependence on public resources, and move out of poverty.

A family wage, or sometimes referred to as livable wage, is a wage that allows a family to meet its basic needs without resorting to public assistance and provides it some ability to deal with emergencies and plan ahead. This definition is taken from the "2006 Northwest Job Gaps Study" produced by the Northwest Federation of Community Organizations. According to this study, the 2006 family (livable) wage for a single adult with two children in King County was $25.99 per hour or $54,059 per year. For each job opening at this level, there are at least nine job-seekers.

For context, the 2006 King County average annual wage, excluding software workers, was $50,443 or $24.25 per hour. Adding the average annual wage for software workers – $121,000 – increases the 2006 King County average annual wage to $53,483 or $25.71 per hour.

As defined for this comprehensive plan, an acceptable entry-level wage pays a minimum of $9.00 per hour (to be reviewed annually and adjusted as appropriate), provides benefits, and offers workers wage progression opportunities. Although an entry-level wage is a wage that provides workers greater economic incentive than does being on welfare, it is not a family-wage. Depending upon household size and income, persons making entry-level wages in King County most likely require public subsidies in the form of childcare, housing, food stamps, and/or Medicaid. As skill levels and wages increase, workers become less dependent upon public subsidies as they approach a family-wage level defined above.

ED-301 King County supports the King County Workforce Development Council, established by the federal Workforce Investment Act of 1998, composed of high-level representatives from business, local government, labor, education and training institutions, advocacy organizations, and human service providers. The purpose of the council is to coordinate and improve employment, training, literacy, and vocational rehabilitation programs to meet the needs of the workforce system's two customers—workers and employers.

ED-302 King County supports programs and strategies to provide employment and training opportunities to low-income and low-skilled residents including:

a. Programs that facilitate employer involvement in hiring workers with limited experience and skills, and provide successful strategies for skills training, job placement, and retention for workers;
b. Training for and placement in jobs in growing industries that pay an average wage rate of $13.66 per hour provide benefits, and offer workers wage progression opportunities;
c. Programs that reduce recidivism by helping residents involved in the criminal justice system gain access to employment and training services in lieu of jail sentencing;
d. School-to-work programs and effective alternatives for out-of-school youth; and
e. Summer youth employment programs for at-risk youth.

ED-303 King County supports programs and strategies to address the barriers to entry-level wage employment including:

a. Access to transportation by providing transportation information and services to jobseekers and workers; and
b. Access to childcare by increasing the availability and affordability of quality childcare for low-income families.

ED-304 King County supports apprenticeship opportunities for low-income populations on county public works projects in order to address the on-going shortage of qualified construction trades workers and to encourage family-wage job opportunities.

ED-305 King County supports workforce development programs that are integrated with the county's economic development strategies, such as training and employment as environmental clean-up technicians for low-income residents of brownfields communities.

ED-306 **King County supports programs, strategies, and partnerships to promote the development and growth of green jobs. Green jobs—particularly in the Clean Technology cluster but also across all industry clusters—are jobs that are linked to the preservation and sustainability of the natural environment, as well as those that involve the design, manufacture, installation, operation, and/or maintenance of renewable energy and energy efficiency technologies.**

IV. Regional Plans, Regional Projects, and Public-Private Partnerships

King County will consider participation in (1) regional economic development plans and projects that provide benefits to multiple jurisdictions or (2) require a partnership between the public and the private sector to be feasible. For either regional plans and projects or public-private partnerships, the county will base its investment decision upon a full and thorough analysis of the public costs and public benefits of proposed projects.

ED-401 **King County shall partner, where feasible, with jurisdictions and other stakeholders to develop subarea economic development strategies to promote development and redevelopment in areas that can accommodate growth.**

ED-402 **King County shall cooperate in efforts to establish and maintain county and regional economic development strategies to provide for orderly, sustainable, and equitable economic growth throughout the Puget Sound Region.**

ED-403 **King County should consider participation in the funding of regional economic development projects when the project meets the following guidelines:**

a. **The project should support a firm in basic industry;**
b. **At least 75% of the jobs created by a firm, excluding management positions, should pay a family wage;**
c. **The project is located within (1) an urban center or manufacturing industrial center as designated in the Countywide Planning Policies, (2) other industrial areas, or (3) business/office parks within activity areas which can be supported by and promote transit, pedestrian, and bicycle uses;**
d. **The firm or project will generate sufficient new tax revenue to repay the debt the county incurs to support the project. The preferred average coverage ratio over the life of county financing is two dollars of new revenue for every one dollar of incurred debt;**
e. **Other jurisdictions benefiting from a project must commit financial support based on a mutually agreeable pro rata funding formula. The funding formula will be established on a project-by-project basis;**
f. **The firm or project must create one new, permanent full-time, family-wage job for each $35,000 of aggregate public investment; and**

g. **The firm or project should create all jobs within 3-5 years from project completion.**

ED-404 **King County shall foster the development and use of public/private partnerships to implement economic development projects and programs. At a minimum, these projects must demonstrate that they:**

a. **Cannot be accomplished solely by either sector;**
b. **Have an experienced and proven private partner(s);**
c. **Do not unduly enrich the private partner(s);**
d. **Provide tangible and measurable public benefits in terms of tax and other revenue, construction and permanent jobs, livable-wages with benefits and a wage-progression strategy, and public amenities; and**
e. **Will use the King County Jobs Initiative, or other entities with similar programs, as their first source of referral for training and employing low-income, low-skill residents in entry-level and semi-skilled jobs.**

ED-405 **Through local subarea planning and coordination with other agencies and organizations, King County should use zoning, incentives or other measures to ensure that an appropriate proportion of the land adjacent or near to major public infrastructure facilities is used to capitalize on the economic benefit of that infrastructure. The surrounding land uses should be buffered or compatible with economic development uses.**

V. The Rural Economy

King County values its entire Rural Area and recognizes the traditional economic activities that support a rural lifestyle. A healthy and sustainable rural economy is necessary to ensure rural residents can continue to both live and work in the Rural Area. The farm, livestock, and forestry operations, the many entrepreneurial home-based businesses, the Rural Towns, Rural Neighborhood Commercial Centers, and the rural cities all provide rural residents with goods, services, and employment.

Within the Rural Area, economic activities include farming, livestock raising, equestrian uses, forestry, resource value-added businesses, and home-based business. The Rural Neighborhood Commercial Centers are designed to provide a limited array of goods and services to local rural residents on a small scale. The Rural Towns provide a wider range of goods, services, and jobs for rural residents, including retail, restaurants, and services. The designated Resource Lands support the long term-commercial aspects of agriculture and forestry and potential resource valued-added products.

The county also recognizes that the Rural Area and Resource Lands benefit all county residents. The agriculture sector provides a safe and reliable local food source—keeping costs low and quality high—to restaurants and households, the majority of which are in urban areas, and regionally to farmer's markets and specialty stores. Rural King County provides many diverse recreation and tourism opportunities including scenic vistas; trails for hiking, bicycling, off-road, and equestrian use; harvest festivals; open space, and wildlife habitat; and working farms and forest lands, all within a short distance from the urban centers.

A vibrant and sustainable rural economy depends on several factors including, but not limited to, preserving and enhancing the businesses within traditional rural economic clusters, ensuring that new commercial enterprises are of a size and scale that is consistent with and retains the rural character of the surrounding area, and changes in regulations to reflect and respond to the differing needs and emerging trends of rural economic activity while protecting the natural environment.

In 2004, the King County Comprehensive Plan was amended to include a policy that directed the county to develop and implement a rural economic development strategy. To comply with this policy, the county developed the Rural Economic Strategies Report in 2005 and began implementing the identified strategies and actions in 2006.

The mission of the Rural Economic Strategies is to advance the long-term economic viability of the Rural Area, with an emphasis on farming, forestry, and other rural businesses consistent with the unique character of rural King County. The mission is accomplished by initiating and implementing specific strategies and actions to support and enhance rural economic viability. Rural businesses generally fall into six rural economic clusters and each cluster is supported by specific strategies and actions to strengthen and/or enhance it. The clusters are Agriculture, Forestry, Home-Based Businesses, Recreation and Tourism, Rural Neighborhood Commercial Centers and Towns, and rural cities.

The specific strategies and actions are intended to be flexible in order to respond to evolving rural business needs and changes within any of the economic clusters. The county prepares a Rural Economic Strategies annual report to present the actions accomplished in the previous year, introduce new actions initiated, and discuss proposed actions for the following year. This ensures the process stays flexible and is current with evolving trends in the rural economy.

The rural economic policies are designed to establish and maintain a long-term commitment to a sustainable and vibrant rural economy. They support implementation of the Rural Economic Strategies; continued evaluation of county codes to support the evolving agriculture, forestry, and other rural economic clusters; and support for programs and strategies that foster a diversified rural economy, compatible with existing rural character, while maintaining the natural environment.

ED-501 **King County is committed to a sustainable and vibrant rural economy. County policy, regulations, and programs should support the preservation and enhancement of traditional rural economic activities and lifestyles, while supporting evolving compatible commercial uses and job opportunities.**

ED-502 **All economic development, including the provision of infrastructure, within the Rural Area and on resource lands shall be compatible with the surrounding rural character, be of an appropriate size and scale, and protect the natural environment.**

ED-503 **King County shall use the Rural Economic Strategies to guide future rural economic development and will modify and add strategies as needed to reflect the evolving nature of the rural economy.**

a. King County supports programs and strategies to help preserve and enhance rural businesses focusing on the rural economic clusters of agriculture (including livestock), forestry, home-based business, small-scale tourism, and other compatible rural businesses.

b. King County should continue to review existing and proposed regulations to ensure they are relevant and effective in accommodating the differing needs and emerging trends of rural economic activity.

c. King County should partner with rural businesses, unincorporated area councils, and others to develop and implement policies, programs, and strategies to preserve and enhance the traditional rural economic base.

d. King County should partner with other Puget Sound counties and businesses to analyze the need and possible sites for regional agricultural (including beef and poultry) and forest product processing facilities that may require regional demand to make them economically feasible. The county should also explore options and incentives to encourage entrepreneurs to invest in mobile forest and food production processing facilities that can serve the region.

e. King County supports programs and strategies that strengthen the interdependence and linkage between the rural and urban economies.

10

Chapter Ten

Community Plans

Community Plans

Though typically separate from the King County Comprehensive Plan, some community plan policies have been incorporated into the comprehensive plan. These policies apply to specific geographic areas of King County. The original community plan policy number appears in parentheses at the end of each policy.

Between 1973 and 1994 King County prepared community plans for 12 subareas of unincorporated King County. The first generation of community plans, substantially completed by 1984, were used to implement the county's 1964 Comprehensive Plan, and consisted of detailed land use policies, area zoning, and lists of capital projects (primarily roads and parks) for each planning area. The second generation of community plans, from 1985 to 1994, implemented many concepts of the 1985 King County Comprehensive Plan (for example low-density zoning for rural areas, resource lands and environmentally sensitive areas, higher urban residential densities, and development guidelines for major urban activity centers such as Kenmore) that were carried over to the 1994 King County Comprehensive Plan.

Under King County's pre-Growth Management Act (GMA) planning system, if a community plan conflicted with the comprehensive plan, the community plan governed. Under the GMA, the comprehensive plan prevails over "subarea" plans (RCW 36.70A.080(2)). The 1994 King County Comprehensive Plan spelled out the relationship between the comprehensive plan and community plans and directed the county to review community plans and repeal or revise them to eliminate conflicts. The county has reviewed the community plans adopted between 1973 and 1994 and determined that, while most community plans' policies are redundant (or in a few cases in conflict with the 1994 Comprehensive Plan), some are area-specific or issue-specific and should be readopted as part of the comprehensive plan.

Although the community plans (except for the Vashon Town Plan, West Hill, and White Center – see Section XIII) are no longer in effect as separately adopted plans, in many cases the published plan documents contain valuable historical information about King County's communities and other information that provides background for the policies listed below and for the portions of the local pre-GMA area zoning that remain in effect.

The following section contains those community plan policies that are readopted as part of the King County comprehensive plan, and community plan policies that have been amended through subarea plans. This section also contains policies that have been adopted subsequent to community plans, but are specific to individual community planning areas.

I. Bear Creek

The Bear Creek Community Plan became effective in February 1989, and directed most forecast growth into a concentrated area near the City of Redmond Watershed, first referred to as the "Novelty Hill Master Planned Developments." The rest of the Bear Creek Plateau was designated for a mixture of suburban and rural residential development. The 1994 King County Comprehensive Plan redesignated most of the planning area as rural. In 1995, some of the Bear Creek Community Plan's policies relating to the Novelty Hill Master Planned Developments (MPDs) were amended by Ordinance 11954. Also, the 1994 Comprehensive Plan refers to MPDs as Urban Planned Developments (UPDs). After the 1994 Comprehensive Plan's urban designation of the UPD sites was appealed and remanded to the county, the sites in question were redesignated for Fully Contained Communities (FCCs) as defined in the Growth Management Act, as well as UPDs (See policy R-104 in Chapter 3). The readopted policies for the most part address Novelty Hill and some area-specific transportation and trail issues.

CP-101 **To provide a range of housing opportunities and accommodate a fair share of growth in Bear Creek, the Novelty Hill subarea should be designated an urban planned development (UPD) and fully contained community (FCC). This designation will be implemented by urban planned development. (BC-3)**

CP-102 **Urban planned development will be permitted in the Novelty Hill subarea only when the following planning policies are met:**

a. **To protect existing wetlands, streams and wildlife habitat, urban planned development shall be consistent with the intent of King County ordinances, King County Comprehensive Plan policies and sensitive areas regulations. The design of the proposed development shall protect and preserve existing wetlands, streams and wildlife habitat by several methods including (but not limited to) minimizing alterations to the natural drainage features, maintaining water quality, preserving storage capacity, providing undisturbed unique/outstanding wetlands and undisturbed or enhanced buffers, restricting the number of stream crossings, and minimizing erosion and sedimentation. To achieve the intent of this policy it may be necessary to exceed the requirements of the King County wetland guidelines.**

b. **A master drainage plan for the Novelty Hill subarea shall be approved by King County.**

c. New development adjacent to a unique/outstanding or significant wetland should preserve or enhance the wetland and provide an undisturbed buffer around the wetland adequate to protect its natural functions. Encroachments into significant wetlands may be allowed when no feasible alternative exists and enhancements are provided to replace the lost wetland functions; and

d. Groundwater recharge areas should be identified and protected to ensure that groundwater resources are protected from potential pollution.

e. To ensure that the existing road system in both King County and Redmond is not adversely affected, on-site and off-site traffic impacts shall be mitigated consistent with the Integrated Transportation Program (K.C.C. chapter 14.65).

f. A project environmental impact statement (EIS) shall be required for all property proposed for urban planned development within the UPD development area. The project EIS shall address the full range of public services necessary to serve urban development on Novelty Hill. The EIS shall include the cost of these services, the financial responsibility of the developer(s) and affected jurisdictions, and the method of phasing development to coincide with availability of these public services.

g. Since the remainder of residential land in Bear Creek will either be recognized as existing one-acre neighborhoods or designated as rural areas, all improvements to public facilities, including but not limited to road construction and sewers, shall be financed by the UPD developers provided the impacts are the result of UPD developments or according to a fair-share formula agreed to by affected parties.

h. A full range of housing densities, types and prices including housing for low-, moderate-, and medium-income groups shall be included in the UPD. The mix of single-family and multifamily housing in the UPDs shall approximate the existing county housing stock mix.

i. Urban planned development shall maintain and keep open for public use identified major equestrian and hiking trails.

j. Urban planned development shall provide active recreation facilities that adequately serve the needs of future residents and employees.

k. Urban planned development shall provide a minimum of 25% open space in addition to the preservation of all surveyed wetlands.

l. The Novelty Hill urban planned development area shall contain an urban activity center, which includes a commercial center to provide for the everyday shopping needs of the planned UPD population.

m. The activity center shall also contain a business park of sufficient size to provide a diversity of employment opportunities and a balance of jobs and households for the UPD area.

n. In order to preserve opportunities for a variety of employment types in the business park areas, retail development in freestanding buildings should be excluded. Up to 10% of gross floor area in business park buildings may be planned for retail uses, such as restaurants and business services, to serve business park employees.

o. Development conditions for the shopping and business park areas should encourage high quality development and site design.

The area will revert to rural if UPD development is denied or not pursued. If the UPD area reverts to rural, the zoning shall be RA-5. (BC-4)

CP-103 Sewer facilities necessary to serve urban planned development on Novelty Hill are planned, designed and constructed to serve only such development and are prohibited from serving nearby surrounding low-density urban and rural areas. Proposals to extend sewer service or expand urban development outside the Novelty Hill subarea are not appropriate and are inconsistent with the purpose of the King County Comprehensive Plan. (BC-5)

CP-104 The Novelty Hill urban planned development or fully contained community shall contain a commercial area of sufficient size to serve the future residents and employees. (BC-17)

CP-105 The natural drainage systems of Bear, Evans, and Patterson Creeks should be restored, maintained, and enhanced to protect water quality, preserve existing aquatic habitat, reduce public costs, and prevent environmental degradation. Public improvements and private developments should not alter natural drainage systems without mitigating measures which eliminate increased risk of flooding and erosion, negative impacts on water quality, and loss on aquatic or riparian habitat. (BC-32)

CP-106 An undisturbed corridor wide enough to maintain the natural biological and hydrological functions of streams should be preserved in all new development in the Bear Creek Planning Area. (BC-34)

CP-107 Bear, Evans, and Patterson Creeks and their tributaries should be protected from grazing animal access in order to: 1) reduce water quality degradation from animal wastes, 2) reduce bank collapse due to trampling, and 3) allow shading vegetation to reestablish along stream banks. (BC-35)

CP-108 Streams channeled in the Bear, Evans, and Patterson Creek drainages should not be placed in culverts unless absolutely necessary for property access. To reduce disruption to streams and their banks, bridges should be used for stream crossings, and crossings should serve several properties. When culverts are required, oversized culverts with gravel bottoms that maintain the channels' width and grade should be used. (BC-38)

CP-109 New development should rehabilitate degraded stream channels and banks in the Bear, Evans, and Patterson Creek drainages to prevent further erosion and water quality problems. Where conditions permit, the banks and channels should be restored to a natural state. (BC-39)

CP-110 Unique or significant wildlife should be identified and preserved. Development plans should identify significant wildlife habitat and should locate buildings, roads, and other features on less sensitive portions of the site. These considerations may result in a reduction in density from that otherwise allowed by zoning. (BC-40)

CP-111 The Bear and Evans Creeks' watersheds have been designated as critical areas for protection of the aquatic resources and human health. The following surface water management activities should be promoted.

a. Appropriate and reasoned changes in land use policies and regulations may be evaluated during the preparation of the Bear/Evans Creeks Basin Plan.
b. Ensure adequate field inspection of land development activities.
c. Implement a public information program to promote water resources and stream channel protection.
d. The Bear and Evans Creeks Basin Plan shall develop recommendations for water quality monitoring and recommended methods for citizen input and evaluation to assess the success of the county's policies and regulations pertaining to this planning area. (BC-41)

CP-112 Mitigation of traffic impacts to the City of Redmond arterial system will be accomplished through the interlocal agreement process. The Avondale arterial corridor study recommendations shall be used as a basis for traffic mitigation requirements for both city and county development affecting the corridor.

Mitigation shall preserve the operational integrity of the corridor and maintain existing local access. The primary arterial corridor between the Novelty Hill urban area and SR-520 should be located and designed to encourage transit and ride-sharing alternatives to single-occupant vehicle travel.
Transportation planning of new facilities and management of the transportation system should be coordinated with current and forecast needs of the East Sammamish and Northshore planning areas, adjacent areas of Snohomish County, and with the cities of Redmond and Kirkland, and should be a cooperative effort of the affected jurisdictions. Phasing of Bear Creek and Redmond development should be strongly linked to the provision of adequate transportation facilities and travel demand management programs. (BC-45A)

CP-113 Establishment of new rights-of-way and acquisition of additional right-of-way in existing corridors should emphasize protection of natural systems and adequate buffering of existing and potential residential development. (BC-47)

CP-114 Road improvements in Cottage Lake, Ring Hill, Ames Lake, Union Hill, and the rural areas should incorporate design features such as grass-lined swales to minimize surface water disruption and to protect and enhance water quality. (BC-49)

CP-115 196th Avenue Northeast ("Red Brick Road") between Union Hill Road and Redmond-Fall City Road (SR-202) is a historic road and should be preserved by restoring its brick surface, limiting vehicular loads and speeds, and prohibiting access to commercially-zoned properties to the west. Access to these properties should be provided by other existing roads and by a new north-south road connecting Union Hill Road and 185th/187th Avenues Northeast. (BC-50)

CP-116 Park-and-ride and park-and-pool lots should be developed in Redmond, Cottage Lake, Ring Hill, Ames Lake, and Union Hill to provide focal points for transit and ride sharing. Park-and-pool lots should be located in rural areas along major commuting

corridors such as SR-202, Redmond-Fall City Road, Novelty Hill Road, and Woodinville-Duvall Road. (BC-52)

CP-117 **The Northwest Gas Pipeline and Puget Sound Power Line should be established as regional trails in Bear Creek to tie in with the East Sammamish planning area and to connect with the King County Tolt Pipeline Trail and the Snoqualmie Valley Trail. (BC-61)**

CP-118 **When the development of property occurs in Bear Creek, adequate rights-of-way should be provided for trail use. Trails should connect to existing and proposed schools, parks, riding stables, and recreation areas. (BC-62)**

II. East Sammamish

The East Sammamish Community Plan was adopted in December 1992. The East Sammamish Community Plan Update became effective in June 1993. Most of the planning area was designated for urban development, but important rural areas included Happy Valley, Grand Ridge and the eastern edge of the Sammamish Plateau. For the most part, the 1994 King County Comprehensive Plan reaffirmed the land use designations of the East Sammamish Community Plan Update. The major changes from the community plan occasioned by the 1994 Comprehensive Plan were replacement of the "urban reserve" approach to growth phasing with the service and finance strategy outlined in the 1994 Comprehensive Plan and designation of a portion of Grand Ridge for urban growth. Most of the readopted policies address drainage, transportation and road design.

CP-201 **For all new development, increased standards for retention/detention, water quality facilities, and monitoring shall be considered, adopted and implemented as appropriate within the areas identified in surface water management basin planning and reconnaissance study areas. (NE-1)**

CP-202 **As new roads are built and existing roads widened, special consideration shall be taken to create or retain the aesthetic character of the area through the use of vegetated buffers that utilize native vegetation. (NE-3)**

CP-203 **Control mechanisms equal to or more effective than those adopted by Ordinance 9365 limiting or removing phosphorus and other non-point source pollutants from water bodies should be established and implemented as special requirements in area-specific basins plans to provide added protection to streams, lakes, wetlands. The Lake Sammamish Water Quality Management Project Report and, upon their adoption, the Issaquah Creek and East Lake Sammamish Basin and Non-point Source Control Plan, the Pine Lake Management Plan and the Beaver Lake Management Plan recommendations should be implemented to protect water bodies from non-point source pollution. (NE-7)**

CP-204 **Development shall protect wildlife through site design and landscaping. New development within or adjacent to the wildlife habitat network should incorporate design techniques that protect and enhance wildlife habitat values. (NE-10)**

CP-205 All golf course proposals shall be carefully evaluated for their impacts on surface and groundwater quality, sensitive areas, and fish and wildlife resources and habitat. (NE-11)

CP-206 Water used for irrigating golf courses should come from nonpotable water sources wherever possible. Use of natural surface water sources, such as streams, should be avoided due to impacts on fish and other wildlife habitat. A water conservation plan shall be submitted with golf course applications which should address measures such as the use of drought-tolerant plant species. (NE-12)

CP-207 The Patterson Creek Basin currently provides highly-productive aquatic habitat. Urban development within this basin should be conditioned to protect this resource by minimizing site disturbance, impervious surfaces and disturbances of wetlands and streams. (No Community Plan Policy Number)

CP-208 The Northwest Pipeline office and maintenance shop is an existing use and is recognized by this plan as providing a needed service to the area. This 6.5 acre site may redevelop for pipeline utility and/or school bus base uses exclusive of major maintenance functions that are compatible with the surrounding rural development and agricultural uses. Redesignation of additional properties in the immediate vicinity of Northwest Pipeline for manufacturing park uses or other urban uses shall not be permitted. (CI-13)

CP-209 New developments should be designed and constructed with an internal road system which includes a Neighborhood Collector linking with existing or planned adjacent developments, creating a complete Neighborhood Collector circulation system and such linkage should be designed to ensure safety of local streets. Through traffic on local access streets should be discouraged. (T-9)

CP-210 Metropolitan King County Government should establish park-and-ride facilities in the East Sammamish Community Planning area. Park-and-ride facilities should be built along 228th Avenue and/or adjacent to I-90 and SR-202. The park-and-ride lots should be sited adjacent to and connect with existing or proposed community or neighborhood centers or within the employment center located around the intersection of E. Lake Sammamish Parkway and SE 56th Street. Establishment of a

site near, but to the north of, I-90 should be high priority response to current and anticipated I-90 access problems. (T-13)

CP-211 Consistent with the King County Open Space Plan, the county shall encourage establishment of an open space system in East Sammamish and give priority to protecting recreational, cultural and natural and sensitive areas such as shorelines, aquifer recharge areas, wildlife habitat, historic properties, archaeological sites, scenic vistas and community separators or greenbelts. The county may require lot clustering within or adjacent to open space areas; linkages between open spaces and may provide density bonuses or incentives to developers who preserve significant open space or establish trails beyond usually applied mitigation. (P-11)

CP-212 Urban separators should be established to provide visual relief from continuous development, provide important linkages for wildlife habitat, and maintain a visual separation between distinct communities. (P-17)

CP-213 There are areas within the urban separators that are especially suitable for trail connections for recreational use by present and anticipated population. King County should develop a trail and/or parks system utilizing the preserved open space within the urban separators. (P-18)

CP-214 When the development of properties occurs in the East Sammamish planning area, public access or easements should be required to complete the development of a local trail system for those areas where existing trails have historically been used by the public, or where the King County Open Space Plan identifies proposed trail alignment for regional and local trails. The Parks Division shall review the application during the development review process. (P-23)

III. Enumclaw

The Enumclaw Community Plan and Area Zoning were commenced in 1986-87 and adopted in June 1990. The community plan refined boundaries between the Enumclaw Plateau's Agricultural Production District and abutting Rural Areas and Forest Production District, and designated the Urban Growth Area agreed to by King County and the City of Enumclaw. The 1994 King County Comprehensive Plan reaffirmed the Enumclaw Community Plan's land use designations.

CP-301 **All development within 660 feet of the top of the Green River valley walls should be conditioned to avoid adverse impacts on the environment and risks to life and property. (EN-12)**

CP-302 **King County should work with landowners on either side of SR-410 east of the City of Enumclaw to protect the scenic qualities of this highway corridor. (EN-22)**

CP-303 **King County should work with Washington State Parks and Recreation Commission and landowners on either side of the Green River Gorge to protect the scenic qualities of the Green River Gorge conservation area. (EN-23)**

Enumclaw's expansion area, like that of other rural cities, is shown on the King County Comprehensive Plan Land Use Map.

CP-304 **King County should work with the City of Enumclaw to establish an agreement guiding future annexations, including but not limited to the following elements:**

a. **Commitment from the city to extend and maintain public services to the area, including police, fire, transportation, sewer, water, storm water management and general government services.**
b. **Commitment from the city to provide a variety of residential development at an overall density for unconstrained land of at least four to eight units per acre.**
c. **Commitment from the city that the extension of public services to meet the needs of future residents will maintain service levels to existing city residents.**

d. Commitment that the city will continue environmental protection for sensitive areas, (including but not limited to flood plains, steep slopes, wetlands, seismic and landslide hazard areas) at or above King County standards.
e. Commitment from the city to use measures to buffer or protect abutting forest or agriculture resource lands.
f. Commitment that the city will provide protection of historic sites and areas equal to the county's Historic Preservation Ordinance.
g. Commitment by King County to consult with the city on public improvement standards, such as local road standards, drainage control requirements and transportation standards that will apply to development in expansion areas.
h. Commitment by King County to notify the city of development proposals in the expansion area and to consult with the city to condition development approvals to mitigate adverse impacts on city services and to implement city plans, policies and standards.
i. Commitment by King County to notify the city of development proposals in an impact area, which includes all lands within a one-mile radius of the expansion area, and to consult with the city where applicable to condition development approvals to mitigate adverse impacts on city services.
j. Agreement on which jurisdiction will have responsibility for parks, roads, storm water or other public facilities after annexation. (EN-40)

CP-305 Access to state park lands should be designed to minimize adverse traffic impacts on the Southeast Green Valley Road. (EN-56)

CP-306 Any expansion of aircraft runway or hangar capacity in the Enumclaw planning area should be concentrated on or near the existing Enumclaw airport. Existing legally approved landing strips associated with low-density residential developments, such as Evergreen Sky Ranch, shall not be expanded. (EN-60)

CP-307 Redevelopment of the Enumclaw landfill site should be subject to studies to assure public health and safety. If these studies determine that there is no threat to public health and safety the site's rural designation may be changed to accommodate a public use such as a park or other facility without an amendment to the King County Comprehensive Plan. (EN-71)

IV. Federal Way

Work on the Federal Way Community Plan and/or amendments occurred from 1972 to 1975, 1977 to 1980, and 1984 to 1986. Federal Way was part of the first generation of community plans in the county that were adopted separately from their implementing area zoning. After these experiences, the county decided to adopt both together to avoid going through essentially the same decisions twice for each community. The City of Federal Way incorporated in 1990, removing most of the planning area from the county's jurisdiction. None of the Federal Way Community Plan or its amendments are readopted.

V. Highline

Highline has one of the longest histories of any community planning area. Between its original adoption in 1976 as the "SeaTac Communities Plan" and adoption of the 1994 King County Comprehensive Plan, the Highline Community Plan has been updated or amended 13 times, and has been partially or wholly replaced by plans for smaller areas within Highline (e.g., West Hill, Burien Activity Center, White Center Community Action Plan, and SeaTac). The City of SeaTac incorporated in 1990, the City of Burien incorporated in 1993, and numerous portions of the planning area have been annexed by Tukwila and Des Moines. Although the planning area as a whole has grown slowly since 1970, the incorporations and annexations have resulted in a massive decrease in the unincorporated area population (down over 38 percent between 1990 and 1994).

None of the Highline Community Plan is readopted with the exception of West Hill and White Center which were adopted in 1994 as part of the comprehensive plan but published separately. (See Section XIII.)

VI. Newcastle

The Newcastle Community Plan commenced in 1978 and was adopted in May 1983. The final adopted plan designated three sites for Master Planned Developments (MPDs), but stipulated that only two MPDs could occur without an update of the community plan. One MPD was approved by the county in the late 1980s. Bellevue annexed Factoria and Newport Hills in 1993 and the City of Newcastle was incorporated in 1994, so the noncity portion of the planning area's population fell 13 percent between 1990 and 1994 even though the whole planning area is forecast to grow almost 18 percent between 1994 and 2010. The planning area also includes some areas designated Rural by either the 1985 or 1994 King County Comprehensive Plans.

CP-601 **King County supports the nomination of the Odd Fellows Cemetery and counterbalance right-of-way to the National and State Registers of Historic Places. (N-33)**

CP-602 **Limit grazing animal access to May Creek and its tributaries in order to 1) reduce water quality degradation from animal wastes, 2) reduce bank collapse due to animals' hooves, and 3) allow shading vegetation to reestablish along stream banks. (N-41)**

CP-603 **May Creek is acknowledged as a regional asset and should be protected. Thus, King County shall not increase zoning density on lands that drain into May Creek (i.e. the May Valley Basin) without first determining and implementing surface water runoff mitigation necessary to control flooding and siltation in May Creek.**

VII. Northshore

The Northshore planning area has been one of King County's faster-growing planning areas. The first "Northshore Communities Development Plan" began in 1972-73 and was adopted in August 1977. Almost immediately the Northshore Community Plan Revision Committee was established, and the "Revised Northshore Community Plan" was adopted in 1981.

The latest Northshore Community Plan Update began in July 1988 and was adopted in February 1993. During 1993, the newly incorporated City of Woodinville assumed jurisdiction within its territory. Portions of the planning area have been annexed by Bothell, Kirkland and Redmond. Kenmore, a significant unincorporated activity center, became a city in August 1998.

CP-701 **The north and east slopes of Norway Hill have an established neighborhood character and limited future development potential. They are, therefore, designated low density urban, 1 home per acre. King County recognizes that extensive steep slopes and erosive soils at the top of Norway Hill (above the 300-foot elevation mark) warrant lower residential densities. (E-10)**

CP-702 **The undeveloped area to the south of Metro's Brickyard Park and Ride lot should retain its office-only designation in recognition of its proximity to a major transportation corridor and the need for increased employment opportunity in proximity to planned high-density residential areas. (E-13)**

CP-703 **King County, Snohomish County, the City of Bothell, and the City of Woodinville should work on specific areas of mutual concern, such as the Swamp Creek and Daniels Creek drainage basins, the SR-527 transportation corridor, the proposed regional facilities of the University of Washington, and the future expansion of the City of Bothell. (E-25)**

CP-704 **Swamp Creek provides important wildlife habitat and serves as an urban separator between Kenmore and Bothell. To protect the Swamp Creek corridor, no development should be allowed in the Swamp Creek floodplain. Residential**

development shall be clustered away from the tributary, as defined in the area zoning. (R-7)

CP-705 Significant vegetation is a diminishing resource in the Northshore community. Significant vegetation contributes significantly to environmental quality, neighborhood character, and the quality of life in Northshore. All new residential development shall retain significant existing vegetation. Native vegetation should be utilized wherever possible. (R-17)

CP-706 New development must provide pedestrian connections to off-site facilities such as existing trails, walkways, community facilities and services, transit, schools and surrounding residential neighborhoods. Pedestrian links should be provided internally in all new residential development. Bicycle and equestrian links should be provided where possible. (R-19)

CP-707 King County recognizes the importance of existing mobile home parks in providing affordable housing options. Mobile home parks outside of the Woodinville and Kenmore commercial core areas are designated for mobile homes park uses, and shall be zoned appropriately.

King County shall continue to examine the feasibility of funding and developing a replacement mobile home park in north King County for displaced mobile homes on county-owned or privately owned sites.

King County should develop interlocal agreements with the cities of Bothell, Redmond, Kirkland, Woodinville and Kenmore for joint development of replacement parks to accommodate mobile home owners if they are displaced from mobile home parks within cities. (R-21)

CP-708 Roadway improvements addressing the transportation needs in the Sammamish Valley from the South Woodinville bypass to northeast 124th Street should carefully preserve the rural character of the valley as indicated by this and other adopted land use plans. Incorporating roadway design characteristics, such as tree windbreaks and shoulders instead of curb and gutter, will enhance this rural atmosphere. Access from adjacent properties to the proposed Willows Road extension shall be

discouraged. Where access is necessary from adjacent properties, access shall be consolidated. (T-11)

CP-709 King County should improve motorized and nonmotorized transportation circulation east and west across the I-405 corridor to provide relief in the congested Totem Lake and Kingsgate areas. The county should also cooperate with other jurisdictions. (T-12)

CP-710 Transit improvements and HOV treatments on I-405 and SR-522 should be given highest priority. This may include developer contributions to these improvements as part of the development review process. (T-25)

CP-711 Transportation projects in Northshore should incorporate bicycle friendly design, utilizing a variety of design techniques appropriate to the particular project and right-of-way characteristics, including, but not limited to, bicycle lanes, wide outside travel lanes, paved shoulders, bicycle sensitive signal detectors, and appropriate signing. Existing bicycle facilities should be preserved or enhanced when general road improvements are made. Secure parking for bicycles should be provided at activity centers throughout Northshore. (T-33)

CP-712 Pedestrian and bicycle linkages are encouraged and should be planned. There should also be a link for equestrian uses from Hollywood Hill and NE 171st Street to the Sammamish River trail in the vicinity of the South Woodinville CBD bypass. (W-14)

CP-713 Protection of natural vegetation coverage at levels sufficient to moderate surface water runoff and erosion and to protect the integrity of stream channels should be required through special zoning requirements, critical drainage basin requirements, or countywide ordinance. When revegetation is required, appropriate native vegetation should be used. (NR-4)

CP-714 Until such times as the Sammamish River Basin Plan is adopted, special attention should be given to the Reconnaissance Report #10 during the development review process. The comprehensive plan land use map should be amended, if analysis through the Sammamish River Basin Plan indicates a need to modify adopted land uses in order to protect water resources of the Sammamish Basin. (NR-8)

CP-715 **Unique geologic conditions in Northshore have resulted in hillsides that have a high risk of large scale erosion. Increased on-site retention/detention requirements in areas drainage over steep and erosive slopes should be adopted and implemented as special zoning requirements. (NR-9)**

CP-716 **A community-wide trail system for pedestrians, equestrians, and bicyclists should be developed. This trail system should connect regional trails with local trails and walkways. (P-6)**

CP-717 **When the development of properties occurs in the Northshore Planning Area, public access or easements should be required to complete the development of a local trail system. Adequate right-of-way should be provided for trail use. To ensure that the provision of trail corridor right-of-way does not result in a reduction in the number of permitted building lots, the area within the trail right-of-way, not otherwise credited as part of a road right-of-way dedication, should also be credited toward the lot area of any proposed development. Trails should connect to existing and proposed schools, parks, riding stables, recreation areas and neighborhoods. (P-9)**

CP-718 **King County should work closely with other jurisdictions and public agencies to seek appropriate trail links between elements of the open space system including, but not limited to the Burke-Gilman trail, Sammamish River trail, and the Tolt Pipeline Trail. (P-10)**

CP-719 **Existing public access points to the Sammamish River should be maintained and additional access points acquired and developed to ensure the use of this river as trail corridor and fishing area. (P-11)**

CP-720 **King County should transfer ownership of county-owned property located north of NE 145th, south of 148th Street, west of 124th Avenue NE and east of 119th Avenue NE to the cities of Bothell and Kirkland in order to preserve it for park and open space purposes. (P-16)**

VIII. Shoreline

The Shoreline Community Plan was commenced in March 1977 and adopted in August 1980. The new City of Shoreline commenced operating in August 1995; between Shoreline and Lake Forest Park the planning area has very little unincorporated territory left, all of which is in one or the other city's Potential Annexation Area (PAA).

All of the unincorporated share of the planning area's 2012 household growth target will be accommodated within the new City of Shoreline. Therefore, none of the Shoreline Community Plan's policies are readopted.

IX. Snoqualmie Valley

The Snoqualmie Valley Community Plan was initiated in April 1984, and adopted in August 1989. The process resulted in designation of the Snoqualmie Ridge Urban Growth Area for the City of Snoqualmie. The area was annexed by the City of Snoqualmie, and development is proceeding under an interlocal agreement as directed by the community plan. The 1994 King County Comprehensive Plan largely reaffirmed the Rural and Resource Lands land use map designations of the community plan.

CP-901 **King County, in cooperation with the Valley cities, and state and federal agencies, should conduct a study of baseline conditions and cumulative impacts of development on the Snoqualmie River's water quality, and identify methods of equitably controlling these impacts. (SQP-1 through SQP-6)**

CP-902 **Wildlife populations in the Snoqualmie Valley planning area are recognized as a regionally important resource and an important characteristic of the area's rural character. Special studies should be undertaken, in cooperation with the Washington State Department of Wildlife, to identify wildlife populations at risk due to the land uses allowed by the King County Comprehensive Plan and to develop mitigation measures to protect the continued viability of the area's wildlife populations. Should these studies indicate unmitigatable impact affecting wildlife populations due to the land uses allowed by the plan, a comprehensive plan amendment study will be undertaken to provide for the continued existence of this valuable resource. (SQP-17)**

CP-903 **Properties in erosion-prone drainage basins are subject to special development conditions applied to protect the safety and property of county residents through reducing or eliminating the occurrence of gully formation and sever erosion. These conditions may include:**

a. A drainage control plan;

b. Installation of drainage control features prior to any land clearing, vegetation removal, site grading, road construction, or utility installation; and

c. Runoff control requirements. (SQP-21)

CP-904 **King County will oppose annexations to Snoqualmie Valley cities that currently contain designated floodplain lands until interlocal agreements have been enacted to advance the policies and standards set forth in the comprehensive plan. (SQP-27)**

CP-905 **The Shoreline Environment designations of the King County Shoreline Management Program should be consistent with comprehensive plan land use map designations and zoning. King County should initiate the shoreline redesignation process consistent with K.C.C. 25.32.130. (SQP-32)**

CP-906 **Until expansion areas are annexed, zoning for the expansion areas shall be urban reserve at 5 acre densities with the exception of the existing commercial/industrial area in the SE North Bend Way expansion area, and the existing industrial area in the Snoqualmie expansion area. (SQP-57)**

Community plan policies SQP 58 to 61 referred to "expansion areas one and two," reflecting the Snoqualmie Community Plan's attempt to phase growth of the valley cities. These phasing approaches were embodied in the interlocal agreement the county signed with the City of Snoqualmie; they may be reflected in the cities' comprehensive plans. The King County Comprehensive Plan simplifies the designations into one expansion area for each city.

CP-907 **King County will support development within the Snoqualmie Valley cities of Duvall, Carnation, Snoqualmie and North Bend and annexation and development of lands within their expansion areas, when each city demonstrates that its wastewater and storm water treatment systems for the existing and proposed city jurisdiction will not degrade the water quality of the Snoqualmie River and its tributaries. (SQP-58)**

CP-908 **King County will not support Snoqualmie Valley cities' annexations into expansion areas until each city has adopted mechanisms to reduce or eliminate flood hazards within its jurisdiction. (SQP-59)**

CP-909 **King County shall initiate an amendment to the King County Comprehensive Plan if the cumulative impact of development of the cities' expansion areas will reduce**

the quality of the Snoqualmie River and its tributaries below the current "A and AA" standards. (SQP-61)

CP-910 King County will not support any annexations by a Snoqualmie Valley city until it can be demonstrated that building permits have been approved at urban densities for development of at least one-half of the environmentally unconstrained land in all the annexations by the rural city since January 1990. Exceptions to this policy may be considered by King County subject to an interlocal agreement and where all other applicable policies herein are satisfied. (SQP-62)

CP-911 The county shall oppose an annexation by a Snoqualmie Valley city unless it lies within approved service areas as designated by comprehensive plans for water and sewer, is accompanied by all the proposed amendments to extend water and sewer comprehensive plan, or the area is already adequately served by such utilities. (SQP-63)

CP-912 King County shall work with the City of Carnation in a public process with citizen participation to enter into an interlocal agreement to allow joint planning for a planning and service area including land northeast of Carnation. The purpose of the interlocal is to insure that further development of these lands does not materially impact the character or vitality of the city or the viability of the surrounding resource lands. Elements of the interlocal agreement shall include:

a. The agreement shall expressly recognize the City of Carnation's ability to extend by contract public water and the city shall be the preferred water purveyor within the service area, provided that densities remain at rural residential levels as identified in the King County Comprehensive Plan;
b. An arrangement for coordination on SEPA action required for development proposals within the planning area;
c. Visibility of proposed new development from the City of Carnation shall be addressed and mitigated;
d. Water quality issues shall be addressed and mitigated. (SQP-67)

CP-913 King County shall support annexation of the expansion area only when Carnation implements a long-term, nonstructural program to reduce flood damages on floodplains land within its jurisdiction. (SQP-68)

CP-914 **Achieving a long-term solution to flood damages within the City of Snoqualmie is one of King County's highest priorities for this planning area. (SQP-70)**

CP-915 **King County reaffirms its support for the spirit and intent of the Snohomish Mediated Agreement, and the recommendations of the Snohomish River Basin Coordinating Council which led to the signing of the intergovernmental agreement for implementation. King County considers this work to be a sound basis for a long-term flood damage reduction program for the City of Snoqualmie. (SQP-72)**

CP-916 **King County intends to assist the City of Snoqualmie to develop a long-term solution and an implementation program which will solve flooding problems in the city. (SQP-73)**

CP-917 **If the long-term solution to flooding problems in the City of Snoqualmie is determined to have basin-wide impacts, these impacts shall be reviewed by the King County flood control management plan team or its equivalent to identify any additional mitigations which may be required. If the long-term solution to flooding problems is demonstrated to not have basin-wide impacts, it should be implemented as soon as possible and would not require a second, basin-wide, review of impacts and mitigations. (SQP-74)**

CP-918 **King County urges a public/private resource commitment to implement a long-term solution to flooding problems in the City of Snoqualmie. (SQP-75)**

Policies SQP 76 through 78 have been and continue to be implemented through an interlocal agreement. Most of the annexations referenced have taken place and are reflected in the expansion area boundaries for the City of Snoqualmie adopted in the King County Comprehensive Plan's Land Use Map.

CP-919 **Until a long-term solution to preventing flood damages in the City of Snoqualmie is agreed to by King County and the City of Snoqualmie, King County will support annexations in expansion areas when consistent with all appropriate policies herein and when higher residential densities can be achieved, municipal services can be provided, and river water quality will not be degraded. (SQP-77)**

CP-920 **Annexations of lands within the Phase 1 and Phase 2 additions to the City of Snoqualmie's Urban Growth Area shall not occur until completion of detailed planning, preparation and review of project-level Environmental Impact Statement(s), and a determination of required mitigations and amenities. The range of land uses to be allowed and the mitigations and amenities to be required shall be embodied in a binding Development Agreement between the City of Snoqualmie and the owners of proposed annexation lands.**

CP-921 **The project-level Environmental Impact Statement(s) for lands within the Phase 1 and Phase 2 additions to the City of Snoqualmie's Urban Growth Area shall address aquifer recharge issues, and potential impacts to the water quality and quantity of Lake Alice, private wells in the Lake Alice and Snoqualmie Hills neighborhoods, and all streams that flow off-site.**

CP-922 **Based on the findings of the Environmental Impact Statement(s), the Development Agreement between the City of Snoqualmie and the owners of proposed annexation lands in the Phase 1 and Phase 2 additions to the City of Snoqualmie's Urban Growth Area shall establish a program for long-term monitoring of the water quality and quantity of Lake Alice and the private wells in the Lake Alice and Snoqualmie Hills neighborhoods, and of all streams flowing off-site.**

CP-923 **The Development Agreement shall also outline the remedies necessary if the monitoring program leads to findings that development activities on the annexation lands are the cause for adverse impacts to the water quality and/or quantity of Lake Alice and the private wells in the Lake Alice and Snoqualmie Hills neighborhoods, and of streams flowing off-site. The owners of the annexation lands shall be responsible for the monitoring program and correction of any impacts determined to have been caused by their development activities. Remedies may include connection to the public water system, or construction of alternative wells.**

CP-924 **The project-level Environmental Impact Statement(s) for lands within the Phase 1 and Phase 2 additions to the City of Snoqualmie's Urban Growth Area shall address traffic safety issues, with a focus on safety concerns for rural homeowners dependent upon the southern stretch of the Snoqualmie Parkway**

for access to their homes. A range of alternatives to improve safety at the intersection of the Snoqualmie Parkway and SE 96th Street, including signalization, road widening and turn lanes shall be explored.

CP-925 Annexations of lands within the Phase 1 and Phase 2 additions to the City of Snoqualmie's Urban Growth Area shall be subject to updated Comprehensive Water and Sanitary Sewer Plans to determine the full range of improvements landowners within the annexation will be required to provide.

CP-926 A Drainage Master Plan shall be required for any new development of lands within the Phase 1 and Phase 2 additions to the City of Snoqualmie's Urban Growth Area. Stormwater facility design shall adhere to the standards in the most recent update of the King County Design Manual, or of the Snoqualmie Storm Drainage Plan, whichever is the most stringent.

CP-927 There shall be no road connections between the Phase 1 addition to the City of Snoqualmie's Urban Growth Area and 356th SE in the Snoqualmie Hills Planning Area, unless future analysis determines a restricted emergency access is necessary for safety purposes.

CP-928 There shall no be no road connections between the Phase 2 addition to the City of Snoqualmie's Urban Growth Area and Lake Alice Road, unless future analysis determines a restricted emergency access for Lake Alice residents is necessary for safety purposes.

CP-929 To protect the rural character of the neighborhoods surrounding the Phase 1 and Phase 2 additions to the City of Snoqualmie's Urban Growth Area, the Phase 1 and Phase 2 areas shall include buffers to all rural lands along their perimeter. The size and structure of each buffer area shall be determined based on the characteristics of the land and existing vegetation, and its ability to perform the following functions: visual screening; noise reduction; and minimization of blow down. Buffers may include constructed berms and new plantings if deemed necessary and appropriate to perform the required functions.

CP-930 King County supports the continued industrial use of Weyerhaeuser's Snoqualmie Mill site and its annexation to the City of Snoqualmie. (SQP-79)

CP-931 **King County will support annexations of land in North Bend's expansion area when higher residential densities can be achieved, municipal services can be provided, and river water quality will not be degraded. (SQP-81)**

CP-932 **Commercial and light industrial land uses are appropriate along SE North Bend Way subject to special development conditions to mitigate impacts. (SQP-82)**

A map is included in Appendix A to Ordinance 12824 (p-suffix conversion ordinance) showing the application of p-suffix conditions to commercial and industrial properties on SE North Bend Way.

CP-933 **Commercial and industrial zoned land (including potential-commercial or potential-industrial zoned land) within the City of North Bend's Urban Growth Area (UGA) are planned for nonretail, resource-based and highway-oriented uses. These uses shall be served by public sewers.**

CP-934 **The area between Tanner and the Edgewick Interchange, south of SE 140th and north of I-90, is appropriate for nonretail commercial and light industrial land uses. Commercial and light industrial uses shall be limited to uses that do not impact ground water and are related to resource-based shipping, distributing and trucking-related industrial development. (SQP-84)**

CP-935 **Land uses adjacent to the Edgewick Interchange shall be limited to highway-oriented commercial uses that do not impact ground water, and serve the traveling public. (SQP-85)**

CP-936 **The area north of the Edgewick Interchange is appropriate for resource-based, shipping, distributing and trucking related industrial uses that do not impact ground water. (SQP-86)**

The Fall City policies in this section were revised through a subarea planning process involving members of the Fall City community in 1998 and 1999. Through this planning process, the Citizens Advisory Committee identified the following elements that local residents value about their town:

- It is surrounded by agricultural and forest lands which are entirely rural;

- It has a pattern of development that has evolved over more than a century, which includes historic buildings and landmarks, an open spacing of streets and buildings, and locally owned businesses in a small-scale downtown;
- It is located in a unique geographic area formed by the confluence of two important salmon-bearing rivers, the Raging River and the Snoqualmie River, in an agricultural valley containing a number of other salmonid streams that are also important to the ecology of King County;
- Compatible home occupations and small-scale animal husbandry in harmony with residential neighborhoods;
- Rural-level street improvement (e.g., no traffic lights, no sidewalks outside the business district, and no street lights except as needed for public safety);
- Scenic vistas, open space, and rural and resource uses surrounding Fall City; and
- Small rural town identity.

CP-937 **Fall City is an unincorporated rural town which should have overall residential densities of one to four dwelling units per acre. Potential commercial zoning adopted in the 1999 Fall City Subarea Plan may be actualized through an area-wide rezone initiated by the King County Council once alternative wastewater treatment systems or public sewers are available.**

CP-938 **The zoning for Fall City adopted in the 1999 Fall City Subarea Plan reflects the community's strong commitment to its rural character, recognizes existing uses, provides for limited future commercial development, and respects natural features. Additionally, it recognizes the current and long-term foreseeable rural level of utilities and other public services for the area. The land use implications of a major change in the water supply or a public health requirement for community-wide wastewater collection and treatment may be evaluated in a new community-based planning process; however this does not mean that zoning will change to allow more intense development beyond that adopted in the 1999 Fall City Subarea Plan. The rural character of Fall City should be preserved.**

CP-939 **Within the residential area of Fall City, compatible home occupations and small-scale agricultural pursuits or similar rural land uses can continue.**

CP-940 **King County should work with the State of Washington and the Fall City community to make transportation improvements in Fall City that will favor safe and pleasant pedestrian and other nonmotorized links between downtown businesses, the**

residential areas, and nearby King County Parks, and safe walkways to schools, rather than rapid through traffic.

CP-941 King County should expand the soft surface pedestrian, equestrian and bicycle trail opportunities serving the Fall City area. Trail route options serving the community shall be reviewed to include a route along the left bank levee easement directly adjacent to the Raging River, historically used by the public as a pedestrian, equestrian and bicycle trail. This historically used trail generally follows the "wildlife corridor" along the bank of the Raging River from 328th Way SE approximately NE to the Preston Fall City Road. The selected trail system for the Fall City area shall be identified in the King County Parks and Recreation trail system plan.

CP-942 Zoning for the existing industrial and office areas adopted in the 1999 Fall City Subarea Plan should be maintained but not expanded.

CP-943 Land uses at freeway interchanges without existing commercial or industrial development, and outside rural neighborhoods and rural cities, are designated rural residential to support development in rural neighborhoods and rural cities, and to preserve the scenic nature of the corridor. (SQP-98)

CP-944 New development at the Exit 22 Interchange shall not expand beyond the area designated in this plan and shall not adversely impact surrounding rural residential areas. All uses should be planned and sited to use long-term onsite waste disposal systems. (SQP-99)

CP-945 The existing two acres of land currently zoned for commercial use at Preston (Exit 22) is recognized, but no additional land for commercial uses is designated. (SQP-100)

CP-946 The presence of the Snoqualmie Tribe in the planning area has important historic and cultural significance for the Puget Sound region. The following places, recognized by the tribe as historically, culturally and archeologically important, should be considered for inclusion in the King County historic sites survey, and designation to local and/or national register of historic places.

The tribe recognizes the following areas as culturally significant:

a. **Snoqualmie Falls;**
b. **The banks of the Snoqualmie River between the falls and the three forks confluence area;**
c. **Fall City Indian Cemetery;**
d. **Banks at the confluence of Snoqualmie and Raging Rivers;**
e. **Banks at the confluence of Snoqualmie and Tolt Rivers;**
f. **Fall City Park (site of John Sanawa's Council House and the first white school);**
g. **Mt. Si; and**
h. **Granite outcropping used as a quarry between North Bend and the City of Snoqualmie on SR-202. (SQP-122)**

CP-947 **King County recognizes the spiritual, historic, cultural and recreational value of the Snoqualmie Falls. Any development adjacent to Snoqualmie Falls shall be designed and sited to protect these values. (SQP-123)**

CP-948 **Because of the spiritual significance of the area at the base of the falls to the various tribes in the Puget Sound region, this area of the falls should remain free of development and open for public access. (SQP-124)**

CP-949 **The community of Preston is a significant cultural and historic reminder of the planning area's roots in the logging industry. The existing land use designation shall be maintained, and new development should respect the existing character of the community. (SQP-125)**

CP-950 **The industrial area adjacent to the Rural Neighborhood of Preston shall be recognized with appropriate zoning for industrial uses. This area is designated for industrial uses to recognize existing industrial use and vested applications for new industrial development.**

The boundaries of this industrial area are permanent. No expansion of the designated industrial area will be permitted, and any effort to expand its boundaries is recognized as contrary to the Growth Management Act, including the 1997 amendments.

Any industrial development or redevelopment in the designated industrial area (excluding reconstruction in the event of accidental damage or destruction, or tenant improvements entirely within the building structures) shall be conditioned and scaled to maintain and protect the rural character of the area as defined in RCW 36.70A.030(14) and to protect sensitive natural features.

New industrial development or redevelopment (excluding structures and site improvements that existed or are vested by applications as of May 24, 1996, or tenant improvements entirely within building structures), on lots not subject to restrictions and conditions consistent with those reflected in Recording No. 9708190805 must be dependent upon being in the Rural Area and must be compatible with the functional and visual character of rural uses in the immediate vicinity and must not encourage or facilitate conversion or redesignation of nearby Rural and Rural Neighborhood lands to commercial, industrial or urban uses.

The boundaries of this industrial area shall be those properties within the Preston Industrial Water System, as set by King County Ordinance 5948, with the exception of parcel #2924079054.

CP-951 King County supports efforts of the community of Preston to achieve recognition of its historical and cultural significance. Its historic character should be maintained through designation as an historic area. (SQP-126)

CP-952 The King County Historic Sites Survey should be updated to include additional sites identified by the Preston Heritage Committee. (SQP-127)

CP-953 The development of a regional railroad museum in the Snoqualmie area is encouraged to promote understanding of the regional significance of railroads in the settlement and development pattern of Washington State. (SQP-128)

CP-954 King County shall put high priority on the acquisition and development of a regional trail system linking the Snoqualmie Valley planning area to other parts of the county. (SQP-143)

CP-955 King County supports designation of the Middle Fork of the Snoqualmie River under either the national or state Wild and Scenic River program. (SQP-151)

CP-956 **King County supports evaluation of the North Fork of the Snoqualmie River and the main stem of the Tolt River under either the national or state Wild and Scenic River program. (SQP-152)**

CP-957 **King County shall assist the City of North Bend, when requested, to develop a long-term solution and an implementation program which will solve flooding problems in the city.**

X. Soos Creek

Soos Creek is one of King County's largest and fastest growing planning areas. The first Soos Creek Plateau Communities Plan (SCCP) commenced during the fall of 1975, and was adopted in November 1979. The process was controversial, partly because Soos Creek served as a laboratory for several emerging planning concepts, including a Rural land use designation implemented with zoning limiting residential density to one home per five acres.

The Soos Creek Community Plan Update commenced in March 1988 and was adopted in December 1991. In 1995 the City of Kent initiated annexation of a very large area between it and Lake Meridian, intended to encompass most of its Potential Annexation Area (PAA) within the planning area. The cities of Maple Valley and Covington have commenced operating and assumed jurisdiction within their territories.

CP-1001 **The continued viability and health of the Soos Creek planning area's stream systems and the fisheries resources dependent upon them should be assured through zoning, special zoning conditions and development regulations. The intent of this policy is to control densities along stream corridors identified by the Soos Creek Basin Plan. This policy will be implemented through the Area Zoning by placing rural and urban densities within 1/4-mile of significant stream systems identified as Types 1, 2, and 3 waters according to the Sensitive Areas Ordinance. (NR-1)**

CP-1002 **Lot coverage limitations for building shall be applied in all stream corridors in urban designated areas of the Soos Creek basin and classified R-1, urban stream protection special district overlay. Total impervious surface should not exceed 8%, and total clearing of forested vegetation should not exceed 30%. Reforestation to achieve sites that are 70% forested should be required. (NR-1A)**

CP-1003 **New development should rehabilitate degraded wetlands and stream channels and banks in the Soos Creek planning area's drainage's to prevent further erosion and water quality problems. These areas include, but are not limited to, May Creek, Garrison Creek, Molasses Creek and Olsen Creek. Where conditions permit, the banks and channels should be restored to a natural state. Where it has been**

determined that additional standards may be appropriate to control volume, these should be required for new development. (NR-3)

CP-1004 Within the Soos Creek basin, bare ground associated with clearing, grading, utility installation, building construction, and other development activity should be covered or revegetated between October 1 and March 31 each year. Earth-moving and land-clearing activity should not occur during this period within the Soos Creek basin except for regular maintenance of public facilities and public agency response to emergencies that threaten the public health, safety and welfare. Landscaping of single-family residences, existing permitted commercial forestry and mining activities and development sites with approved and constructed drainage facilities that infiltrate 100 percent of surface runoff should be exempt from these restrictions. (NR-8)

CP-1005 For new subdivisions in the Soos Creek basin Rural Area, a minimum of 20% of the property should be retained as a separate tract of undisturbed indigenous vegetation. (NR-9)

CP-1006 All development within 660 feet of the top of the Cedar River Valley and the Green River Valley walls, particularly along the bluffs south and west of the Lea Hill plateau and within the Lake Heights area, should be conditioned to avoid adverse impacts on the environment and risks to life and property. (NR-14)

CP-1007 The Soos Creek Community Plan recognizes the importance of existing mobile home parks in providing affordable housing options. Mobile home parks in the urban areas of Soos Creek are designated for mobile home park uses, and should be zoned appropriately. King County should continue to examine the feasibility of funding and developing a replacement mobile home park in south King County for displaced mobile homes on county-owned or privately-owned sites. King County should develop intergovernmental agreements with the cities of Renton, Kent and Auburn for joint development of replacement parks to accommodate mobile home owners if they are displaced from mobile home parks within cities. (R-23)

CP-1008 Significant vegetation is a diminishing resource in the Soos Creek community. Significant vegetation contributes significantly to environmental quality, neighborhood character, and the quality of life in Soos Creek. All new residential

development shall retain significant existing vegetation. Native vegetation should be utilized wherever possible. (R-33)

CP-1009 Multifamily zoned land should not be converted to institutional and commercial/office uses within the Soos Creek Planning Area. (C-5)

CP-1010 Equestrian crossings of arterials should be permitted only where they do not greatly disrupt traffic. Where possible, these crossings should be combined with pedestrian and bicycle crossings. There should be no at grade equestrian crossings of SR-516, except at Lake Meridian. (T-29)

CP-1011 Crest Airpark is an important local facility and should continue operation at current levels of use. (F-15)

CP-1012 Because of noise and public safety concerns, low-density, single-family development should be the primary land use allowed within Crest Airpark's north flight path within 1/2-mile of the airport runway. (F-16)

CP-1013 All new subdivisions within 1/4-mile of Crest Airpark should include a covenant. The covenant should state that the property owner and/or resident recognize the existence of Crest Airpark, its value to the community, and the noise and public safety aspects of living in proximity to the airpark. (F-17)

CP-1014 The operation of SIR is expected to continue indefinitely. The area authorized for racetrack use shall be confined to maximize protection of Little Soos Creek and its riparian area. Any future consideration of permits for its operation should be consistent with the spirit and intent of the 1991 rules and conditions which regulate operation of the facility. (F-18)

CP-1015 King County should give high priority to expanding the Big Soos Creek trail by linking the City of Covington to the south and Fairwood Center to the north to the existing trail system. (P-15)

CP-1016 King County should give high priority to linking the Green River and Cedar River corridors. (P-16)

CP-1017 **King County should coordinate with the City of Seattle, WSDOT, and other jurisdictions to link major elements of the open space system including the Cedar River, Lake Desire, Big Soos Creek, SR-18 and the Green River trail systems. (P-18a)**

XI. Tahoma/Raven Heights

The Tahoma/Raven Heights planning area is the second largest (149 square miles) and was the second-fastest growing community planning area during 1990-1994. The Tahoma/Raven Heights Communities Plan (T/RH) commenced in August 1979 and was adopted in October 1984. T/RH continued to apply the Growth Reserve and Rural designations and zoning that emerged during the Soos Creek planning process. The planning area is mostly unincorporated Rural or Forest Production District. In the years prior to the Growth Management Act (GMA) the City of Black Diamond completed one large annexation. A final Urban Growth Area for Black Diamond has been determined and may be adopted as part of future amendments to the 1994 King County Comprehensive Plan. The planning area has also been affected by the incorporation of the new City of Maple Valley. The city has commenced operation and assumed jurisdiction. It includes most of the Urban Growth Area in the planning area.

In response to data and recommendations emerging while the Soos Creek Basin Plan was being prepared, interim 5-acre zoning was applied to portions of the Jenkins and Covington Creek watersheds in July 1989. A T/RH Update covering about one-fifth of the planning area was initiated in March 1991, and adopted in December 1991. The area zoning was changed in some cases, but this action was based on the 1985 King County Comprehensive Plan and applicable basin plan policies, and did not result in any changes to the 1984 T/RH policies.

CP-1101 **Resource activities should be encouraged in areas where such activities are not inconsistent with a rural atmosphere. In order to ensure continued development of natural resources prior to the development of the land for other purposes, extractive industries should be allowed to locate in areas known to have deposits of minerals. Premature urban/ suburban development should not be approved which forecloses the opportunity to use the resources. (T/RH-28)**

CP-1102 **The demand from surrounding land uses and densities should not exceed the capacity of the area's groundwater resources nor otherwise cause deterioration of its quality. (T/RH-45)**

CP-1103 **Existing businesses which qualify as legal uses located at Highway 169 and Cedar Grove Road should be given the same land use map designation as surrounding**

rural or resource properties, but recognized as Rural Businesses with neighborhood-scale business zoning. Any such development should not be expanded beyond the limits of the existing zoning of the specific parcel on which it is currently located, and if the use is abandoned the zoning should be redesignated to a rural zone consistent with that applied to surrounding properties.

C-1104 King County supports annexation of the lands within the City of Black Diamond's Urban Growth Area subject to the requirements of the Black Diamond Urban Growth Area Agreement as adopted by Ordinance 12534. If the agreement is terminated, the affected lands under King County jurisdiction shall be treated as follows:

a. Land within the designated Urban Growth Area shall be redesignated to Rural and reclassified to the rural zoning in place prior to the effective date of Ordinance 12534. This zoning shall continue for a period of at least five years from the date of reclassification.
b. The areas identified in the agreement as county open space shall be maintained at the rural zoning in place prior to the effective date of Ordinance 12534. This zoning shall continue for a period of at least five years after the date of termination of the agreement.

CP-1105 King County supports expansion of the network of regional trails and conservation of natural resource lands and environmentally sensitive areas through community efforts such as the Rock Creek Valley Conservation Plan and the Friends of Rock Creek.

CP-1106 King County supports efforts to protect and enhance open space and ensure long-term habitat health and passive recreation opportunities in the Middle Green River through community efforts such as the Middle Green River Coalition.

XII. Vashon

The Vashon Community Plan commenced in the spring of 1977 and was adopted in June 1981. Due to concerns about Vashon-Maury Island's water supply, which consists of local rain-fed aquifers, a revision to the plan was set for 1986 after completion of the Vashon/Maury Island Water Resources Study. The revision process began in April 1984, and the updated Vashon Community Plan was adopted in October 1986. In addition to responding to the Water Resources Study, the plan update also implemented the 1985 King County Comprehensive Plan's designation of the entire planning area as Rural. In 1996 the Vashon Town Plan repealed or modified several of the 1986 plan's policies, and adopted new policies and area zoning to guide development in the unincorporated Rural Town of Vashon. The Vashon Town Plan was adopted as a subarea plan and therefore is part of the King County Comprehensive Plan, as provided by the Growth Management Act (GMA). The policies below are the issue- or area-specific policies retained from the 1986 plan.

CP-1201 **All of Vashon-Maury Island is recognized for its unique ecological functions as a Puget Sound island, and is designated in this plan as a rural area. Development activities should protect the entire ecological system, including the Puget Sound shoreline, island habitat areas, and ground and surface water resources. (V-1)**

CP-1202 **All land use policies and regulations for Vashon shall reflect the overriding importance of the fact that the whole Island is the recharge area for a single-source aquifer. All of Vashon Island shall therefore be considered a groundwater recharge area. Within the Island, based largely on soil types, there are areas of relatively high, medium, and low susceptibility to groundwater contamination. Areas deemed highly susceptible to contamination in the KCCP should receive extra protection. (V-3)**

CP-1203 **Home occupations should continue to be allowed in residential areas on Vashon Island. (V-27)**

CP-1204 **Development should be minimized and carefully managed in sensitive areas. The most fragile, hazardous or valuable areas, including areas highly susceptible to contamination, landslide hazard areas and wetlands, should remain largely undeveloped through application of a low density designation. (V-31)**

CP-1205 **Protect and preserve the Island's wildlife habitats. (V-33)**

CP-1206 **Where fish or wildlife habitat occur within a proposed short plat or subdivision, the proposal should be reviewed to ensure that the ingredients necessary for the habitat's preservation are not destroyed. Special conditions should be attached to protect the habitat, if necessary. (V-34)**

CP-1207 **Fish and wildlife habitats identified on Vashon Island and considered to be especially unique and valuable or of potential countywide significance should receive special attention. Where these occur within a proposed plat or subdivision, Department of Development and Environmental Services (DDES), or its successor, may require the developer to submit a special report to assess more closely the impacts of the proposal on the habitat and to recommend specific measures to protect them. (V-35)**

Most fisheries in King County are regulated by agencies other than the county. Policies throughout this plan address fish habitat and the response to ESA listings. A harvestable fisheries habitat not otherwise addressed is the intertidal shellfish habitat on Vashon Island. The King County Department of Natural Resources and Parks owns some of this habitat. While the State of Washington governs the harvest of some species in this habitat, the county should take affirmative action to assure long-term productivity and to protect public health. The 1997 report of the Beach Assessment Program documents the degradation of this resource from over-harvesting, increased beach use and other causes.

CP-1208 **Intertidal shellfish habitat on Vashon Island shall be protected for its key role in the marine food chain, to protect public health, and to assure long-term productivity. King County shall explore effective means to protect this fisheries resource.**

CP-1209 **Island water resources should continue to be the sole water-supply source in the future. The plan discourages importing water for domestic uses from off the Island. (V-52)**

CP-1210 **Land uses and development densities should be planned so that demands on the Island's groundwater resources do not exceed its capacity to provide adequate supplies without deterioration of quality. In order to achieve this, ongoing research and monitoring as recommended in the Vashon Maury Island Water Resources Study should be conducted. (V-53)**

CP-1211 **Protection of the groundwater aquifer is of primary importance to Vashon Island. Further water quality degradation which would interfere with or become injurious to existing or planned uses should not be allowed. (V-54)**

CP-1212 **To protect domestic water resource, areas deemed highly susceptible to groundwater contamination and watersheds should be maintained in residential or similarly nonintensive uses at low densities. (V-57)**

CP-1213 **As an additional requirement for the comprehensive plans of public water systems on Vashon Island, the county shall ask that information be included assessing the ability of existing and potential water sources to meet anticipated population growth. Planned expansion of the water system should be prohibited if the analysis reveals a risk to the adequacy of service including quality of water being provided to current users. (V-59)**

CP-1214 **Special consideration should be given to the impacts of new development on the Island's groundwater resources. This should apply to major developments, development in areas highly susceptible to contamination, or development near public water supplies. (V-61)**

CP-1215 **Park-and-Ride lot development both on the Island and at or near the ferry terminals which serve Vashon Island (Fauntleroy, Southworth, Pt. Defiance) should be encouraged. (V-67)**

CP-1216 **Provide a safe and efficient system of commuter and recreational routes for bicyclists, pedestrians, and equestrians. (V-69)**

CP-1217 **Street and highway improvements should be low-cost safety and maintenance projects wherever possible. (V-71)**

CP-1218 **Additional water-related parks and beaches should be acquired along the saltwater shorelines of Vashon-Maury Islands. These parks should be retained as passive, natural areas. (V-83)**

CP-1219 Additional park sites should be acquired in the island's most environmentally sensitive natural areas. These sites should be retained as passive, open space areas allowing only those uses that would be compatible with sensitive areas. (V-84)

CP-1220 A public trail system should be identified and encouraged for preservation on Vashon Island. (V-85)

CP-1221 Trails on Vashon Island should serve bicyclists, equestrian and pedestrian uses. (V-85a)

CP-1222 Trail systems at parks and on other public land should be encouraged on Vashon Island. Trails on public lands should be officially recognized and preserved. (V-85b)

CP-1223 If and when county- and state-owned land on Vashon is logged, trails should be preserved for equestrian and pedestrian use. If possible, an unlogged buffer zone should be left when logging occurs. (V-85c)

CP-1224 Voluntary dedication of trails should be encouraged when land is developed for more intensive uses. (V-85d)

CP-1225 Trails should provide multiple uses where possible, serving both recreational and commuter needs. (V-85e)

CP-1226 Trail corridors on Vashon Island should be established and designed based upon the following criteria:

a. Connect park and open space areas;
b. Provide access to shoreline areas, particularly public parks;
c. Incorporate views and other special features of scenic, historic, or archaeological interest;
d. Traverse development limitation areas where not incompatible with hazard or fragile natural areas;
e. Follow streambanks and ravines;
f. Follow undeveloped rights-of-way or along side existing roads; and
g. Provide access to and connect schools. (V-85f)

CP-1227 **The quantity and quality of Vashon-Maury Islands' groundwater supply should be monitored, along with building permit and subdivision data, to determine if planned densities can be achieved. If new information indicates the groundwater supply is endangered, the County shall take immediate steps to ensure new development does not impair the groundwater supply.**

Vashon-Maury Island is unique within King County in that it is an island community dependent upon a designated sole-source aquifer for its water supply. Given that the only source of drinking water is ground water, a higher level of protection of groundwater recharge is warranted on Vashon-Maury Island than in the rest of King County. Land clearing and building activities can reduce groundwater recharge. Low-impact development (LID) is a new approach to land development that involves protecting and enhancing native vegetation and soils, reducing impervious surface and managing storm water at the source. These techniques are well suited to development in rural-residential zoned areas and can be an effective way to protect groundwater quality and recharge.

CP-1228 **King County should work with residential builders and developers on Vashon-Maury Island to encourage the use of low impact development practices that protect and enhance native vegetation and soils and reduce impervious surface. King County should promote preservation of at least 65% forest cover on rural-residential zoned parcels. The 65% forest cover goal may be adjusted for parcels less than 2 ½ acres in size. Dispersion of runoff from impervious surfaces into native vegetation in accordance with the Surface Water Design Manual shall be the preferred method of stormwater management in the rural area.**

Watershed Planning

For the past 25 years, through several community planning processes, the Island community has been proactive in protecting its water supply. There is broad recognition of the shared responsibility for this common resource, and recognition that each water use can affect the quantity and quality of the water supply of others. Although in many areas of the Island there is not a current problem with water quality and quantity, planning and preparation to secure and protect Island water resources is warranted. The principal reasons for preparing a watershed plan in 2005 was that there is uncertainty about the amount and availability of groundwater, a local trend showing increasing nitrates in some wells, potential for degradation of Island streams and potential for contamination of the Island sole source aquifer. The Vashon Maury Island Watershed plan completed on June 6, 2005 intends to protect and assure the water supply by making and implementing specific recommendations on water quantity and quality issues affecting the Island.

In April 2007 the Vashon Maury Island Groundwater Protection Planning Committee recommended the following priority action items in the Vashon-Maury Island Watershed Plan be incorporated into the 2008 King County Comprehensive Plan as follows:

CP-1229 **King County should develop an on-going island-wide education program to inform Islanders about groundwater resources, drinking water supplies, water availability, and water quality issues. The education program should include alternative water supply choices such as water retention, rain water harvesting, use of gray water, deepening of wells, groundwater recharge, water rationing in emergencies, reclaimed water and desalinization.**

CP-1230 **King County shall seek funding and work with state agencies to encourage removal of old or failing residential fuel storage tanks on Vashon-Maury Island.**

CP-1231 **King County should encourage the use of demonstrated new and alternative on-site septic treatment technologies on Vashon-Maury Island with priority on Marine Recovery Areas.**

CP-1232 **King County should seek funding to expand the Seattle-King County Public Health septic education program to inform property owners about septic system failures and steps they may take to ensure effective maintenance and operation of their system.**

CP-1233 **King County and the Vashon-Maury Island Ground Water Protection Committee should continue to collaborate to develop an education program on pesticide and fertilizer use.**

CP–1234 **King County should work with the Vashon Community to define specific actions to implement the stormwater recommendations in the 2005 Vashon-Maury Island Watershed Plan within available resources.**

CP-1235 **New roads or road improvements required for new development in the town of Vashon should use a rural road section when possible, consistent with the King County Road Standards. Although the roadway section within the Vashon Town Center typically includes curb, gutter, and sidewalk, the residential roadway section**

throughout the Island should generally be rural in character with shoulders and an open ditch/swale on both sides of the roadway. When a roadway project exceeds the thresholds identified in Section 1.1.1 of the County's Surface Water Design Manual, flow control and treatment facilities should mitigate the impacts generated by surface and stormwater runoff. Swales should be used when ecologically appropriate to treat runoff.

CP-1236 **King County should adopt a "business district design guideline" for the Vashon Town Center calling for installation of a rural type road section with either a road/sidewalk/bio-swale configuration, or a road/swale/trail configuration, where there is sufficient right of way, unless an alternate design that can protect groundwater recharge can be constructed.**

CP-1237 **King County should protect the quality and quantity of groundwater on Vashon/Maury Island by measuring, monitoring, and reporting information on groundwater quality and quantity to provide the information needed to manage groundwater resources.**

XIII. West Hill/White Center

The West Hill and White Center Community Plans, applying to portions of the original Highline Community Plan, were the last adopted by King County (West Hill in 1993, White Center in 1994), and as such were prepared in conformance with the Growth Management Act (GMA), and are already incorporated as part of the 1994 King County Comprehensive Plan. They will be reviewed and possibly revised as part of a future revision to this plan.

11 Chapter Eleven

Implementation

Implementation

The comprehensive plan guides land use over the long term by applying specific land use designations throughout the unincorporated portion of King County and by providing guidelines for implementing regulations used to evaluate specific development proposals. To ensure that these implementing regulations are effective and warrant a high degree of public trust and confidence, the regulations must be equitable, reasonable and responsibly administered.

I-101 **King County's regulation of land use should:**

a. **Protect public health, safety and general welfare, and property rights;**
b. **Protect consumers from fraudulent practices in land use, land sales and development;**
c. **Implement and be consistent with the comprehensive plan and other adopted land use goals, policies and plans;**
d. **Be expeditious, predictable, clear, straightforward and internally consistent;**
e. **Provide clear direction for resolution of regulatory conflict;**
f. **Be enforceable, efficiently administered and provide appropriate incentives and penalties;**
g. **Be consistently and effectively enforced;**
h. **Create public and private benefits worth their cost;**
i. **Be coordinated with timely provision of necessary public facilities and services;**
j. **Encourage creativity and diversity in meeting county goals and policies;**
k. **Be coordinated with cities, special purpose districts and other public agencies to promote compatible development standards throughout King County;**
l. **Be responsive, understandable and accessible to the public;**
m. **Provide effective public notice and reasonable opportunities for the public (especially those directly affected) to be heard and to influence decisions;**
n. **Avoid intruding on activities involving constitutionally protected freedoms of speech, petition, expression, assembly, association and economic competition, except when essential to protect public health, safety and welfare (and then the restriction should be no broader than necessary);**
o. **Treat all members of the public equally regardless of race, culture or class and base regulatory decisions wholly on the applicable criteria and code requirements;**

p. **Make development requirements readily accessible to the public through up-to-date codes, technical assistance materials and other relevant documents; and**

q. **Provide for relief from existing regulations when they would deprive a property of uses allowed to similar properties with the same zoning or environmental or other constraints, and when such relief would neither endanger public health and safety nor conflict with adopted use policies. This policy is not intended for relief from rules governing the subdividing of land.**

I. Land Use Designations and Zoning Classifications/Code

The application of zoning classifications on specific properties is the first step towards implementing the land use designations of the comprehensive plan. Boundaries between different zone classifications may follow property lines, natural features or other dividing lines such as roads. A land use designation is implemented by one or more specific zone classification, as indicated on the table below:

Comprehensive Plan Land Uses	Zoning*
Unincorporated Activity Center : White Center	R-12, R-18, R-24, R-48, NB, CB, O, I
Community Business Center	NB, CB, O
Neighborhood Business Center	NB, O
Commercial Outside of Centers	NB, CB, RB, O, I - this is the range of existing zoning in place when the comprehensive plan was adopted
Urban Planned Development	R-1, R-4, R-6, R-8, R-12, R-18, R-24, R-48, NB, CB, RB, O, I
Urban Residential, High	R-18, R-24, R-48
Urban Residential, Medium	R-4, R-6, R-8, R-12
Urban Residential, Low	R-1
Rural City Urban Growth Area	UR The following two zones were in place in the North Bend UGA when the comprehensive plan was adopted in 1994: I, RB
Rural Town	R-1, R-4, R-6, R-8, R-12, R-18, R-24, R-48, NB, CB, RB, O, I
Rural Neighborhood Commercial Center	NB, RA-5
Rural Area	RA-2.5, RA-5, RA-10, RA-20
Industrial	I
Forestry	F, M
Agriculture	A
Mining	M
Greenbelt/Urban Separator	R-1
King County Open Space System	All zones
Other Parks/Wilderness	All zones

* This is the range of zoning that may be allowed within each comprehensive plan land use designations subject to comprehensive plan and subarea plan policies. Actual zoning on a specific property is determined through the area-wide zoning process or through a quasi-judicial rezone application.

Zoning Designations

A	Agricultural (10 or 35 acre minimum lot area)
F	Forest (80 acre minimum lot area)
M	Mineral
RA	Rural Area (2.5-acre, 5-acre, 10-acre or 20-acre minimum density)
UR	Urban Reserve
R	Urban Residential (base density in dwelling units per acre)
NB	Neighborhood Business
CB	Community Business
RB	Regional Business
O	Office
I	Industrial

The Zoning Code (Title 21A) establishes precise rules for each zoning classification such as permitted residential densities and activities or allowed commercial and industrial development activities, and striving for separation between incompatible uses. This code includes standards relative to bulk (i.e. lot size and coverage, building heights and setbacks, landscape standards).

I-102 **The King County Zoning Code's zone classifications and development standards and the official zoning maps shall be consistent with the comprehensive plan and functional plans.**

II. Other Implementing King County Codes

In addition to the Zoning Code, King County regulates land development and construction based on the comprehensive plan through a variety of technical code standards resulting in permits and approvals for specific projects.

In terms of land use regulation, the most important of these other implementing codes are Land Segregation (K.C.C. Title 19A) and Shoreline Management (K.C.C. Title 25). The Land Segregation code regulates division of a parcel of land into smaller lots for transfer of ownership. The Shoreline Management code regulates the issuance of substantial development permits for lands abutting waters governed by the Washington State Shoreline Management Act.

Other development approvals include commercial or industrial construction permits. Review of land segregation, substantial development permits and other development proposals are key parts of the development process for making sure facilities and services to support potential development are adequate and for evaluating environmental impacts.

I-201 **When needed infrastructure and facilities are not available in a timely manner, development approvals shall either be denied or divided into phases, or the project proponents should provide the needed facilities and infrastructure to address impacts directly attributable to their project, or as may be provided by the proponent on a voluntary basis.**

I-202 **King County's permitting systems should provide for expeditious review of projects consistent with zoning and adopted policies.**

I-203 **Subdivision, short subdivision and other development approvals, including those requiring detailed environmental review under the State Environmental Policy Act (SEPA) shall be reviewed for consistency with the comprehensive plan, zoning, community, subarea plans, functional plans and capital improvement programs.**

I-204 **King County shall enforce its land use and environmental regulations by pursuing code enforcement complaints, and providing oversight during the process of site development on all sites for which it issues permits.**

I-205 **King County shall develop, as a part of the buildable lands analysis, a zoning yield and housing production monitoring program to determine whether housing capacity is being lost in the context of compliance with the Endangered Species Act, and shall propose revisions to the countywide planning policies to implement such a program.**

III. Incentives

To ensure that the vision, goals, objectives, and policies of this plan become a reality, it will require adjusting policy and budget priorities by King County government. It will also require individuals to reconsider their daily decisions and choices relating to the management or development of their lands, as well as the decisions and choices of large scale public/private partnerships during the development of major projects will be critical factors contributing to the effective implementation of this plan. Incentives, like the TDC Program, must encourage the types of growth and development patterns desired by King County and its residents.

I-301 **King County should develop incentives for the Urban Growth Area which encourage the development industry to provide a broad range of housing and business space. Incentives could include:**

a. **Identification of geographic areas with infill opportunities, granting them budget priority status and subjecting new development in these areas to more flexible standards;**
b. **Density bonuses for site designs which provide public benefits (for example, grid roads that connect with other developments and limit impacts on arterials);**
c. **Incentives which lower financial development risk;**
d. **Joint development opportunities at county-owned or operated facilities, utilization of air rights on county-owned or operated facilities, and the establishment of transit-supportive design guidelines; and**
e. **County capital improvement funding for public urban amenities including transportation, parks, open space, cultural and other facilities for cities participating in the King County Transfer of Development Rights Program.**

Glossary

Active Recreation Site

Active recreation sites recognize a higher level of public use and will require developed areas for organized or intense recreation. Active recreation site includes both the active recreation uses and all necessary support services and facilities.

Adaptive management

Adaptive management is a systematic approach for continually improving management policies and practices by learning from the outcomes of operational programs.

Agricultural activities

Agricultural activities means agricultural uses and practices including, but not limited to: Producing, breeding, or increasing agricultural products; rotating and changing agricultural crops; allowing land used for agricultural activities to lie fallow in which it is plowed and tilled but left unseeded; allowing land used for agricultural activities to lie dormant as a result of adverse agricultural market conditions; allowing land used for agricultural activities to lie dormant because the land is enrolled in a local, state, or federal conservation program, or the land is subject to a conservation easement; conducting agricultural operations; maintaining, repairing, and replacing agricultural equipment; maintaining, repairing, and replacing agricultural facilities, provided that the replacement facility is no closer to the shoreline than the original facility; and maintaining agricultural lands under production or cultivation.

Agricultural Production Districts (APD)

The Growth Management Act requires cities and counties to designate, where appropriate, agricultural lands that are not characterized by urban growth and that have long-term significance for the commercial production of food or other agricultural products. The comprehensive plan designates Agricultural Production Districts where the principal land use should be agriculture. Lands within Agricultural Production Districts should remain in parcels large enough for commercial agriculture. (See Chapter Three, Rural Area and Natural Resource Lands.)

Agricultural products

Agricultural products include, but are not limited to, horticultural, viticultural, floricultural, vegetable, fruit, berry, grain, hops, hay, straw, turf, sod, seed, and apiary products; feed or forage for livestock; Christmas trees; hybrid cottonwood and similar hardwood trees grown as crops and harvested within twenty years of

planting; and livestock including both the animals themselves and animal products including, but not limited to, meat, upland finfish, poultry and poultry products, and dairy products.

Amendment

Amendment means a revision, update, addition, deletion, and/or reenactment to an existing shoreline master program.

Annexation

This is the process of adding or incorporating an area into a city's jurisdiction.

Applicant

A property owner, a public agency or a public or private utility that owns a right-of-way or other easement or has been adjudicated the right to such an easement under RCW 8.08.040, or any person or entity designated or named in writing by the property or easement owner to be the applicant, in an application for a development proposal, permit or approval.

Approval

Approval means an official action by a local government legislative body agreeing to submit a proposed shoreline master program or amendments to the department for review and official action pursuant to this chapter; or an official action by the department to make a local government shoreline master program effective, thereby incorporating the approved shoreline master program or amendment into the state master program.

Arterial Functional Classification

Arterial functional classification is the division of a road system into a number of categories according to the "function" of each road. The degree to which the road serves movement of traffic or access to adjacent properties is the basis for its classification. Principal arterials provide for movement across large areas, serving predominantly "through traffic." Minor arterials provide movement to abutting properties and to arterials within large areas bound by principal arterials. Collector arterials serve smaller areas "collecting" traffic to or from abutting properties and funneling it to and from the transportation system.

Biodiversity

Biodiversity, or biological diversity, is the variety of living organisms considered at all levels, from genetic diversity through species, to higher taxonomic levels, and includes the variety of habitats, ecosystems, and landscapes in which the species are found.

Buffer

A designated area contiguous to a steep slope or landslide hazard area intended to protect slope stability, attenuation of surface water flows and landslide hazards or a designated area contiguous to and intended to protect and be an integral part of an aquatic area or wetland.

Capital Improvement Program (CIP)

The Adopted Capital Improvement Program budget allocates funds from various revenue sources to improve cultural and recreational opportunities for King County citizens, build needed transportation facilities, protect our investment in existing buildings, protect the health of our citizens, enhance the management of natural resources, and provide necessary capital resources for our law, safety, and justice system.

Channel migration hazard area, moderate

A portion of the channel migration zone, as shown on King County's Channel Migration Zone maps, which lies between the severe channel migration hazard area and the outer boundaries of the channel migration zone.

Channel migration hazard area, severe

A portion of the channel migration zone, as shown on King County's Channel Migration Zone maps, which includes the present channel. The total width of the severe channel migration hazard area equals one hundred years times the average annual channel migration rate, plus the present channel width. The average annual channel migration rate as determined in the technical report is the basis for each Channel Migration Zone map.

Channel migration zone

Those areas within the lateral extent of likely stream channel movement that are subject to risk due to stream bank destabilization, rapid stream incision, stream bank erosion and shifts in the location of stream channels, as shown on King County's Channel Migration Zone maps. Channel migration zone means the corridor that includes the present channel, the severe channel migration hazard area and the moderate channel migration hazard area. Channel migration zone does not include areas that lie behind an arterial road, a public road serving as a sole access route, a state or federal highway or a railroad. Channel migration zone may exclude areas that lie behind a lawfully established flood protection facility that is likely to be maintained by existing programs for public maintenance consistent with designation and classification criteria specified by public rule. Excluded areas must be outside of the Urban Growth Area and channel constraints must lie above the 100-year flood elevation, unless the flood elevation is

otherwise demonstrated using scientific and technical information. When a natural geologic feature affects channel migration, the channel migration zone width will consider such natural constraints.

Clearing

Cutting, killing, grubbing or removing vegetation or other organic plant material by physical, mechanical, chemical or any other similar means. For the purpose of this definition of clearing, cutting means the severing of the main trunk or stem of woody vegetation at any point.

Clustering

Clustering means developing a subdivision that reduces the individual lot areas to create permanent open space or a reserve for future development while it maintains the zoned residential density.

Community Business Centers

These are primarily retail developments designed to serve a nearby market area of 15,000 to 40,000 people. (See Chapter Two, Urban Communities.)

Comprehensive Plan

The Growth Management Act requires certain cities and counties of the state to adopt comprehensive land use plans. A comprehensive plan is a generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the Growth Management Act. A comprehensive plan consists of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. Each comprehensive plan includes a plan, scheme or design for land use, housing, capital facilities, utilities, rural areas, and transportation. Optional components include elements relating to conservation, solar energy, recreation, and subarea plans.

Concurrency Management System

The Growth Management Act requires jurisdictions to adopt and enforce ordinances that prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made "concurrent" with the development. Concurrent with development means that transportation improvements or strategies are in place at the time of development or that financial commitment is made to complete the improvements or strategies within six years. The Concurrency Management System of King County establishes a process to manage new development based on transportation impacts on levels of service and the concurrency of needed improvements or actions. (See Chapter Seven, Transportation).

Coordinated Water System Plans

Four Critical Water Supply Service Areas have been designated in King County in accordance with the Public Water System Coordinated Act of 1977 (chapter 70.116 RCW): East King County, Skyway, South King County, and Vashon Island. The Coordinated Water System Plan for each area provides an assessment of water supply and a program to meet future demand. Planning areas, within which a water purveyor is obligated to provide service consistent with county land use plans and regulations, were assigned for major purveyors.

Countywide Planning Policies (CPP)

The Growth Management Act requires that counties, as regional governments within their boundaries, prepare countywide planning policies which establish a countywide framework from which county and city comprehensive plans are to be developed and adopted. This framework is to ensure that city and county comprehensive plans are consistent. The "King County Countywide Planning Policies" were developed and recommended by the Growth Management Planning Council and are to serve as a blueprint for how King County and its cities should grow over the next 20 years. The Metropolitan King County Council adopted these policies in 1992. Since this time, amendments called "Phase II Countywide Planning Policies" have been made to the sections pertaining to affordable housing, economic development and rural character. The County Council has adopted these Phase II amendments. (See Chapter One, Regional Planning.)

Critical Areas

The Growth Management Act requires cities and counties to designate, where appropriate, critical areas which include: 1) wetlands, 2) areas with a critical recharging effect on aquifers used for potable water, 3) fish and wildlife habitat conservation areas, 4) frequently flooded areas, and 5) geologically hazardous areas. (See Chapter Four, Environment for King County's designation of critical areas.)

Critical Habitat

Specific areas which possess physical or biological features which are essential to the conservation of a listed species.

Cultural Resources

Cultural resources include performing and visual arts events, programs and facilities; public art; heritage events, programs and facilities; and historic properties.

Cumulative impacts

The sum total of the current, plus any reasonably foreseeable future disturbances to ecological functions, which can be impacted by both development subject to shoreline permits and by development that is not subject to permits.

Deficiency

Deficiency in a comprehensive plan or development regulation refers to the absence of required or potentially desirable contents of a comprehensive plan or development regulation.

Density

The quantity of structures or buildings per unit area. Typically expressed as housing units per acre or square mile.

Density Incentives/Bonuses

Density incentives, or density bonuses, are programs allowing for additional dwelling units above the number permitted on a site by zoning (sometimes referred to as "base density") in exchange for public benefits provided by the developer. King County has incorporated use of density incentives with standard urban subdivision, mobile home park, and multifamily development projects. (King County Code, Title 21A)

Development

Development means a use consisting of the construction or exterior alteration of structures; dredging; drilling; dumping; filling; removal of any sand, gravel, or minerals; bulkheading; driving of piling; placing of obstructions; or any project of a permanent or temporary nature which interferes with the normal public use of the surface of the waters overlying lands subject to this chapter at any state of water level.

Development regulations

Development regulations means the controls placed on development or land uses by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, all portions of a shoreline master program other than goals and policies approved or adopted under chapter 90.58 RCW, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto.

Docket

A list of suggested changes to a comprehensive plan or development regulations maintained by the department.

Docket Process, The

The docket process specifies that dockets are not just to note deficiencies, but also to suggest changes and make written comments. These suggested changes are reviewed by the county and made available for review by the public. Information provided to the public will include the county's response. An Internet docket process is available and can be found at: http://www.metrokc.gov/ddes/compplan/.

Docketing

Docketing means compiling and maintaining a list of suggested changes to the comprehensive plan or development regulations in a manner that will ensure such suggested changes will be considered by the county and will be available for review by the public.

Drainage Basin

A drainage basin, like a watershed, is an area that drains to a common outlet or an identifiable water body such as a river, stream, lake or wetland. In King County, 72 drainage basins are contained within six major watersheds. These drainage basins in turn contain numerous individual water bodies with small drainages.

Dredging

Dredging is the removal, displacement, or disposal of unconsolidated earth material such as sand, silt, gravel, or other submerged materials, from the bottom of water bodies, ditches, or natural wetlands; maintenance dredging and/or support activities are included in this definition.

Dwelling unit

One or more rooms designed for occupancy by a person or family for living and sleeping purposes, containing kitchen facilities and rooms with internal accessibility, for use solely by the dwelling's occupants; dwelling units include but are not limited to bachelor, efficiency and studio apartments, factory-built housing and mobile homes.

Ecological Function

An ecological function refers to physical, chemical, and biological processes or attributes at some level of biological organization. For example, the ecological functions of wetlands includes food chain support, water quality maintenance, flood storage, and wildlife habitat.

Ecoregions

Land areas that contain a geographically unique set of species, communities, and environmental conditions.

Ecosystem

Ecosystem means the complex of a community of organisms and its environment functioning as an ecological unit.

Ecosystem-wide processes

Ecosystem-wide processes means the suite of naturally occurring physical and geologic processes of erosion, transport, and deposition; and specific chemical processes that shape landforms within a specific shoreline ecosystem and determine both the types of habitat and the associated ecological functions.

Emissions Trading

Emissions trading means the transfer in ownership of emission reductions. Emission trading occurs when a source of air pollution reduces its emissions and then transfers ownership of the emission reduction to another party. Markets for emission reductions can be created by regulation (the market for sulfur dioxide allowances for example) or voluntarily (the current market for greenhouse gases).

Endangered Species

Endangered Species means any species which is in danger of extinction throughout all or a significant portion of its range and which has been designated as such in regulations issued by the U.S. Fish and Wildlife Service or the Washington State Department of Fish and Wildlife.

Endangered Species Act (ESA)

An act adopted by U.S. Congress in 1973 whose purpose is to provide a means whereby ecosystems upon which endangered and threatened species depend may be conserved and to provide a program for the conservation for such endangered and threatened species.

Endemic Species

Endemic species (or habitats or ecosystems) are those that are native to, and occur only in, a particular area or locale. Endemic species generally have very specific adaptive requirements that are linked to particular habitat or ecosystems that are, themselves, rare (e.g., Townsend's big-eared bats and caves). Even small changes in the ecosystem are likely to cause localized extinctions of these species.

Enhance

Enhance means to increase one or more of the functions or values that an ecosystem or environmental feature possesses. An improvement in a functional attribute or value. (See Chapter Four, Environment).

Environment

Environment or master program environment or shoreline environment means the categories of shorelines of the state established by the King County shoreline management master program to differentiate between areas whose features imply differing objectives regarding their use and future development.

Environmentally Sensitive Areas

Coal mine, erosion, flood, landslide, seismic, steep slope and volcanic hazard areas, and streams, wetlands and protection buffers constitute environmentally sensitive areas.

Fair Housing Ordinance

King County's Fair Housing Ordinance prohibits housing discrimination against persons on the basis of race, color, religion, national origin, age, sex, marital status, parental status, use of Section 8 subsidy, sexual orientation, disability or the use of a trained guide dog.

Family-Wage Jobs

Family-wage jobs which are capable of supporting a family. For the purposes of this plan, the term means jobs which pay more than the average annual wage for King County in a given year.

Feasible

Feasible means, for the purpose of this program, that an action, such as a development project, mitigation, or preservation requirement, meets all of the following conditions:

(a) The action can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results;

(b) The action provides a reasonable likelihood of achieving its intended purpose; and

(c) The action does not physically preclude achieving the project's primary intended legal use.

In cases where these guidelines require certain actions unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action's infeasibility, the reviewing agency may weigh the action's relative public costs and public benefits, considered in the short- and long-term time frames.

FEMA floodway

The channel of the stream and that portion of the adjoining floodplain that is necessary to contain and discharge the 100-year flood flow without increasing the base flood elevation more than one foot.

Fill

Fill means the addition of soil, sand, rock, gravel, sediment, earth retaining structure, or other material to an area waterward of the OHWM, in wetlands, or on shorelands in a manner that raises the elevation or creates dry land.

Fish and Wildlife Habitat Conservation Areas

Designation of Fish and Wildlife Habitat Conservation Areas is required by the Growth Management Act. This Comprehensive Plan designates the following as such areas: 1) areas with which endangered, threatened, and sensitive species have a primary association; 2) habitats and species of local importance; 3) commercial and recreational shellfish areas; 4) kelp and eel grass beds; 5) herring and smelt spawning areas; 6) naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat; 7) waters of the state; 8) lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; and 9) state natural area preserves and natural resource conservation areas.

Flood Hazard Management Plan

The King County Flood Hazard Management Plan contains policies and program and project recommendations that guide floodplain use and development throughout King County.

Floodplain

Floodplain is the total area subject to inundation by the 100-year flood.

Floodway, zero-rise

Floodway zero-rise is the channel of a stream and that portion of the adjoining floodplain that is necessary to contain and discharge the base flood flow without any measurable increase in base flood elevation.

A. For the purpose of this definition, measurable increase in base flood elevation means a calculated upward rise in the base flood elevation, equal to or greater than 0.01 foot, resulting from a comparison of existing conditions and changed conditions directly attributable to alterations of the topography or any other flow obstructions in the floodplain. Zero-rise floodway is broader than that of the FEMA floodway but always includes the FEMA floodway.
B. Zero-rise floodway includes the entire floodplain unless a critical areas report demonstrates otherwise.

Forest practice

Forest practice is any forest practice as defined in RCW 79.06.020.

Forest Production Districts (FPD)

The Growth Management Act requires cities and counties to designate, where appropriate, forest lands that are not characterized by urban growth and that have long-term significance for the commercial production of timber. The Comprehensive Plan designates Forest Production Districts where the primary use should be commercial forestry. Lands within the Forest Production District shall remain in large parcels and in ownership conducive to forestry. (See Chapter Three, Rural Legacy and Natural Resource Lands).

Fully Contained Community (FCC)

A site-specific development project consisting of conceptual site plan(s), development standards, processing and other elements. It is also consistent with the criteria provided in RCW 36.70A.350 which states that FCCs should be located outside of the initially designated Urban Growth Area.

Functional Classification

See "Arterial Functional Classification"

Functional Planning

Functional plans are detailed plans for facilities and services and action plans and programs for other governmental activities. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location and must be consistent with the Comprehensive Plan and development regulations. Functional plans are prepared by King County, independent special purpose districts or other public and private agencies. (See Chapter Nine, Implementation)

Geotechnical report or **geotechnical analysis**

Geotechnical report or geotechnical analysis means a scientific study or evaluation conducted by a qualified expert that includes a description of the ground and surface hydrology and geology, the affected land form and its susceptibility to mass wasting, erosion, and other geologic hazards or processes, conclusions and recommendations regarding the effect of the proposed development on geologic conditions, the adequacy of the site to be developed, the impacts of the proposed development, alternative approaches to the proposed development, and measures to mitigate potential site-specific and cumulative geological and hydrological impacts of the proposed development, including the potential adverse impacts to adjacent and down-current properties. Geotechnical reports shall conform to accepted technical standards and must be prepared by qualified professional engineers or geologists who have professional expertise about the regional and local shoreline geology and processes.

Global Warming

Global warming is an increase in worldwide atmospheric temperature and resulting alterations in climate.

Grading

Grading is any excavation, filling, removing the duff layer or any combination thereof.

Groundwater Management Plans

King County has five Groundwater Management Areas (GWMA) for which citizens and technical experts are addressing groundwater issues. For each GWMA, a Groundwater Management Plan (GWMP) has been developed per chapter 173-100 WAC (chapter 90.44 RCW). Each GWMP describes the area's groundwater resource, contains a detailed exploration of groundwater protection issues, and proposes solutions to perceived threats. These Plans identify Sensitive Aquifer Areas to receive a special level of protection.

Growth Management Act (GMA)

In 1990, the Washington State Legislature passed the State Growth Management Act (ESHB 2929). The Act calls for urban counties and cities in the state to develop comprehensive plans to guide growth management decisions for at least the next decade. Amendments to the Act in 1991 require that counties, working with the cities within their boundaries, develop Countywide Planning Policies to provide a common vision of the future to serve as the framework for all comprehensive plans throughout the county. (See Chapter One, Regional Planning)

Growth Management Planning Council (GMPC)

The GMPC, which was established by an interlocal agreement, is a 15-member council of elected officials from Seattle, Bellevue, suburban cities and King County. The GMPC has been responsible for the preparation and recommendation of the Countywide Planning Policies to the Metropolitan King County Council, which then adopts the policies and sends them to the cities for ratification.

Habitat

Habitat is the area where wildlife normally lives and grows. Habitat components include food, water, cover (security, breeding, thermal) and space.

Habitat Network

Habitat network is a system of fish and wildlife habitat where connections between large habitat blocks and open spaces are necessary for the support of fish and wildlife through their life cycles.

Historic Properties

Historic properties include historic buildings, sites, objects, districts and landscapes, prehistoric and historic archaeological resources, and traditional cultural places.

Historic Property, Significant

Significant historic properties are those properties that meet the criteria for designation as County landmarks and/or listing in the National Register of Historic Places.

Impervious surface

An impervious surface is a surface that prevents, retards, or otherwise alters the entry of water into the soil mantle as compared to natural conditions prior to development; and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots and gravel roads.

Incorporated Areas

Incorporated areas are those areas within a city or a city's jurisdiction. King County contains the entirety of 39 incorporated cities and parts of two others.

Infill

Infill means development or redevelopment on small properties or groups of properties within existing built-up areas.

Initial Project Needs

Initial project needs are road improvement projects needed to meet the impacts of a specific development. The projects must be concurrent with the development.

Keystone Species

Keystone species are those that exert a significant effect on the structure of the biological community of which they are a part. These species often prevent dominance by a single species and thereby maintain diversity in the community.

Landfill

Landfill is a disposal site or part of a site at which refuse is deposited.

Land Use Map

The official land use map for the Comprehensive Plan that designates the general location and extent of the uses of land for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses as required by the Growth Management Act. The Land Use Map is not included in the Plan because it is very large. It is available for review at the Department of Development and Environmental Services and at the Clerk of the King County Council. A smaller representation of the Land Use Map is included in the Comprehensive Plan.

Level of Service – Transportation (LOS)

Transportation LOS is a qualitative measure describing the operational conditions of the transportation system as experienced by travelers.

Local government

Local government means any county, incorporated city or town which contains within its boundaries shorelines of the state subject to chapter 90.58 RCW.

Locally Significant Resource Areas (LSRAs)

LSRAs contribute to the aquatic resources within a specific basin, when compared to aquatic and terrestrial systems of similar size and structure elsewhere in the basin. They also provide wetland and stream habitat that is important for wildlife and salmonid diversity and abundance within the basin. (See Chapter Four, Environment)

Low Impact Development (LID)

LID is a new approach to land development which works to match a site's natural hydrologic function by protecting native vegetation and soils, reducing impervious surface and managing stormwater at the source.

Master Planned Resorts

RCW 36.70A.040 defines Master Planned Resorts as a self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreation facilities. A master planned resort may include other residential uses within its boundaries, but only if the residential uses are integrated into and support the on-site recreational nature of the resort.

May

See definition for "shall"

Median Household Income

The median divides all households into two equal groups, one having income above the median and the other having income below the median.

Mineral Resource Sites

The Growth Management Act requires cities and counties to designate, where appropriate, mineral resource lands that are not already characterized by urban growth and that have long-term significance for the extraction of minerals. The Comprehensive Plan designates as Mineral Resource Sites existing, approved mining sites, and also designates as Potential Mineral Resource Sites properties on which King County expects some future mines may be located. (See Chapter Three, Rural Legacy and Natural Resource Lands)

Mitigation Bank

A mitigation bank is a property approved by the appropriate county, state and federal agencies for restoration, creation, or enhancement to compensate for adverse impacts to wetlands caused by the development of public agency facilities and utility facilities.

Mitigation Payment System

This impact fee system establishes a requirement that new growth and development pay a proportionate share of the cost of needed transportation improvements. This system is authorized by state growth management legislation. (See Chapter Seven, Transportation)

Mixed Use

This term refers to a development with combined commercial and residential uses.

Mode Split

Mode split is the percentage of a specific mode's use from among all modes of travel. For example, if 25 trips out of 100 total trips are made by bus, the bus mode split is 25 percent. Modes of travel include single-occupant vehicles, transit, carpooling, bicycling, walking, and other modes.

Multifamily Housing

Multifamily housing structures are those with more than one unit. Multifamily housing includes duplexes, apartments and condominiums.

Multiple Use

The combining of compatible uses within one development. The major use or activity must be shoreline dependent. The major use or activity must be in terms of both dollar value and commitment of land.

Must

See definition for "shall".

Natural Area

Natural areas are those properties in the county's natural lands inventory whose primary purpose is to conserve and restore ecological value. They may not be completely natural and undisturbed but may be important in preserving rare or vanishing flora, fauna, geological sites or features of scientific, traditional, cultural, or educational value. These sites may allow public use that does not harm the ecological resources of the site. Also referred to as Ecological Lands or Ecological sites.

Neighborhood Business Centers

These are shopping areas offering convenience goods and services to local residents. They primarily contain retail stores and offices. (See Chapter Two, Urban Communities)

New Growth

New growth is growth that occurs subsequent to pipeline development for which no application is currently pending review/approval in the King County permitting process, but which is forecasted to occur over the next 20 years in this Comprehensive Plan.

Nondegradation

Nondegradation means to prevent the decline to a lower state, to keep from reducing the complexity, functions, or integrity of ecological processes or values.

Nonmotorized Transportation

Nonmotorized transportation refers to pedestrian, bicycle, and equestrian travel, and the facilities needed to support such travel. For purposes of this section wheelchairs, personal assistive mobility devices or scooters powered by electricity and only when used by physically impaired persons shall be considered nonmotorized transportation. Any motorized foot scooter, motor-driven cycle, moped, motor-powered bicycle, a motorcycle or, except as provided above, personal assistive mobility device shall be considered motorized transportation.

Non-point Pollution

Non-point pollution is pollution which enters any waters of the state from any dispersed land-based or water-based activities, including but not limited to atmosphere disposition, surface water runoff from agricultural lands, urban areas, or forest lands, subsurface or underground sources, or discharges from boats or marine vessels.

Open Space System, King County

King County's Open Space System is a regional system of *county-owned* parks, trails, natural areas, working agricultural and forest resource lands, and flood hazard management lands. This regional network of open spaces provides benefits to county residents including recreation, conservation of natural and working lands, flood hazard management, wildlife habitat, and connection of critical areas. (See Chapter 6, Parks, Open space and Cultural Resources)

Particulate Matter

Particulate matter is solid or aerosol particles dispersed in the air including dust, soot, and oil. The major sources are industrial activities, fugitive road dust, motor vehicle emissions, and wood smoke.

Passive Recreation Site

Passive recreation sites require a lower level of development and provide areas for informal, self-directed activities for individuals and groups.

Pervious surface

A pervious surface is an area that allows the entry of water into the soil mantle, as under natural conditions prior to development.

Pipeline Development

Pipeline Development is comprised of land use development applications, whether vested or unvested, that were submitted prior to adoption of King County Comprehensive Plan and are pending review/approval in the permitting process.

Pipeline transportation needs

Pipeline transportation needs are associated with growth that is pending through the county's development review process.

Point Pollution

Point pollution is pollution that enters any waters of the state from an identifiable source such as a pipe.

Potential Annexation Area (PAA)

A Potential Annexation Area is an area in unincorporated King County adjacent to a city that is expected to annex to the city and to which that city will be expected to provide services and utilities within the next two decades. (See Chapter Two, Urban Communities)

Precautionary Action

Precautionary action, also referred to as the "no risk approach," means in such instances where an absence of valid scientific information or incomplete scientific information relating to the county's critical areas, leading to uncertainty about whether development and land uses could lead to harm of critical areas or uncertainty about the risk to critical area function, such development and land use activities are strictly limited until the uncertainty is sufficiently resolved.

Priority habitat

Priority habitat means a habitat type with unique or significant value to one or more species. An area classified and mapped as priority habitat must have one or more of the following attributes:

- Comparatively high fish or wildlife density;
- Comparatively high fish or wildlife species diversity;
- Fish spawning habitat;
- Important wildlife habitat;
- Important fish or wildlife seasonal range;
- Important fish or wildlife movement corridor;
- Rearing and foraging habitat;
- Important marine mammal haul-out;
- Refugia habitat;
- Limited availability;
- High vulnerability to habitat alteration;
- Unique or dependent species; or
- Shellfish bed.

A priority habitat may be described by a unique vegetation type or by a dominant plant species that is of primary importance to fish and wildlife (such as oak woodlands or eelgrass meadows). A priority habitat may also be described by a successional stage (such as, old growth and mature forests). Alternatively, a priority habitat may consist of a specific habitat element (such as a consolidated marine/estuarine shoreline, talus slopes, caves, snags) of key value to fish and wildlife. A priority habitat may contain priority and/or nonpriority fish and wildlife. [WAC 173-26-020 (24)]

Priority species means species requiring protective measures and/or management guidelines to ensure their persistence at genetically viable population levels. Priority species are those that meet any of the criteria listed below.

(a) Criterion 1. State-listed or state proposed species. State-listed species are those native fish and wildlife species legally designated as endangered (WAC 232-12-014), threatened (WAC 232-12-011), or sensitive (WAC 232-12-011). State proposed species are those fish and wildlife species that will be reviewed by the department of fish and wildlife (POL-M-6001) for possible listing as endangered, threatened, or sensitive according to the process and criteria defined in WAC 232-12-297.

(b) Criterion 2. Vulnerable aggregations. Vulnerable aggregations include those species or groups of animals susceptible to significant population declines, within a specific area or statewide, by virtue of their inclination to congregate. Examples include heron colonies, seabird concentrations, and marine mammal congregations.

(c) Criterion 3. Species of recreational, commercial, and/or tribal importance. Native and nonnative fish, shellfish, and wildlife species of recreational or commercial importance and recognized species used for tribal ceremonial and subsistence purposes that are vulnerable to habitat loss or degradation.

(d) Criterion 4. Species listed under the federal Endangered Species Act as either proposed, threatened, or endangered.

Protect

Protect means to keep from harm, attack, injury, or destruction; to maintain the integrity of, especially through environmental care.

Public Benefit Rating System

This is a current use taxation program whereby the reduction in property taxes is determined using a scoring system related to the numbers and quality of open space resources located on all or portions of the property.

Puget Sound

Puget Sound is an estuary—a semi-enclosed, glacial fjord where salt water from the ocean is mixed with fresh water. Puget Sound is bordered by about 1,300 miles of shoreline with a mix of beaches, bluffs, deltas, mudflats, kelp forests and eelgrass meadows. Approximately 100 miles of this saltwater shoreline lie within King County. King County's immediate responsibilities include those portions of Puget Sound which lie within the county, roughly between Point Wells to the north and Dumas Bay to the south. King County shares responsibility for the health of the main basin of Puget Sound with its neighbors—Pierce County, Kitsap County, and Snohomish County.

Puget Sound Regional Council (PSRC)

The PSRC is the designated metropolitan planning organization for our area and is responsible for regional growth management and transportation planning in the four county region which includes King, Pierce, Snohomish and Kitsap counties. PSRC's General Assembly includes mayors, county executives, and council commission members from the four counties. The council also includes as members the ports of Everett, Seattle and Tacoma and the State Department of Transportation and Transportation Commission. The PSRC prepared Multi-county Planning Policies for the four-county region.

Rare Species

Rare species, habitats, and ecosystems are those that are few in number or are poorly represented in an area. Rare species often lack the capability to resist changes in environmental conditions or lack the resilience to recover after a change. Species, habitats, and ecosystems may be rare because of the following reasons: changing natural conditions have reduced their range, abundance, or distribution; they depend on specific environmental conditions that are not commonly represented in this area (species or habitats at the edge of their range or occurring as relicts); and anthropogenic (human-related) actions have caused habitat loss or severe decreases in range or abundance.

Reclaimed Water

Reclaimed water means effluent (treated wastewater) from a wastewater treatment system that has been adequately and reliably treated, so that as a result of that treatment, it is suitable for a beneficial use or a controlled use that would not otherwise occur and is no longer considered wastewater. Reclaimed water may be used for beneficial purposes such as landscape and agricultural irrigation, heating and cooling, industrial processing, and environmental enhancement or restoration of streams, wetlands, and aquifers.

Regionally Significant Resource Area (RSRA)

RSRAs are those portions of watersheds that contribute to the resource base of the entire Puget Sound region by virtue of exceptional species and habitat diversity and abundance when compared to aquatic and terrestrial systems of similar size and structure elsewhere in the region. RSRAs may also support rare, threatened or endangered species or communities. (See Chapter Four, Environment)

Regional Wastewater Services Plan (RWSP)

King County adopted the Regional Wastewater Service Plan (RWSP) in 1999. The RWSP outlines a number of important projects, programs, and policies for King County to implement through 2030 to continue to protect public health and water quality and ensure sufficient wastewater capacity to meet future growth needs. RWSP policies guide the phasing and size of treatment facilities and improvements

to the conveyance system, as well as improvements to control combined sewer overflows. The RWSP also includes policies that guide the production and use of biosolids and reclaimed water.

Resource Lands, designated

The Growth Management Act requires cities and counties to designate natural resource lands which include the following: 1) agricultural lands that have long-term significance for the commercial production of food or other agricultural products; 2) forest lands that have long-term significance for the commercial production of timber; and 3) mineral resource lands that have long-term significance for the extraction of minerals. The Comprehensive Plan designates Agricultural Production Districts, Forest Production Districts, and Mineral Resource Sites. (See Chapter Three, Rural Area and Natural Resource Lands)

Restore

Restore means to return land and water resources from a disturbed or totally altered condition to an approximation of their condition prior to disturbance or alteration. Restoration projects are conducted by public agencies through capital improvement projects and by developers as a means to mitigate adverse impacts of their proposals. (Restoration of land is not required of developers when they protect land and water resources according to King County regulation.) (See Chapter Four, Environment)

Rezones

Rezoning is the term that refers to the process of individual requests and applications to change the zoning classification of land.

Riparian

Pertains to the banks of rivers and streams, and also sometimes wetlands, tidewater and lakes.

Rural Area (See also Rural Zoning)

The Growth Management Act requires that counties designate a rural area in order to conserve the rural character and quality of the existing rural lands in Washington. King County's Rural Area contains very low-density residential development, commercial and industrial development, farms, forests, watersheds crucial for both fisheries and flood hazard management, mining areas, small cities and towns, historic sites and buildings, archaeological sites and regionally important recreation areas. (See Chapter Three, Rural Area and Natural Resource Lands)

Rural Character

Rural character refers to the pattern of land use and development established by a county in the rural element of its comprehensive plan:

(a) In which open space, the natural landscape, and vegetation predominate over the built environment;
(b) That foster traditional rural lifestyles, rural-based economies, and opportunities to both live and work in rural areas;
(c) That provide visual landscapes that are traditionally found in rural areas and communities;
(d) That are compatible with the use of the land by wildlife and for fish and wildlife habitat;
(e) That reduce the inappropriate conversion of undeveloped land into sprawling, low-density development;
(f) That generally do not require the extension of urban governmental services; and
(g) That are consistent with the protection of natural surface water flows and groundwater and surface water recharge and discharge areas

Rural Cities

King County's rural cities are incorporated areas within the rural area whose local governments are involved in the region's planning processes on an equal legal basis with the suburban cities and Seattle. The incorporated rural cities are Black Diamond, Carnation, Duvall, Enumclaw, North Bend, Skykomish and Snoqualmie. (See Chapter Three, Rural Area and Natural Resource Lands)

Rural Growth

Rural Growth refers to residential, commercial, and industrial growth that is scaled to be compatible with, and maintains the traditional character of the Rural Area. Rural growth typically does not require urban governmental services except in the case of some rural towns and to protect the environment as provided in this Comprehensive Plan. The basic elements of "Rural Character," as defined by the King County Countywide Planning Policies, are natural features, resource-based industries, rural towns, rural neighborhoods, rural infrastructure and services, open space system, rural housing, rural economy, and rural cities.

Rural Neighborhood Commercial Centers

Rural neighborhood Commercial Centers are small commercial developments, or in some cases, historic towns or buildings, that are too small to provide more than convenience shopping and services to surrounding residents. They generally do not have services such as water supply or sewage disposal systems any different from those serving surrounding rural residential development. (See Chapter Three, Rural Area and Natural Resource Lands)

Rural Towns

Rural towns are unincorporated towns governed directly by King County. They provide a focal point for community groups such as chambers of commerce or community councils to participate in public affairs.

The purposes of rural town designations within the Comprehensive Plan are to recognize existing concentrations of higher density and economic activity in rural areas and to allow modest growth of residential and economic uses to keep them economically viable into the future. (See Chapter Three, Rural Area and Natural Resource Lands)

Rural Zoning

The rural zone is meant to provide an area-wide, long-term, rural character and to minimize land use conflicts with nearby agricultural, forest or mineral extraction production districts. These purposes are accomplished by: 1) limiting residential densities and permitted uses to those that are compatible with rural character and nearby resource production districts and are able to be adequately supported by rural service levels; 2) allowing small scale farming and forestry activities and tourism and recreation uses which can be supported by rural service levels and which are compatible with rural character; and 3) increasing required setbacks to minimize conflicts with adjacent agriculture, forest or mineral zones.

Salmonid

A member of the fish family Salmonidae. In King County, salmonid species include Chinook, Coho, chum, sockeye, and pink salmon; cutthroat, rainbow, and brown trout and steelhead; Dolly Varden, brook trout, char, kokanee, and whitefish.

Satellite System Management

When large water utilities oversee the operations of smaller water systems, not connected to their own system, it is called satellite system management. The satellite system manager is hired by the smaller system to operate and maintain the system in accordance with local, state and federal health regulations.

Sediment Transport

Sediment transport is the process of taking soil from one place and depositing it in another via the flow of water. Deposition of the soil occurs when sediment in the water flow is more than the flow can transport.

Sensitive Areas Map Folio

The folio displays the location of environmentally sensitive areas in unincorporated King County. It identifies sensitive areas for wetlands, streams, flood hazards, erosion hazards, landslide hazards, seismic hazards, and coal mine hazards.

Sensitive Species

Sensitive species means any species which is likely to become an endangered species within the foreseeable future throughout all or significant portion of its range and which has been designated as

such in regulations issued by the U.S. Fish and Wildlife Service or the Washington State Department of Fish and Wildlife.

Sewer Availability

Sewer availability means the presence of sewers now or within six years through extensions included in adopted sewer comprehensive plans. In the case of Urban Planned Development, 1) the capacity to intercept and treat waste water as evidenced by a King County approved sewer system plan or a Metro utility plans, 2) a firm commitment to serve an area with sewer as evidenced by either a sewer availability certificate, utility extension agreement, or an approved sewer system plan and 3) a firm financial commitment to provide sewer, as evidenced by either a capital improvement program or utility extension agreement.

Sewer Tightline

Tightlining of sewers means that a sewer line is designed and sized to only serve a particular structure.

Shall

To guide King County, the use of the terms "shall," "will," "should," and "may" in policies determine the level of discretion the county can exercise in making future and specific land use, budget, development regulation and other decisions. "Shall" and "will" in a policy mean that it is mandatory for the county to carry out the policy, even if a timeframe is not included. "Shall" and "will" are imperative and nondiscretionary--the county must make decisions based on what the policy says to do. "May" in a policy means that it is in the county's interest to carry out the policy, but the county has total discretion in making decisions. "Must" in a policy means a mandate; the action is required. "Should" in a policy means: noncompulsory guidance, in which cost, availability of funding, and public benefit associated with the policy's purpose are considered as part of the implementation decision; establishes that the county has discretion in making decisions.

Shoreline Master Program

The Shoreline Master Program is the comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020.

Should

See definition for "shall".

Significant Adverse Environmental Impact

Significant as used in State Environmental Policy Act means a reasonable likelihood of more than a moderate adverse impact on the environment. Significance involves context and intensity and does not lend itself to a formula or quantifiable text. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.

Significant vegetation removal

Significant vegetation removal means the removal or alteration of trees, shrubs, and/or ground cover by clearing, grading, cutting, burning, chemical means, or other activity that causes significant ecological impacts to functions provided by such vegetation. The removal of invasive or noxious weeds does not constitute significant vegetation removal. Tree pruning, not including tree topping, where it does not affect ecological functions, does not constitute significant vegetation removal.

Single-Family Housing

Single-family housing units are individual structures including conventional houses and mobile homes.

Species of Local Importance

Species of local importance include priority species as identified by the state Department of Fish and Wildlife; bird species whose populations in King County are known to have declined significantly over the past 150 years; anadromous salmonids; and aquatic species whose populations are particularly vulnerable to changes in water quality and water quantity.

Subarea Planning

This level of planning brings the policy direction of the comprehensive plan to a smaller geographic area. Subarea plans are meant to provide detailed land use plans for local geographic areas. These plans are meant to implement the King County Comprehensive Plan and be consistent with the County's Comprehensive Plan's policies, development regulations, and Land Use Map.

Subdivision

A subdivision is land that has been divided into legal lots, or is the process of dividing land into lots.

Substantially degrade

Substantially degrade means to cause significant ecological impact.

Traditional Rural Development

In King County, traditional rural land uses could include, but are not limited to: low density residential uses; small scale farming, forestry and mineral extraction; small, neighborhood churches; feed and grain stores; the keeping of horses and livestock; cottage industries, crafts and trades that support the residents of the rural area and/or the needs of the natural resource production areas; and public and private facilities necessary to serve rural homes such as utility installations or public schools. In general, the rural development pattern in King County has historically been comprised of houses, barns, fences and cultivated fields, but natural features and open spaces are the predominant visual image.

Transfer of Development Rights (TDR)

Transfer of development rights means the ability to transfer allowable density, in the form of permitted building lots or structures, from one property (the "sending site") to another (the "receiving site") in conjunction with conservation of all or part of the sending site as open space or working farm or forest. King County allows transfers of development rights as part of standard subdivision, mobile home park and multifamily project review processes through its TDR Program. (King County Code, Title 21A)

Transit Oriented Development (TOD)

A private or public/private real estate development project that creates, expands, maintains or preserves a mixed-use community or neighborhood within walking distance of a transit center, or stop, that is designed to encourage transit use and pedestrian activity. TOD projects support transit by increasing the density of residents, shoppers, visitors or employees per acre. New TOD projects are often coupled with an increase in transit service to the area.

Transportation Demand Management (TDM)

TDM is a strategy for the reduction of automobile trips, particularly trips taken in single-occupant vehicles. TDM encourages public transportation over automobile use and specifically refers to policies, programs and actions implemented to increase the use of high-occupancy vehicles (public transit, car-pooling and van-pooling) and spread travel to less congested time periods through alternative work hour programs (See Chapter Seven, Transportation).

Transportation Facilities and Services

These are the physical assets of the transportation system that are used to provide mobility. They include roads, sidewalks, bike lanes and other facilities supporting nonmotorized travel, transit, bridges, traffic signals, ramps, buses, bus garages, park and ride lots and passenger shelters.

Transportation needs for new growth

Transportation needs for new growth are associated with growth that has been planned for 2012 in this Comprehensive Plan.

Transportation Needs Report (TNR)

The TNR is a comprehensive list of recommended county transportation needs through the year 2012 needed to implement the land use element. It includes transportation needs for unincorporated King County, and some city, state, and adjacent county projects. It does not include transit service or capital needs. (See Chapter Seven, Transportation)

Unemployment Rate

The unemployment rate is the percentage of the civilian labor force that is unemployed and actively seek

Unincorporated Activity Centers

Unincorporated Activity Centers are the primary locations for commercial and industrial development in urban unincorporated King County. Currently, White Center is the only designated Unincorporated Activity Center, as other such centers are now parts of cities. (See Chapter Two, Urban Communities)

Unincorporated Areas

Unincorporated areas are those areas outside any city and under King County's jurisdiction.

Unique Wetland

The term unique wetland refers to bogs and fens which have unusual and sensitive water chemistries.

Urban Centers

These are centers of concentrated employment and housing located within the Urban Growth Area designated by the Phase II Countywide Planning Policies. Urban Centers are to be serviced directly by high-capacity transit and are to contain a wide variety of land uses, including retail, recreational, cultural and public facilities, parks and open spaces. Urban Centers include the central business districts of Federal Way, Bellevue, Seattle, Renton, SeaTac, Kent, Redmond and Tukwila. Other Urban Centers are Seattle Center, Seattle First Hill/Capitol Hill, Seattle University District and Seattle Northgate. (See Chapter Two, Urban Communities)

Urban Growth

Urban growth refers to residential, commercial and industrial growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the

extraction of mineral resources. Urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth.

Urban Growth Area (UGA)

The Growth Management Act requires King County's Comprehensive Plan to designate an Urban Growth Area, where most future urban growth and development is to occur to limit urban sprawl, enhance open space, protect rural areas and more efficiently use human services, transportation and utilities. The Comprehensive Plan designates an UGA which includes areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding 20-year period. (See Chapter One, Regional Planning and Chapter Two, Urban Communities)

Urban Growth Target

The Growth Management Act and the Countywide Planning Policies require King County and its cities to plan for a 20-year population and employment growth target for each jurisdiction, based on designation of the Urban Growth Area, Urban Centers and the criteria of the Countywide Planning Policies. (See Chapter Two, Urban Communities)

Urban Planned Developments (UPD)

Urban Plan Developments are site specific projects consisting of conceptual site plans, development stands, processing and other elements.

Urban Separator

Urban separators are areas planned for permanent low-residential density within the Urban Growth Area. Urban separators protect adjacent resource land, environmentally sensitive areas, or rural areas and create open space corridors within and between urban areas which provide environmental, visual, recreations and wildlife benefits.

Utilities Technical Review Committee (UTRC)

This is an interdepartmental committee with responsibility for ensuring that water and sewer plans comply with county and state health requirements and county land use policies. The committee reviews the plans of all water and sewer utilities that operate in unincorporated King County and then recommends the plans to King County Executive and the Metropolitan King County Council for approval.

Variable Tolling

Variable tolling or pricing is any form of collecting a direct user fee on a roadway.

Water Availability

Water availability means the presence of a water source with applicable water rights that can serve the projected demand for the planning horizon, as shown in water comprehensive plans approved by King County. In the case of Urban Planned Developments, water availability is defined as 1) presence of a water source with water rights that can serve the projected average daily demand, 2) a firm commitment to serve an area with water, as evidenced by either a water availability certificate, utility extension agreement or a King County approved water system plan and 3) a firm financial commitment to provide water, as evidenced by either a capital improvement plan or utility extension agreement.

Water quality

Water quality means the physical characteristics of water within shoreline jurisdiction, including water quantity, hydrological, physical, chemical, aesthetic, recreation-related, and biological characteristics. Where used in this chapter, the term water quantity refers only to development and uses regulated under this chapter and affecting water quantity, such as impermeable surfaces and storm water handling practices. Water quantity, for purposes of this chapter, does not mean the withdrawal of ground water or diversion of surface water pursuant to RCW 90.03.250 through 90.03.340.

Water Reuse

Water reuse refers to the use of reclaimed water or the reuse of other wastewater, such as greywater, as allowed under relevant state or local standards.

Water Supply Availability

Water supply availability is the presence of a water source with applicable water rights that can serve the projected demand through the planning horizon shown in adopted water comprehensive plans.

Water System Plan

Water system plans are planning documents that include water system plans as referred to in Chapter 43.20 RCW, comprehensive plans of water supply systems (including combined water and sewer plans) as referred to in RCW 57.16.010, water system plans and coordinated water system plans as referred to in RCW 70.116.050, and all other water system plans, comprehensive plans and plan elements that may be required under KCC 13.24 and this King County Comprehensive Plan for any special district or any other public or private entities that distribute or obtain water in unincorporated King County.

Water System Classifications

A public water system is defined as any system that has more than one connection. A well serving one house is a private system. Group A water systems have fifteen or more service connections. Group B water systems have two through fourteen service connections.

Watershed

A watershed, like a drainage basin, is an area that drains to a common outlet or an identifiable water body such as a river, stream, lake or wetland. The six major watersheds in King County are Cedar River, Green River, Skykomish River, Snoqualmie River and White River and the Puget Sound. These watersheds contain a total of 72 individual drainage basins. (See Chapter Four, Environment)

Well Head Protection

Well head protection is another way that King County can protect its groundwater resource. This program directs purveyors to identify 1, 5, and 10-year time of travel to their well(s) to identify contamination sources, and to propose methods to reduce or eliminate contamination sources.

Wetland

The term wetland means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, landscape amenities, or those wetlands created after July 1, 1990 that were unintentionally created as a result of the construction of a road, street or highway. Wetlands shall include those artificial wetlands intentionally created from nonwetland areas to mitigate conversion of wetlands.

Wetland Banking

Wetland banking is a process that allows certain wetlands to be developed if the development is accompanied by the restoration or creation of wetlands in other areas. (See Chapter Four, Environment)

Wetland Functions

Functions refer to the ecological (physical, chemical and biological) workings or attributes of a wetland regardless of their importance to society. Food chain support or the transport and transformation of chemicals in ecosystems are examples of wetland functions. Water quality maintenance, flood storage,

and wildlife habitat are examples of ecological functions to which society attributes a value. (See Chapter Four, Environment)

Wetland Values

Values are estimates, usually subjective, of the worth, merit, quality, or importance of wetland attributes that are valuable and beneficial to society. Values vary by watershed or human community. Education, research, aesthetics, and recreation are examples of other wetland attributes that may be considered values in that they are beneficial to society.

Will

See definition for "shall".

Frequently Used Acronyms

APD	Agricultural Production District
CIP	Capital Improvement Program
CPP	Countywide Planning Policy
ESA	Endangered Species Act
FCC	Fully Contained Community
FPD	Forest Production District
GMA	Growth Management Act
GMPC	Growth Management Planning Council
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
KCCP	King County Comprehensive Plan
LID	Low Impact Development
LOS	Level of Service
LSRA	Locally Significant Resource Area
MPP	Multi-county Planning Policies
MPS	Mitigation Payment System
PAA	Potential Annexation Area
PBRS	Public Benefit Rating System
PSRC	Puget Sound Regional Council
RSRA	Regionally Significant Resource Area
RWSP	Regional Wastewater Services Plan
SEPA	State Environmental Policy Act
TAM	Transportation Adequacy Measure
TDR	Transfer of Development Rights
TDM	Transportation Demand Management
TNR	Transportation Needs Report
TOD	Transit Oriented Development
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPD	Urban Planned Development
UTRC	Utilities Technical Review Committee

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Map Amendment 1

Carnation UGA

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #25, Section 15, Township 25, Range 7 as follows:

Redesignate the following parcels from Rural Residential to Rural City Urban Growth Area and add them to the Urban Growth Area:

1525079037
1525079027
1525079051
1525079026
1525079025
1525079023
1525079029
1525079047
1525079034 (portion)
1525079031 (portion)

Update the Interim Potential Annexation Area Map to include the subject parcels in the City of Carnation Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Carnation UGA land use amendment adds approximately 21 acres to the Rural City Urban Growth Area for the City of Carnation. These parcels replace 12 acres of developable land lost as a result of an adjustment by FEMA to the Flood Insurance Rate Map. The small rural portions of two incorporated parcels are also redesignated to provide a uniform land use designation and consistent Urban Growth Area boundary.

Carnation Rural City Urban Growth Area Study

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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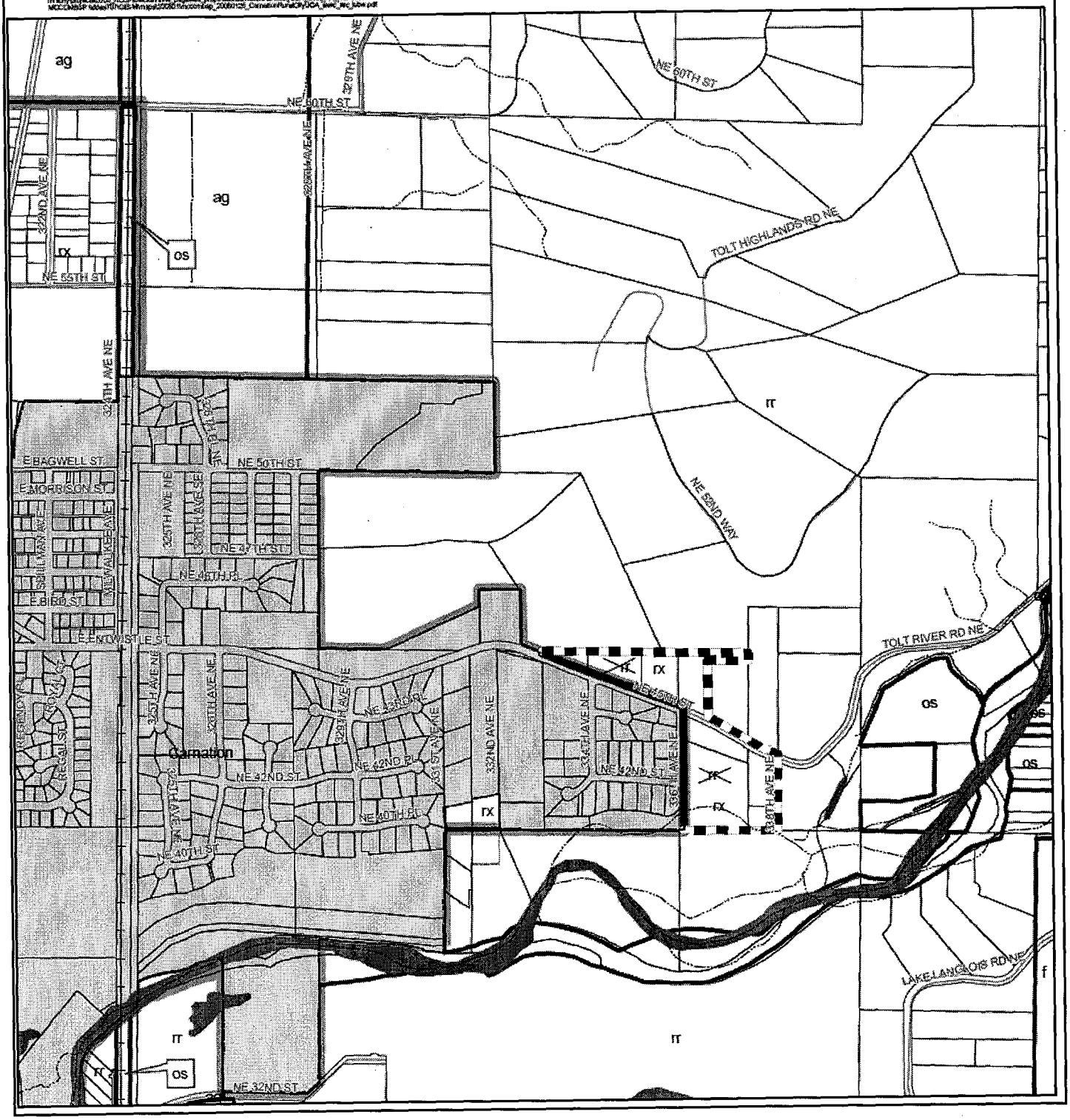
750 375 0 750
Feet

ag	Agriculture
rr	Rural Residential
rx	Rural City UGA
os	Open Space/ Recreation

Incorporated Areas
Urban Growth Boundary
Change Area
Proposed Urban Growth Boundary



Map Amendment 1

Carnation UGA

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #25, Section 15, Township 25, Range 7 as follows:

Reclassify the following parcels from RA-10 to Urban Reserve:

1525079037
1525079027
1525079051
1525079026
1525079025
1525079023
1525079029
1525079047
1525079034 (portion)
1525079031 (portion)

Effect: The Carnation UGA zoning amendment adds approximately 21 acres to the Rural City Urban Growth Area for the City of Carnation. These parcels replace 12 acres of developable land lost as a result of an adjustment by FEMA to the Flood Insurance Rate Map. The small rural portions of two incorporated parcels are also redesignated to provide a uniform land use designation and consistent Urban Growth Area boundary.

Carnation Rural City Urban Growth Area Study

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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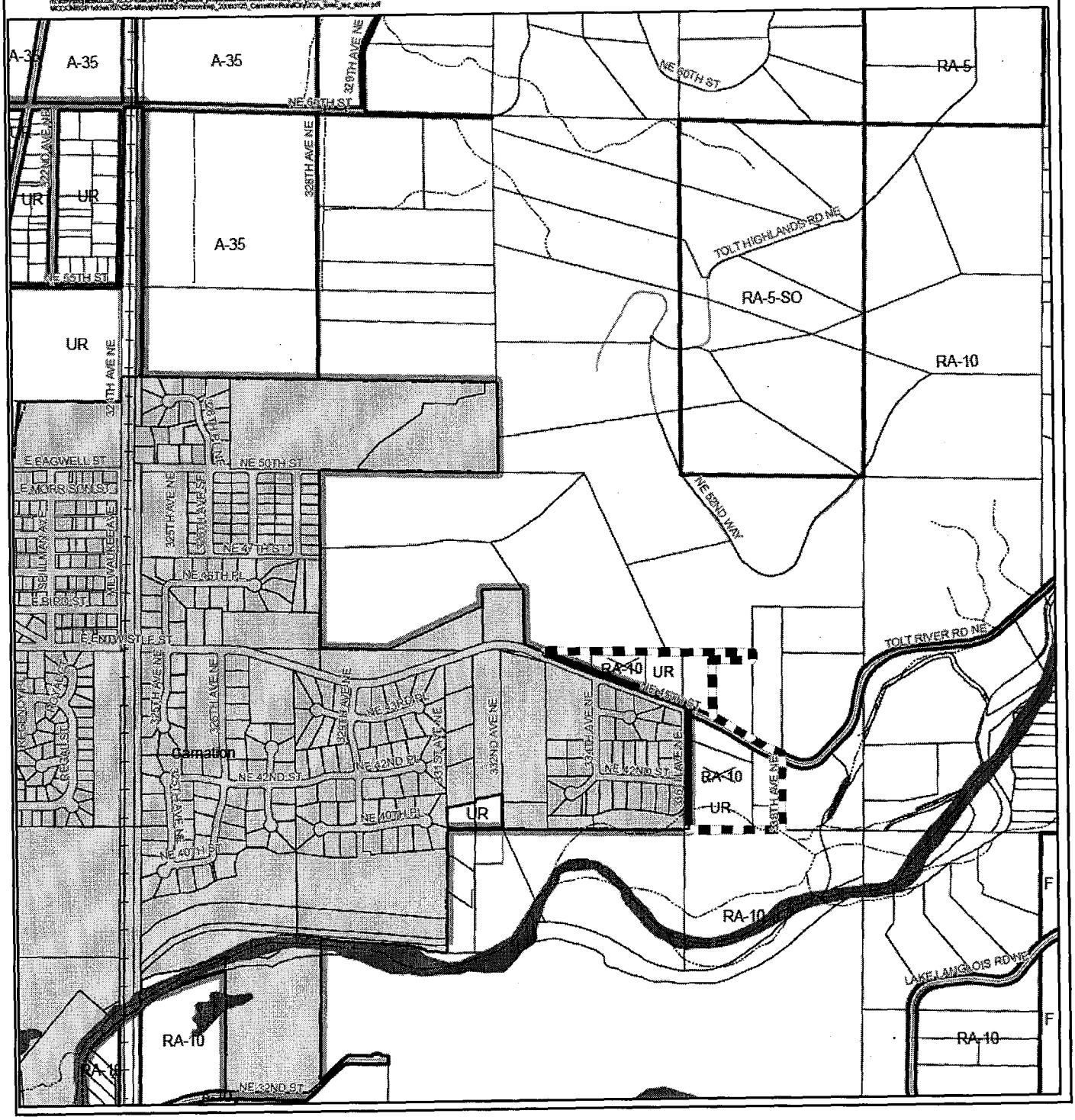
UR	Urban Reserve, one DU per 5 acres
RA-10	Rural Area, one DU per 10 acres
RA-5	Rural Area, one DU per 5 acres
A-35	Agricultural, one DU per 35 acres

Incorporated Areas
Urban Growth Boundary
Change Area

750 375 0 750
Feet



Map Amendment 2

North Bend Technical Corrections

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #32, Section 15, Township 23, Range 8 as follows:

Redesignate the following parcels from Rural Residential to Rural City Urban Growth Area:

1523089270
1523089138
1523089191
1523089075

Effect: The four parcels are within the Rural City Urban Growth Area for the City of North Bend but have a rural land use designation and zoning. The North Bend Technical Corrections land use amendment corrects for this error. The correction to the King County Comprehensive Plan Land Use Map is technical in nature and does not alter the amount of land within the Urban Growth Area.

North Bend Technical Corrections - East Section

Executive Recommended Land Use Map
No Change Recommended

King County
Department of Development and Environmental Services

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100 50 0 100
Feet

rr Rural residential

rx Rural city UGA

os King County Owned Open Space/Recreation

Urban Growth Boundary



North Bend Technical Corrections - West Section

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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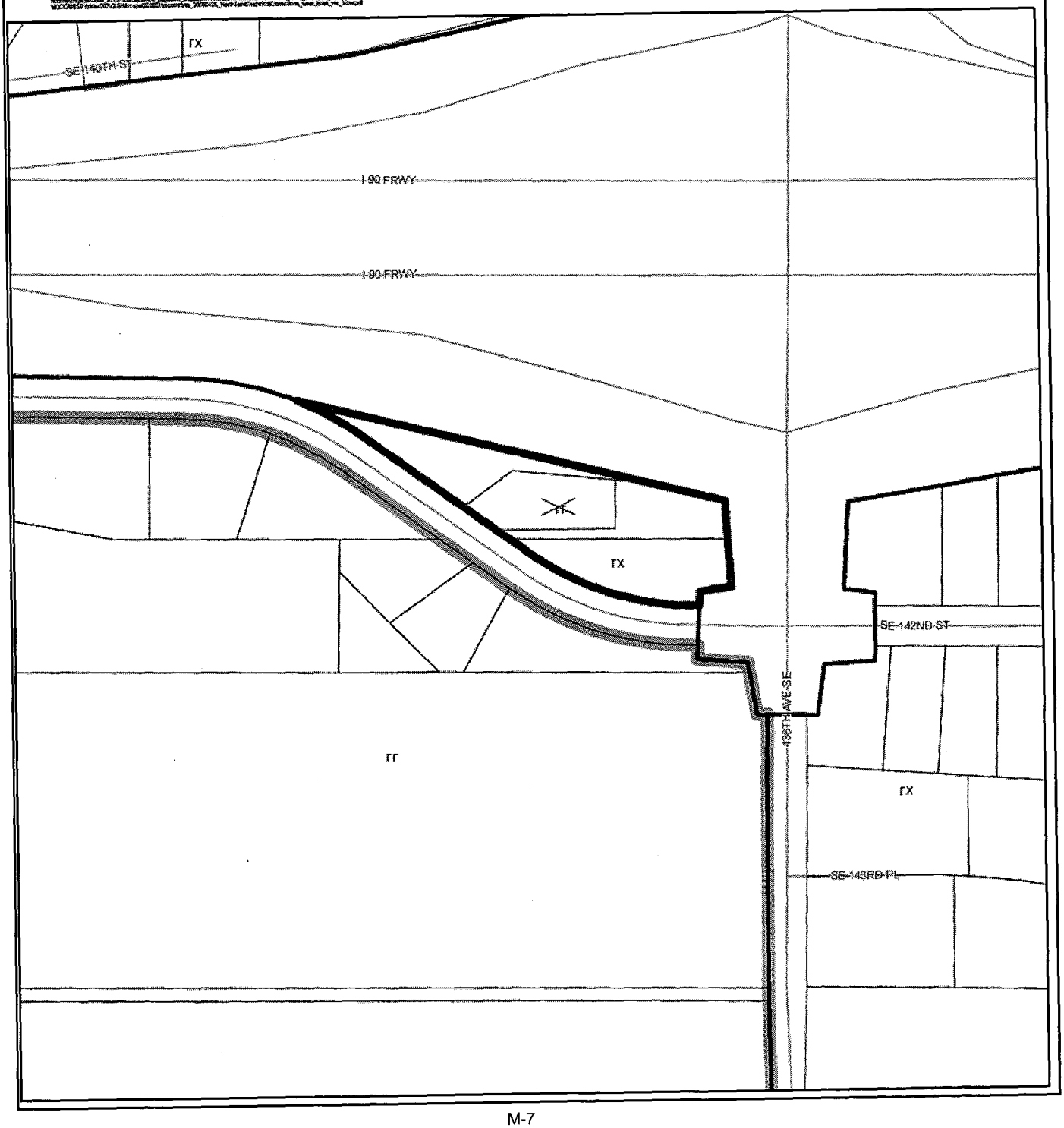
rr Rural residential

rx Rural city UGA

Change Area

Urban Growth Boundary

100 50 0 100
Feet



Map Amendment 2

North Bend Technical Corrections

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #32, Section 15 and 23, Township 23, Range 8 as follows:

Reclassify the following parcels from RA-2.5 to Urban Reserve:

1523089270
1523089138
1523089191
1523089075
7334600340
7334600350
7334600360
7334600380
7334600390
7334600400
7334600410
7334600420
7334600430
7334600440
7334602110

Effect: The North Bend Technical Corrections zoning amendment corrects for a zoning map error. The parcels are within the Rural City Urban Growth Area for the City of North Bend but have a rural zoning. The correction is technical in nature and does not alter the amount of land within the Urban Growth Area.

North Bend Technical Corrections - East Section

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

RA-2.5	Rural Area, one DU per 5 acres
RA-5	Rural Area, one DU per 5 acres
UR	Urban Reserve, one DU per 5 acres
	Urban Growth Boundary
	Change Area

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100 50 0 100 Feet



Map Amendment 3

Sammamish UGA

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #18, Section 27, Township 25, Range 6 as follows:

Redesignate the following parcel from Rural Residential to Urban Residential, Medium Density, 4-12 units per acre:

2725069022

Amend Map #13, Section 26, Township 25, Range 6 as follows:

Redesignate the following parcels from Rural Residential to Urban Residential, Low Density, 1 unit per acre:

1311040060
1311040050
1311040040
1311040020
1311040030
1311040010
131104TRCT

Redesignate the following parcels from Rural Residential and Urban Residential, Low Density, 1 unit per acre to Urban Residential, Low Density, 1 unit per acre:

1311030510
1311030520
131103TRCT

Update the Interim Potential Annexation Area Map to include the subject parcels in the City of Sammamish Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Sammamish UGA land use amendment will redesignate parcel 2725069022 as urban and eliminate this island of rural surrounded by the incorporated area and Urban Growth Area of the City of Sammamish.

Redesignation of the ten parcels in the Camden Park development to urban will provide consistency with the other properties in the development. Urban Residential, Low Density, 1 unit per acre, is consistent with the development that has occurred on these properties.

Sammamish Urban Growth Area Study - North Section

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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500 250 0 500 Feet

Incorporated Areas

Urban Growth Boundary

Change Area

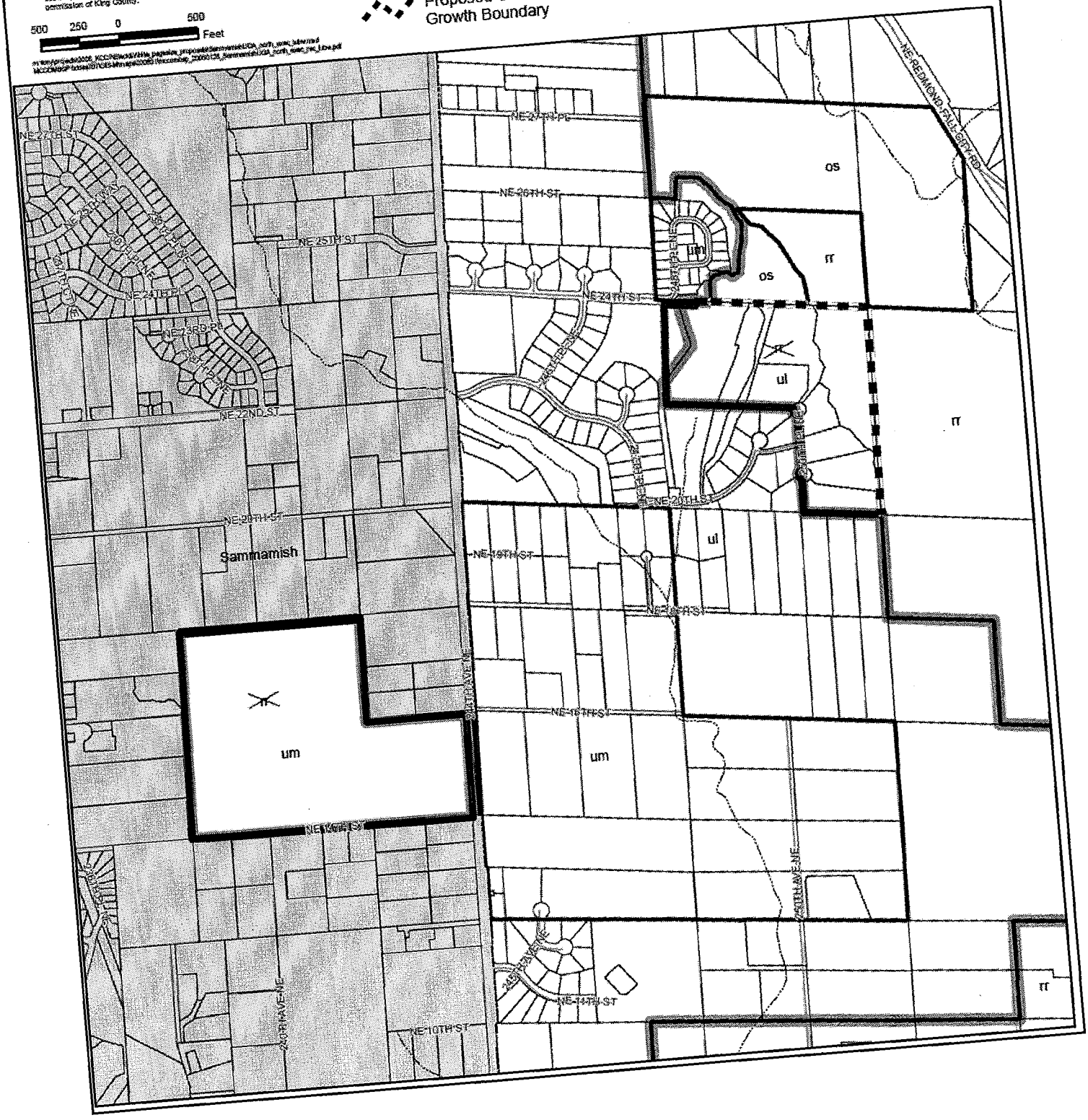
Proposed Urban Growth Boundary

rr Rural residential

os King County Owned Open Space/Recreation

um Urban residential, Medium 4-12du/ac.

ul Urban Residential, Low 1du/acre



Map Amendment 3

Sammamish UGA

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #18, Section 27, Township 25, Range 6 as follows:

Reclassify the following parcel from RA-10 to R-4:

2725069022

Amend Map #13, Section 26, Township 25, Range 6 as follows:

Reclassify the following parcels from RA-5 to R-1-P:

1311040060
1311040050
1311040040
1311040020
1311040030
1311040010
131104TRCT

Reclassify the following parcels from RA-5 and R-1-P to R-1-P:

1311030510
1311030520
131103TRCT

Apply the P-suffix development condition ES-P20 on the following parcels:
1311040060
1311040050
1311040040
1311040020
1311040030
1311040010
131104TRCT
1311030510 (portion)
1311030520 (portion)

131103TRCT (portion)

Retain the P-suffix development condition ES-P20 on the following parcels:
1311030510 (portion)
1311030520 (portion)
131103TRCT (portion)

ES-P20: Wildlife Corridor/Urban Separator

This condition applies to identified properties located within the East Sammamish Community Planning Area.

Permanent open space for wildlife corridors and urban separators shall be secured through lot clustering on all parcels of land as follows:

1. At least fifty percent of the site being subdivided or developed shall be placed in a separate tract or tracts of undistributed open space, except for trails or other non-intensive passive recreation improvements authorized by the Department.

2. A management plan for the tract or tracts shall be prepared which specifies the permissible extent of recreation, forestry or other uses compatible with preserving and enhancing the wildlife habitat value of the tract or tracts.

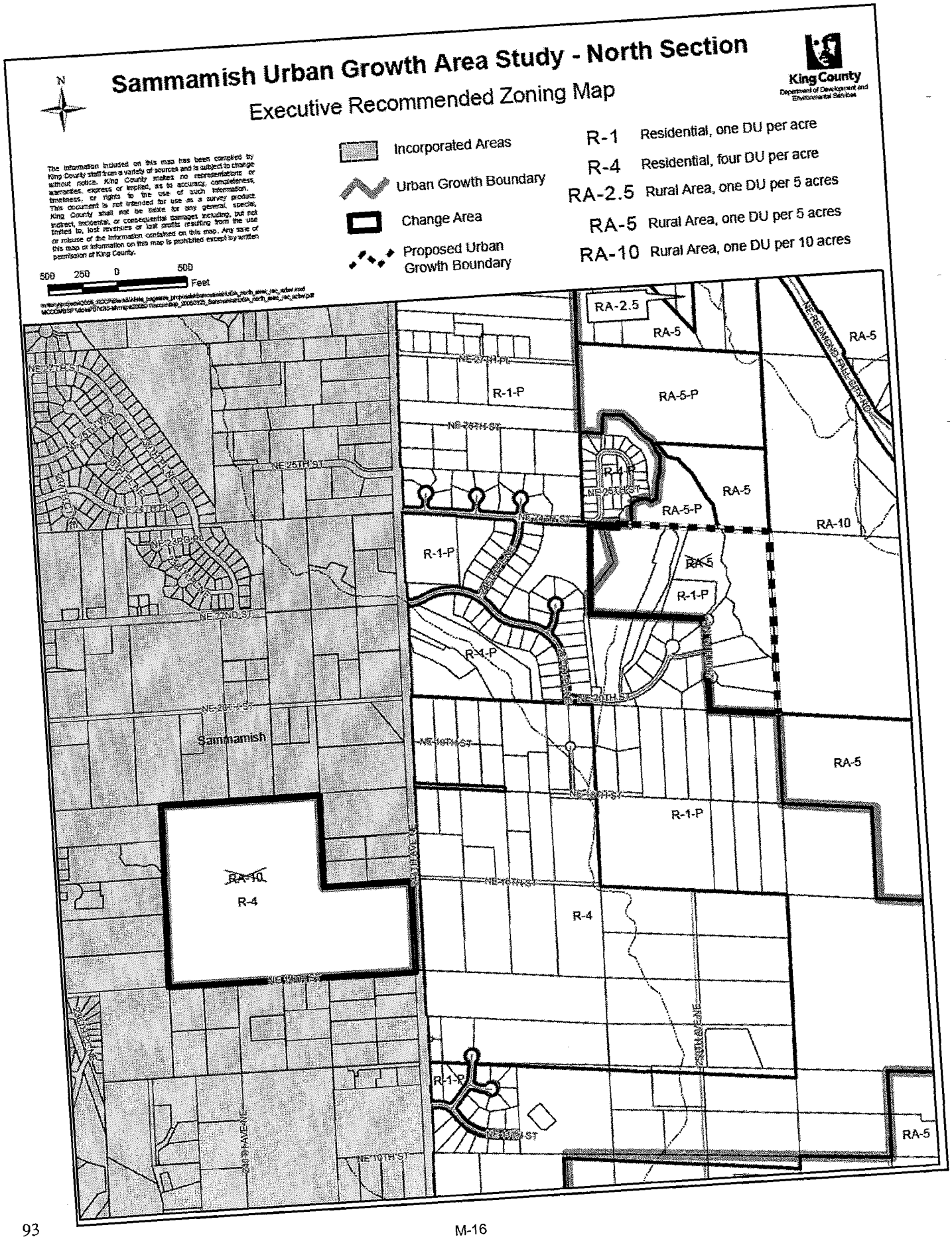
3. The permanent open space tract or tracts shall be located on the site to maximize continuity with the wildlife corridor/urban separator designation on adjacent properties. If adjacent properties are already subdivided pursuant to these property specific development conditions, the proposed open space tract or tracts shall be located to maximize continuity with the open space tracts already created on the adjacent properties.

4. Where the designated corridor includes streams or wetlands required to be protected under K.C.C. chapter 21A.24, an additional fifty feet shall be added to the required undisturbed buffer on all edges. The additional buffer area shall be given full credit for calculating the site's project density. In corridor segments not regulated by K.C.C. chapter 21A.24, the permanent open space tract or tracts shall be located so as to provide a 300-foot wide undisturbed corridor when it is possible to do so without reducing development density. This 300-foot wide goal also may be achieved in conjunction with existing or prospective open space tracts on adjoining properties.

5. Permanent open space in compliance with all of the above corridor-related P-suffix conditions, except the increased buffer around streams and wetlands, may also include undisturbed open space to meet any other applicable requirements, such as surface water management. If a trail or other non-intensive recreation improvement is authorized by the Department, the improvement may be credited toward the development's on-site recreation requirement.

Effect: The Sammamish UGA zoning amendment will reclassify parcel 2725069022 as urban and eliminate this island of rural surrounded by the incorporated area and Urban Growth Area of the City of Sammamish. R-4 zoning will provide consistency with surrounding parcels and protect the sizable wetland on the parcel.

Reclassification of the ten parcels in the Camden Park development to R-1-P will provide consistency with the other properties in the development. Application of the Wildlife Corridor/Urban Separator P-suffix development condition (ES-P20) on these properties will be consistent with the other Camden Park housing development parcels.


Sammamish Urban Growth Area Study - North Section
Executive Recommended Zoning Map
King County
Department of Development and Environmental Services
N
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500 250 0 500
Feet
Incorporated Areas
Urban Growth Boundary
Change Area
Proposed Urban Growth Boundary
R-1 Residential, one DU per acre
R-4 Residential, four DU per acre
RA-2.5 Rural Area, one DU per 5 acres
RA-5 Rural Area, one DU per 5 acres
RA-10 Rural Area, one DU per 10 acres
RA-2.5
RA-5
RA-5-P
RA-10
R-1-P
R-4
R-4-P
Sammamish
NE 27TH PL
NE 26TH ST
NE 25TH ST
NE 24TH PL
NE 23RD PL
NE 22ND ST
NE 20TH ST
NE 19TH ST
NE 17TH ST
NE 16TH ST
NE 10TH ST
228TH AVE NE
NE REDMOND-FALL CITY RD

Map Amendment 5

Coal Creek Park

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #13, Section 27 and 26, Township 24, Range 5 as follows:

Add the following parcels to the Urban Growth Area:

2724059002
2724059078
2624059018
2624059055
2624059057
2424059056
2624059048 (portion)

Update the Interim Potential Annexation Area Map to include the subject parcels in the City of Bellevue Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Coal Creek Park land use amendment adds approximately 183 acres to the Urban Growth Area. The City of Bellevue owns the property. Approval of this amendment will add the property to Bellevue's Potential Annexation Area so that Bellevue will be able to annex the area and provide urban services at the park. This will not increase development capacity in the Urban Growth Area. The Open Space land use designation is retained.

Coal Creek Park

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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Incorporated Areas

Urban Growth Boundary

Proposed Urban Growth Boundary

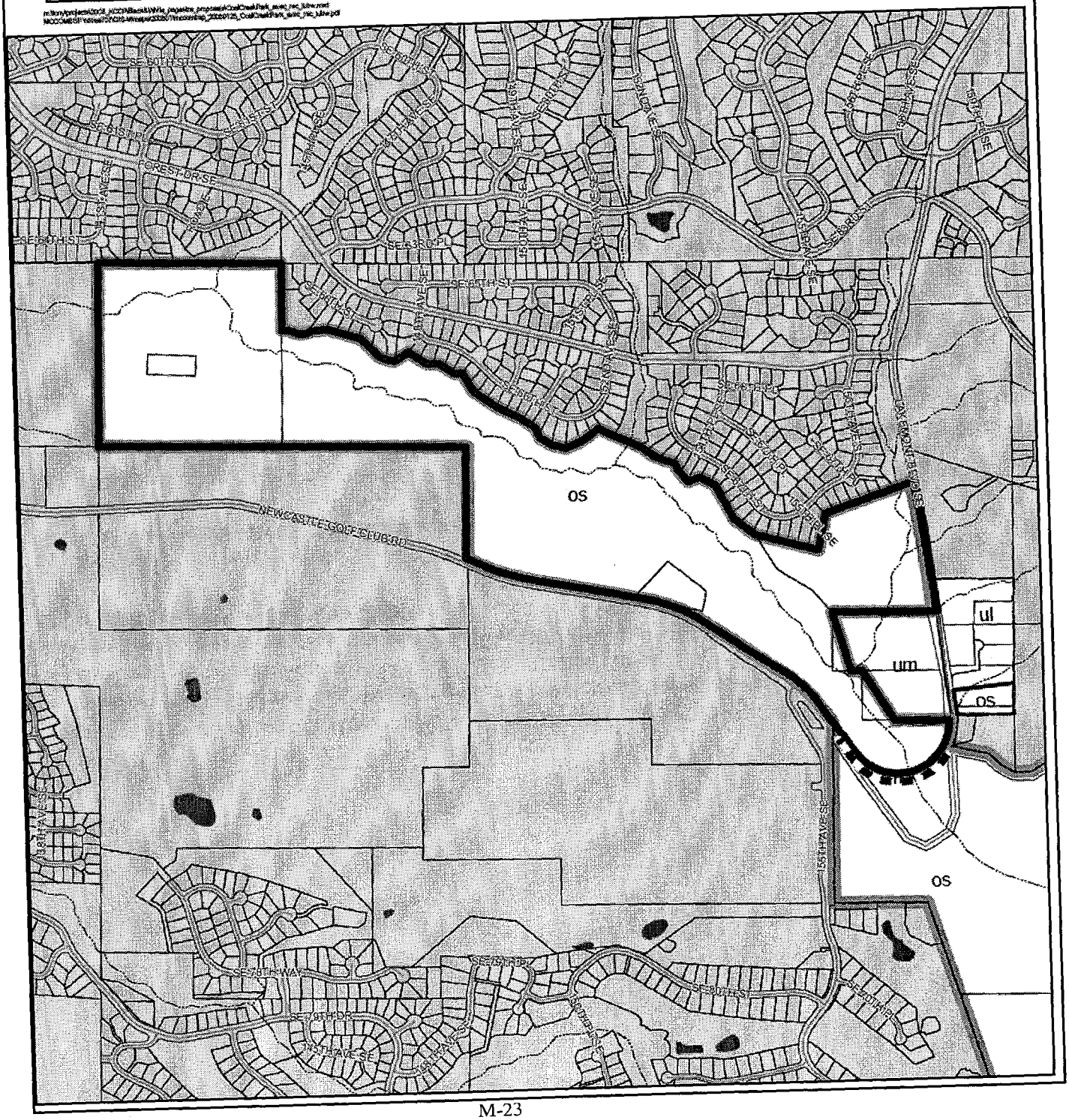
um Urban Residential, Medium 4-12du/acre

ul Urban Residential, Low 1du/acre

os Open Space/ Recreation

500 250 0 500

Feet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Map Amendment 5

Coal Creek Park

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #13, Section 27 and 26, Township 24, Range 5 as follows:

Reclassify the following parcels from RA-5 to R-4:

2724059002
2724059078
2624059018
2624059055
2624059057
2424059056
2624059048 (portion)

Eliminate the development condition for the subject properties, NC-P1, suffix conditions for the Cougar Mountain Subarea Master Plan Development. The text for this P-suffix development condition is 14 pages long and has been omitted from this map amendment. The text can be found by searching for the development condition code NC-P1 at the following webpage: http://www.metrokc.gov/ddes/gis/dev_cond.htm.

Effect: Approval of this amendment will apply zoning consistent with the City of Bellevue's ownership of the park. It eliminates the P-suffix development condition as the properties are not available for development.

Coal Creek Park

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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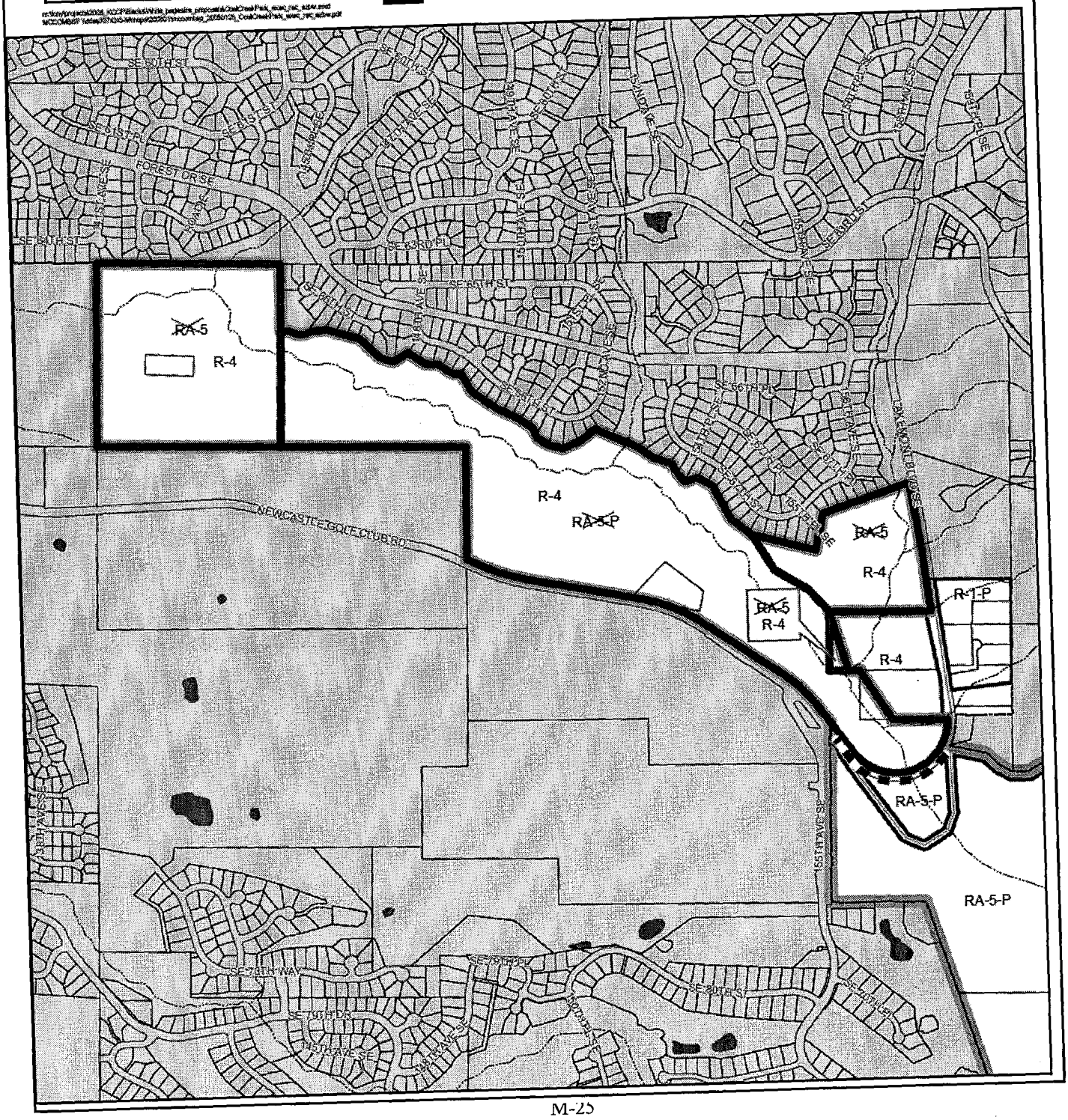
500 250 0 500
Feet

Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area

R-4 Residential, four DU per acre
RA-5 Rural Area, one DU per 5 acres
R-1 Residential, one DU per acre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Map Amendment 6

Willows Road

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #11, Sections 22 and 27, Township 26, Range 5 as follows:

Reclassify the following parcels from I-P to I-P-SO:

2726059002
2226059027
2226059042
2226059053
2226059080

Retain the existing P-suffix development condition NS-P7.

> NS-P7: STR 22-26-5: T.L. 9053, 9080, 9042 and 9027
>
> STR 27-26-5: T.L. 9002 (Source: Northshore Community Plan Update and Area Zoning, p. 271)
>
> A windbreak of poplars or similar fast-growing columnar deciduous trees shall be provided along the eastern and western edges of the property. These trees shall be on eight-foot centers. A twenty-foot wide Type One landscaping buffer shall be provided inside the columnar tree line. No vehicular access may be provided onto future extensions of Willows Road.

Apply the SO-060, Office/Research Park Development Special District Overlay set forth in KCC 21A.38.060.

Apply new P-suffix development condition to the above parcels: Regional Business uses within the SO-060 Office/Research Park Special District Overlay are prohibited.

Effect: The Willows Road site-specific zoning amendment to apply the SO-060 Special District Overlay and new P-suffix development condition will allow Industrial and Commercial Business uses on the property. Regional Business use, which would be inconsistent with the surrounding properties, is prohibited. No amendment to the land use or zoning map for the subject properties is required.

Map Amendment 7

King County Fairgrounds / Enumclaw Exposition Center

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #30, Section 20 and 30, Township 20, Range 7 as follows:

Redesignate the following parcels from Rural Residential to Rural City Urban Growth Area and add them to the Urban Growth Area:

2020079021
3020079069
3020079106
3020079077
3020079065
3020079064
3020079063

Redesignate the following parcel from Rural Residential and Open Space to Rural City Urban Growth Area

3020079006

Update the Interim Potential Annexation Area Map to include the subject parcels in the City of Enumclaw Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The King County Fairgrounds land use amendment adds the King County Fairgrounds/Enumclaw Exposition Center, Sportsman Park, and eight residential properties to the Rural City Urban Growth Area. The City of Enumclaw owns the former King County Fairgrounds and Sportsman Park. Approval of this amendment will add the properties to Enumclaw's Potential Annexation Area so Enumclaw will be able to annex the area and provide urban services. The redesignation of the residential properties will avoid an island of rural properties once the former King County Fairgrounds is annexed, avoiding an illogical Urban Growth Area boundary.

Enumclaw Fairgrounds Rural City Urban Growth Area Study

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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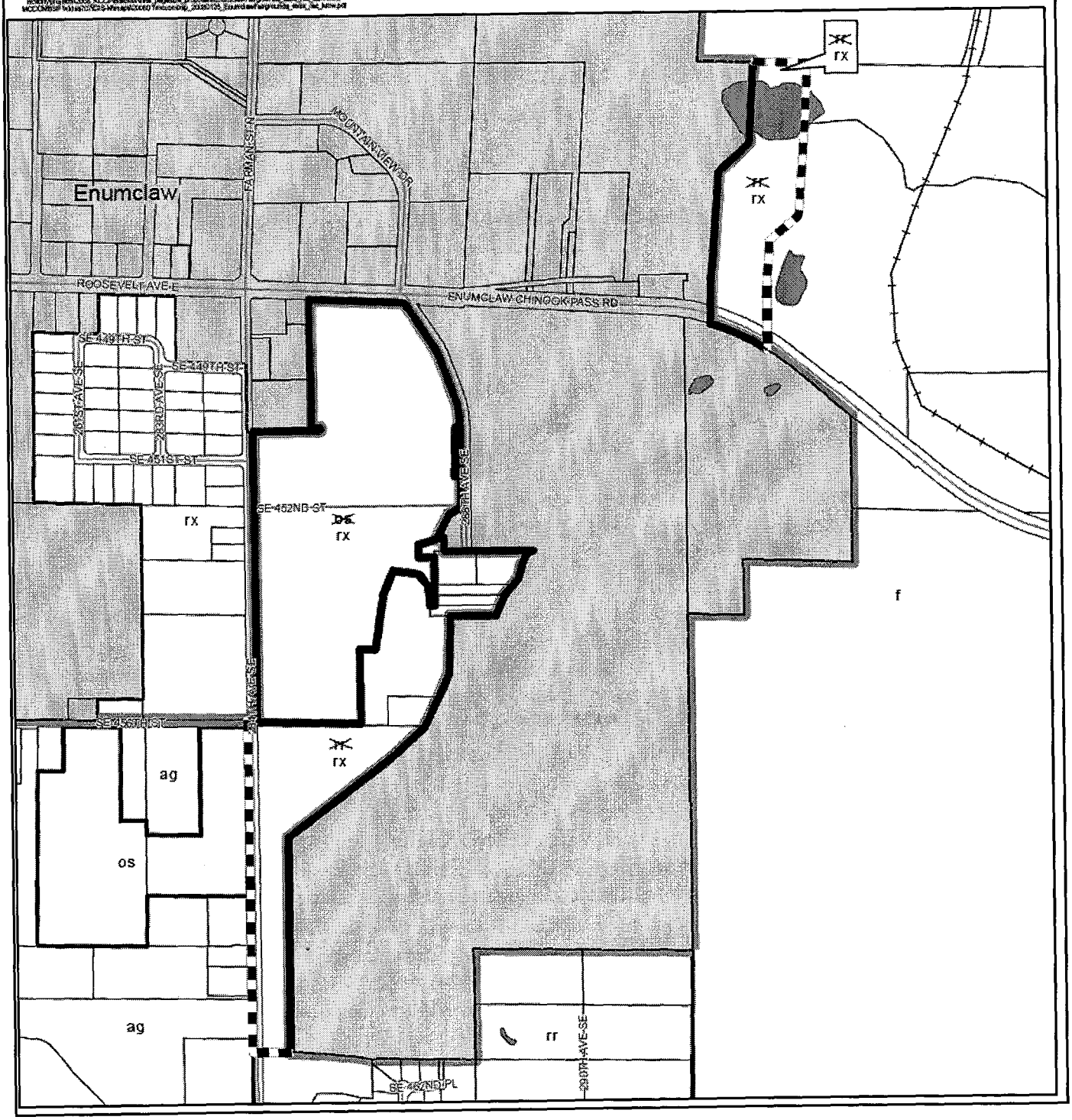
800 400 0 800
Feet

- rr Rural Residential
- rx Rural City UGA
- os King County Owned Open Space/Recreation
- ag Agriculture
- f Forestry

- Change Area
- Incorporated Areas
- Proposed Urban Growth Boundary
- Urban Growth Boundary



Map Amendment 7

King County Fairgrounds / Enumclaw Exposition Center

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #30, Section 20 and 30, Township 20, Range 7 as follows:

Reclassify the following parcels from RA-10 to UR:

2020079021
3020079069
3020079106
3020079077
3020079065
3020079064
3020079063
3020079006

Effect: The King County Fairgrounds zoning amendment applies Urban Reserve zoning to approximately 90 acres of land currently zoned Rural Residential. The City of Enumclaw owns the former King County Fairgrounds and Sportsman Park. The remaining properties are an island surrounded by the former King County Fairgrounds and the Enumclaw Golf Course.

Enumclaw Fairgrounds Rural City Urban Growth Area Study

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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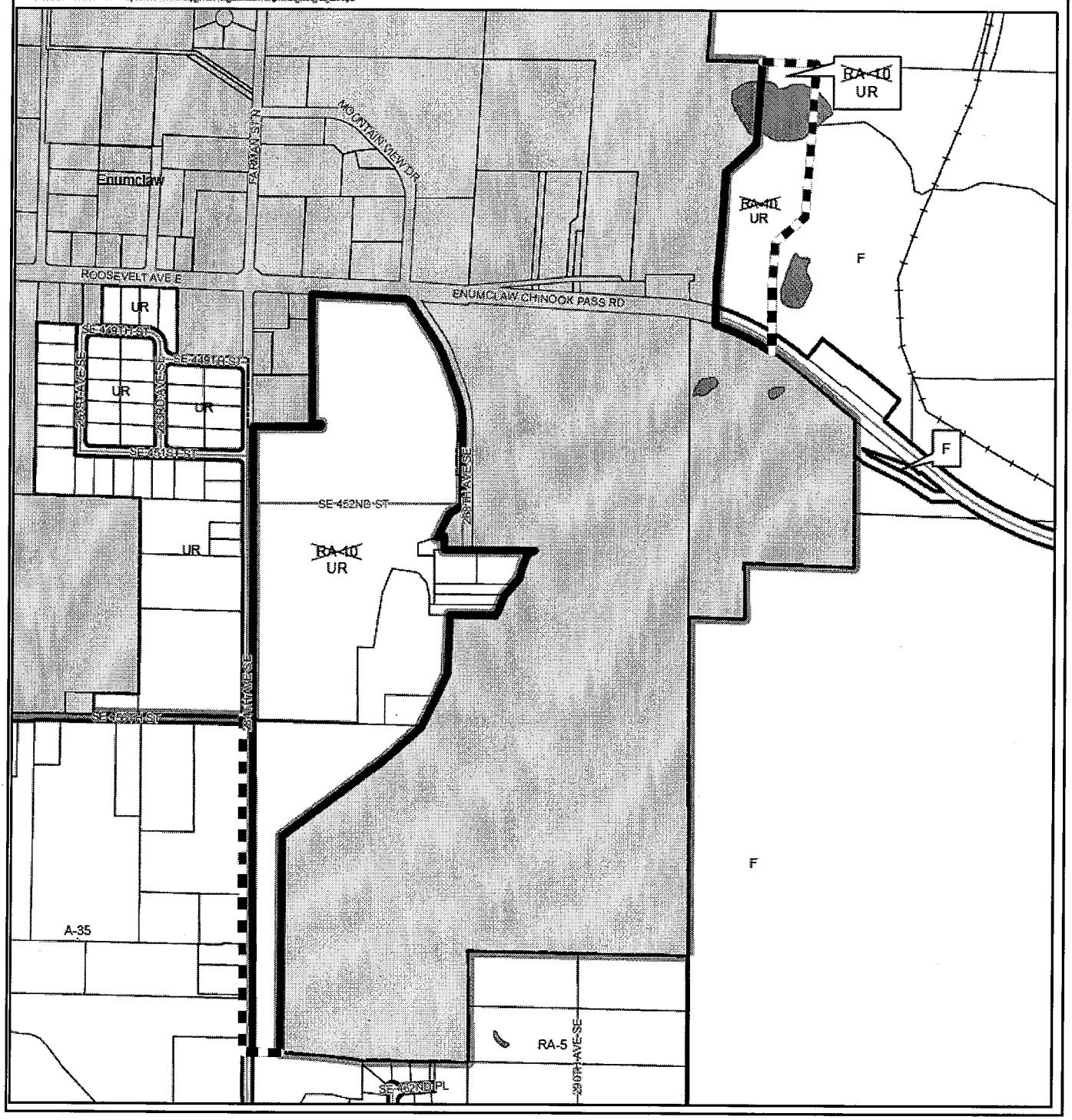
Feet

RA-5 Rural Area, one DU per 5 acres
RA-10 Rural Area, one DU per 10 acres
UR Urban Reserve, one DU per 5 acres
A-35 Agricultural, one DU per 35 acres
F Forest

Change Area
Incorporated Areas
Proposed Urban Growth Boundary
Urban Growth Boundary



Map Amendment 8

Hobart Rural Neighborhood

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #28, Section 6, Township 22, Range 7 as follows:

Redesignate the following parcel from Rural Residential to Rural Neighborhood:

0622079051

Effect: The Hobart Rural Neighborhood land use amendment adds one parcel to the Hobart Rural Neighborhood. This will permit expanded non-residential development, providing additional opportunities for services and convenience shopping for surrounding rural residents.

Hobart Subarea Plan

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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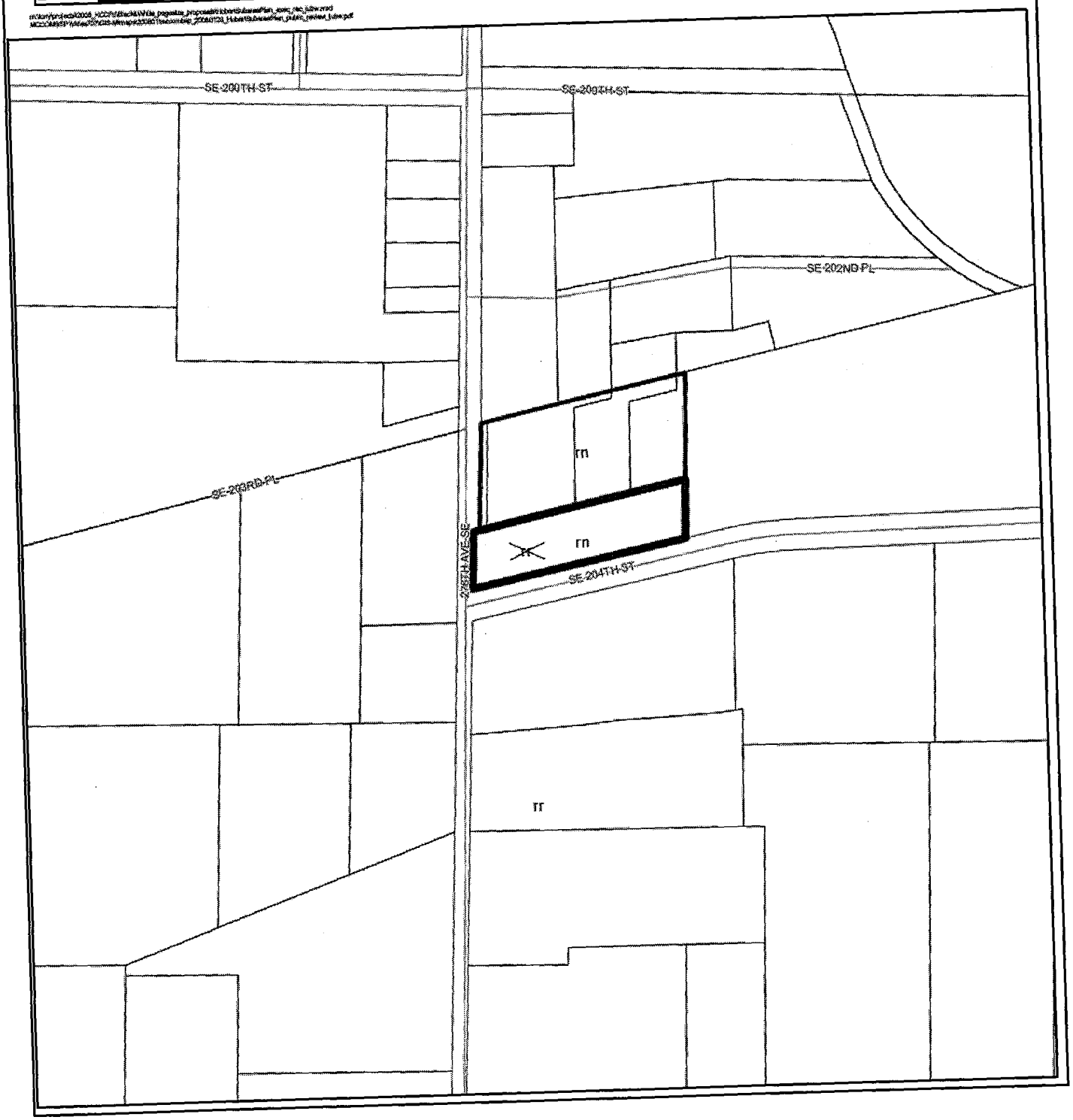
rr Rural Residential

rn Rural neighborhood

Change Area



Map Amendment 8

Hobart Rural Neighborhood

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #28, Section 6, Township 22, Range 7 as follows:

Reclassify the following parcel from RA-5 to NB:

0622079051

Effect: The Hobart Rural Neighborhood zoning amendment reclassifies one parcel from RA-5 to NB. This will permit expanded non-residential development, providing additional opportunities for services and convenience shopping for surrounding Rural residents.

Hobart Subarea Plan

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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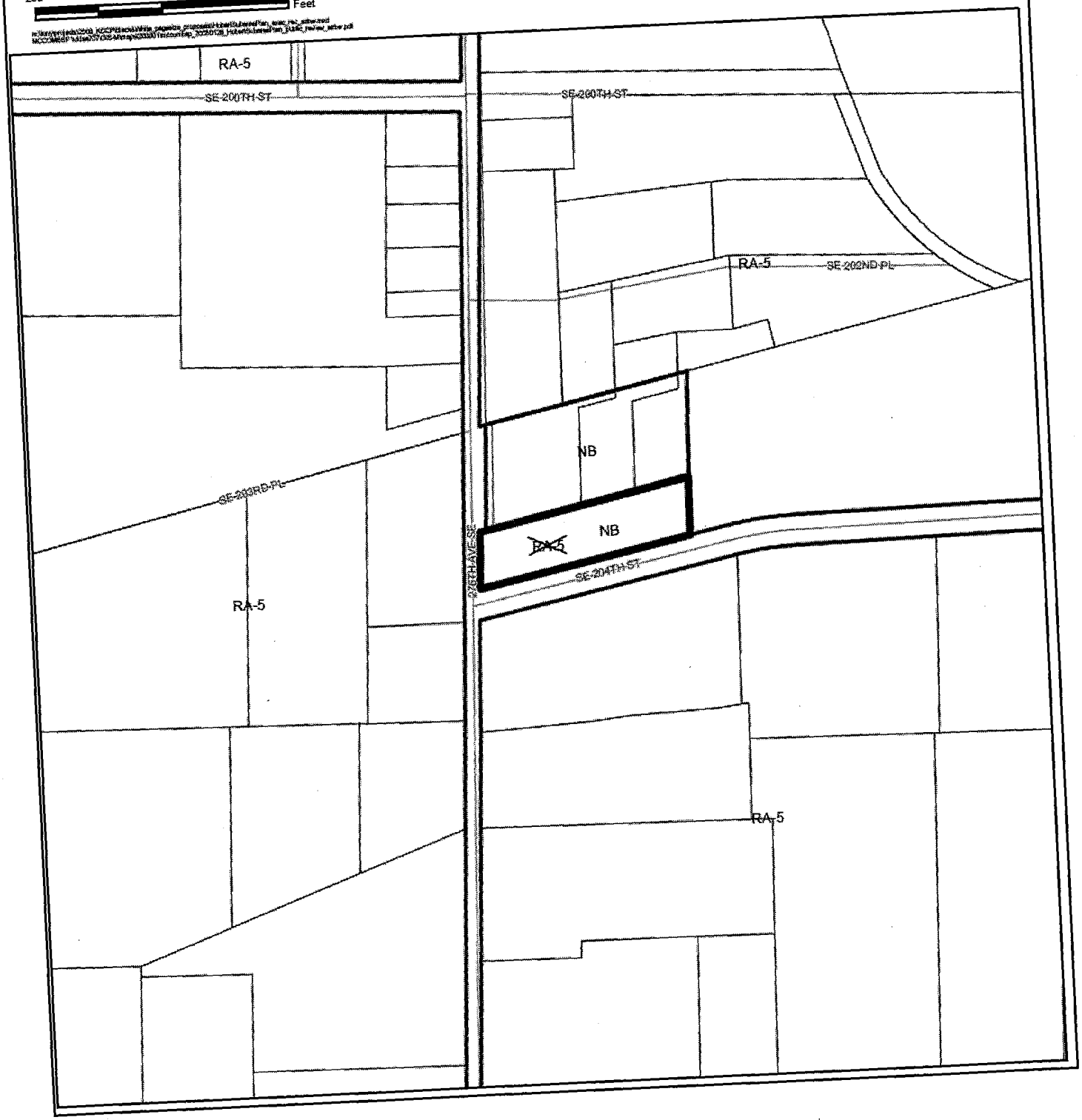
RA-5 Rural Area, one DU per 5 acres

NB Neighborhood Business

Change Area



Map Amendment 9

Lake Desire Urban Separator

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #14, Section 25 and 36, Township 23, Range 5 as follows:

Redesignate the following parcels from Urban Residential, Medium Density, 4-12 units per acre, to Greenbelt/Urban Separator:

2523059015	2523059016	2523059019
2523059027	2523059029	2523059032
2523059037	2523059040	2523059045
2523059053	2523059056	2523059057
2523059058	2523059059	2523059060
2523059061	3623059018	3623059025
3623059027	3623059032	3623059033
3623059035	3623059036	3623059043
3623059066	3623059068	3623059070
3623059071	3623059074	3623059078
3623059079	3623059080	3623059081
3623059086	3623059087	3623059088
3623059090	3623059101	3623059112
3623059116	3623059117	3623059118
4008400260	4008400270	4008400275
4008400280	4008400285	4008400290
4008400295	4008400300	4008400310
4008400315	4008400320	4008400325
4008400330	4008400335	4008400340
4008400345	4008400350	4008400360
4008400365	4008400370	4008400375
4008400380	4008400385	4008400390
4008400395	4008400400	4008400410
4008400415	4008400420	4008400425
4008400430	4008400435	4008400440
4008400445	4008400450	4008400455
4008400460	4008400465	4008400470
4008400475	4008400476	4008400480
4008400485	4008400490	4008400495

4008400505 4008400510 4008400515
4008400520

Effect: The Lake Desire Urban Separator land use amendment redesignates approximately 85 acres on the east and north side of Lake Desire to a Greenbelt/Urban Separator.

Lake Desire Subarea Plan

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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gb	Greenbelt/Urban Separator
f	Forestry
rr	Rural residential
os	Open space
um	Urban residential, Medium 4-12du/ac.
ul	Urban residential, Low 1du/ac.



Map Amendment 9

Lake Desire Urban Separator

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #14, Section 25 and 36, Township 23, Range 5 as follows:

Reclassify the following parcels from R-6 to R-1:

2523059029	2523059032	2523059040
3623059018	3623059023	3623059025
3623059027	3623059032	3623059045
3623059071	3623059078	3623059079
3623059080	3623059081	3623059086
3623059087	3623059092	3623059101
3623059112	3623059113	3623059116
3623059118	4008400260	4008400270
4008400275	4008400280	4008400370
4008400375	4008400380	4008400385
4008400390	4008400395	4008400400
4008400410	4008400415	4008400420
4008400425	4008400430	4008400435
4008400440	4008400445	4008400450
4008400455	4008400460	4008400465
4008400470	4008400475	4008400476
4008400480	4008400485	4008400490
4008400495	4008400505	4008400510
4008400515	4008400520	

Reclassify the following parcels from R-6 and R-6-SO to R-1 and R-1-SO:

2523059015	2523059045	3623059021
3623059033	3623059035	3623059036
3623059043	3623059066	3623059068
3623059070	3623059074	3623059088
3623059090	3623059117	4008400285
4008400290	4008400295	4008400300
4008400305	4008400310	4008400315
4008400320	4008400325	4008400330

4008400335	4008400340	4008400345
4008400350	4008400360	4008400365
4008400525		

Reclassify the following parcels from R-6-SO to R-1-SO:

2523059016	2523059019	2523059027
2523059037	2523059053	2523059056
2523059057	2523059058	2523059059
2523059060	2523059061	

Retain the existing SO-180, Wetland Management Area Special District Overlay designation, set forth in KCC 21A.38.120, for the following parcels:

2523059015 (portion)	2523059045 (portion)	3623059021 (portion)
3623059033 (portion)	3623059035 (portion)	3623059036 (portion)
3623059043 (portion)	3623059066 (portion)	3623059068 (portion)
3623059070 (portion)	3623059074 (portion)	3623059088 (portion)
3623059090 (portion)	3623059117 (portion)	4008400285 (portion)
4008400290 (portion)	4008400295 (portion)	4008400300 (portion)
4008400305 (portion)	4008400310 (portion)	4008400315 (portion)
4008400320 (portion)	4008400325 (portion)	4008400330 (portion)
4008400335 (portion)	4008400340 (portion)	4008400345 (portion)
4008400350 (portion)	4008400360 (portion)	4008400365 (portion)
4008400525 (portion)	2523059016	2523059019
2523059027	2523059037	2523059053
2523059056	2523059057	2523059058
2523059059	2523059060	2523059061

Effect: The Lake Desire Urban Separator zoning amendment reclassifies parcels east and north of Lake Desire to zoning consistent with a Greenbelt/Urban Separator.

Lake Desire Subarea Plan

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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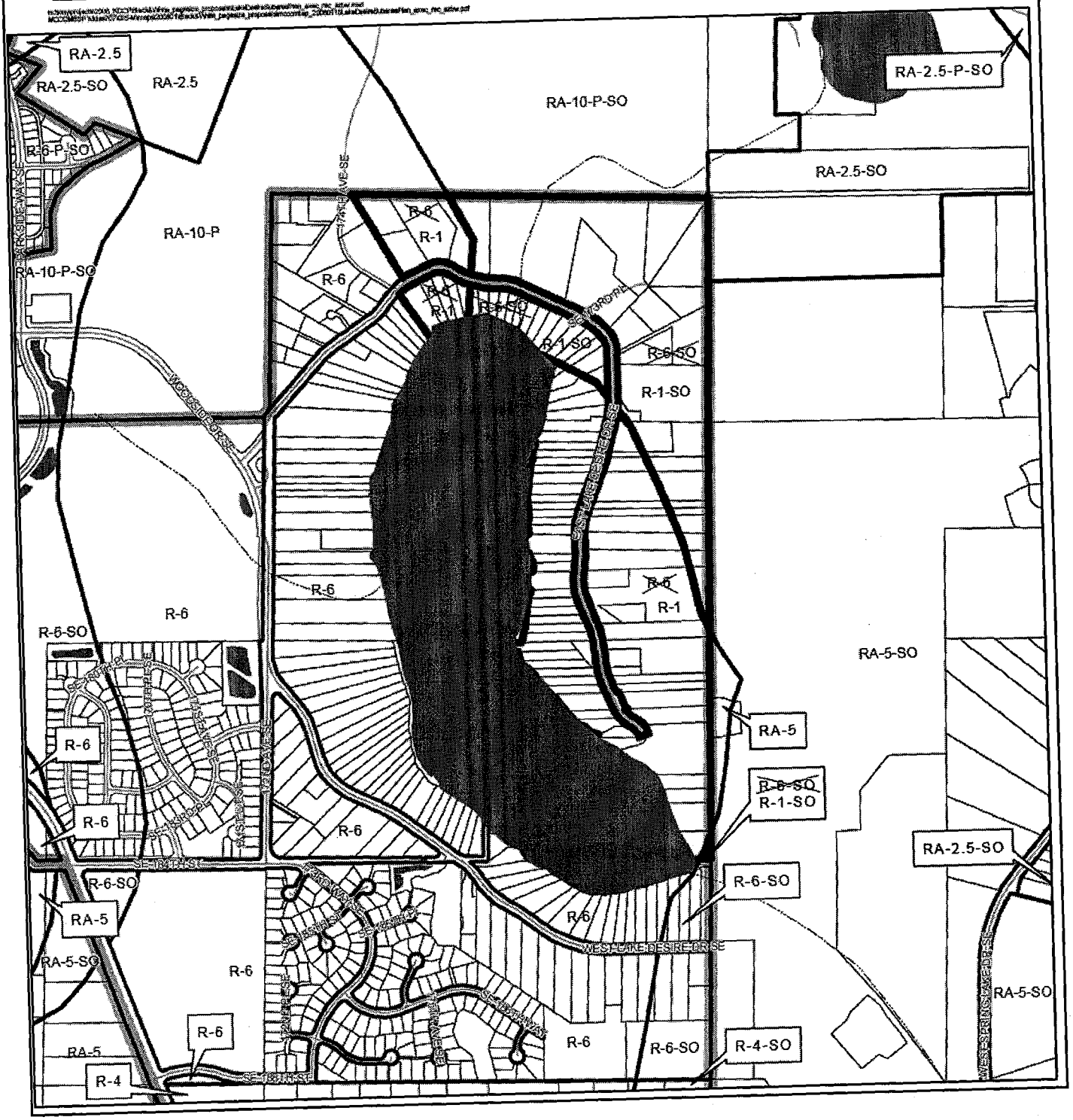
Urban Growth Boundary

RA-2.5	Rural Area, one DU per 5 acres
RA-5	Rural Area, one DU per 5 acres
RA-10	Rural Area, one DU per 10 acres
R-1	Residential, one DU per acre
R-6	Residential, six DU per acre
R-4	Residential, four DU per acre

1,000 500 0 1,000 Feet



Map Amendment 10

Maple Valley Summit Pit

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #21, Section 34, Township 22, Range 6 as follows:

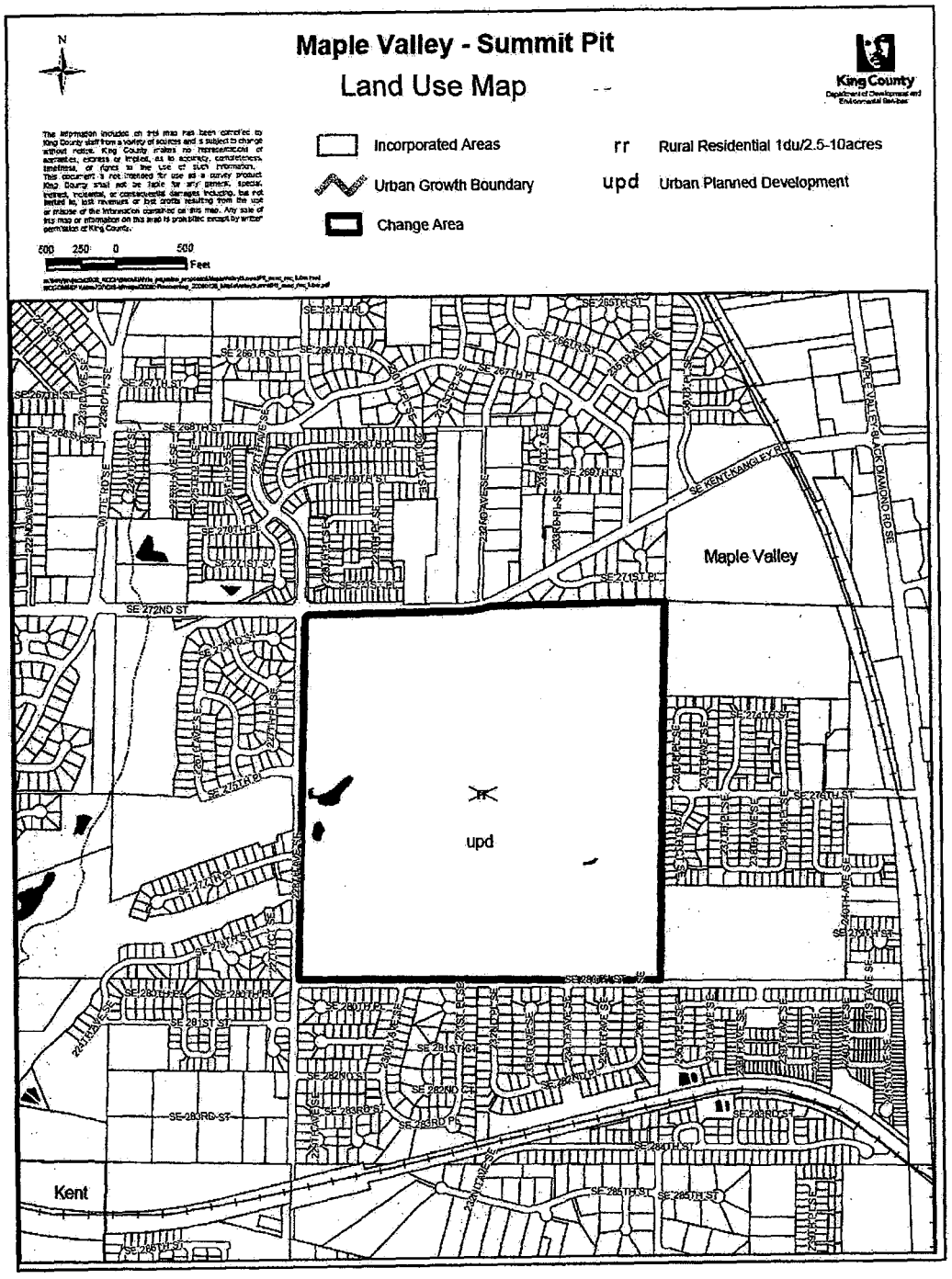
Redesignate the following parcel from Rural Residential to Urban Planned Development and add it to the Urban Growth Area:

3422069006

Update the Interim Potential Annexation Area Map to include the subject parcel in the City of Maple Valley Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Maple Valley Summit Pit land use amendment adds approximately 156 acres to the Urban Growth Area for the City of Maple Valley. This adjustment removes an island of Rural Area surrounded by the incorporated area of the City of Maple Valley.


Maple Valley - Summit Pit
Land Use Map
King County
Incorporated Areas
Urban Growth Boundary
Change Area
rr Rural Residential 1du/2.5-10acres
upd Urban Planned Development
500 250 0 500
Feet
Maple Valley
Kent
pr
upd

Map Amendment 10

Maple Valley Summit Pit

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #21, Section 34, Township 22, Range 6 as follows:

Reclassify the following parcel from RA-5 to UR-SO, and apply SO-070 as described below:

3422069006

Effect: The Maple Valley Summit Pit zoning amendment removes an island of Rural Area surrounded by the incorporated area of the City of Maple Valley and places it in Urban Reserve and within a Special District Overlay as specified in 21A.38.070:

Special district overlay - Urban planned development (UPD) purpose and designation.

A. The purpose of the UPD special district overlay is to provide a means for community, subarea or neighborhood plans to designate urban areas which are appropriate for development on a large scale basis:

B. In designating an overlay district, the comprehensive plan, subarea plan, neighborhood plan or area zoning shall delineate UPD overlay district boundaries.

C. The community plan, subarea plan, neighborhood plan; or area zoning shall designate and adopt urban residential zoning consistent with comprehensive plan policies.

D. In designating an overlay district, the community plan, subarea plan, neighborhood plan or area zoning may:

1. Set a maximum or range of the number of dwelling units within the UPD; and
2. Incorporate project description elements or requirements to the extent known, including but not limited to the following: conceptual site plan; mix of attached and detached housing; affordable housing goals and/or programs; major transportation or other major infrastructure programs and the UPD's participation therein; and any other provision or element deemed appropriate.

Maple Valley - Summit Pit

Zoning Map

King County
Department of Development and Environmental Services

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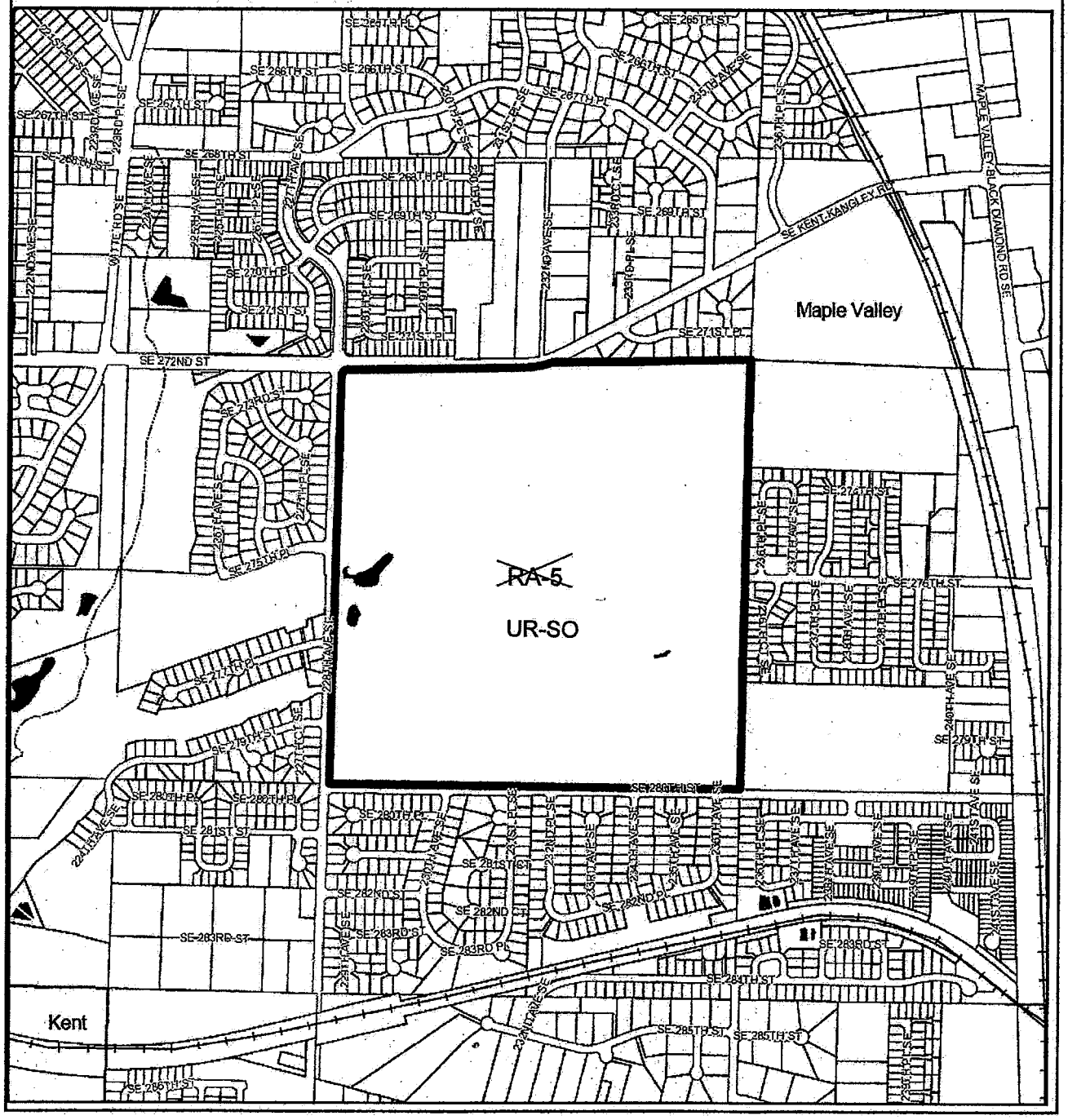
500 250 0 500
Feet

Incorporated Areas
Urban Growth Boundary
Change Area

RA-5	Rural 1 du/5 acres
UR-SO	Urban Reserve with special district overlay



Map Amendment 11

Maple Valley Food Bank

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #21, Section 9, Township 22, Range 6 as follows:

Redesignate the following parcel from Rural Residential to Rural Neighborhood:

2752200006

Effect: The Maple Valley Food Bank land use amendment adds one parcel to the Maple Valley Rural Neighborhood. This will recognize historical and current use of the Maple Valley Food Bank property.

Maple Valley Food Bank Subarea Plan

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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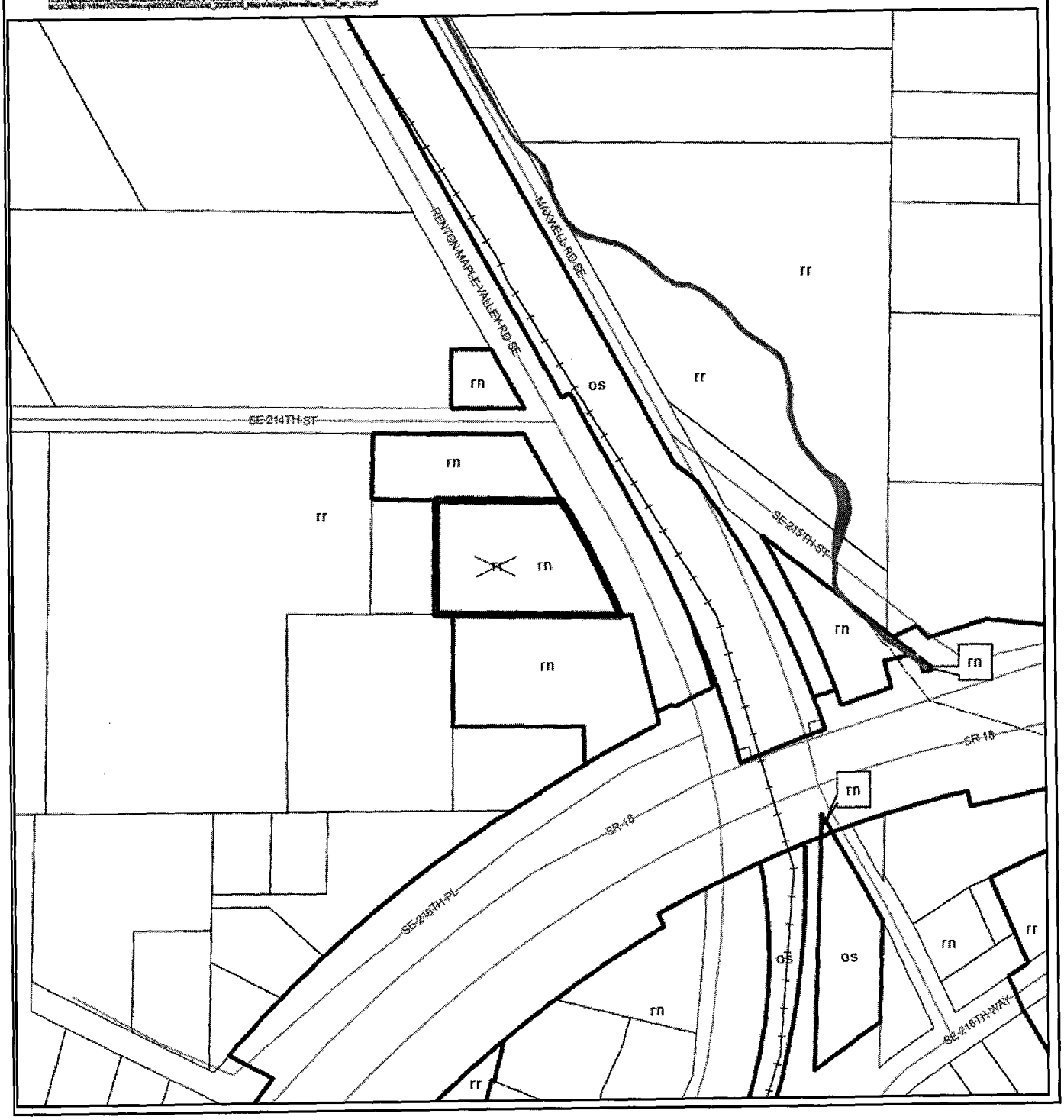
200 100 0 200
Feet

rr Rural residential
rn Rural neighborhood
os King County Owned Open Space/Recreation
Change Area



Map Amendment 11

Maple Valley Food Bank

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #21, Section 9, Township 22, Range 6 as follows:

Reclassify the following parcel from RA-5 to Neighborhood Business:

2752200006

Effect: The Maple Valley Food Bank zoning amendment adds one parcel to the Maple Valley Rural Neighborhood. This zoning will recognize historical and current use of the Maple Valley Food Bank property.

Maple Valley Food Bank Subarea Plan

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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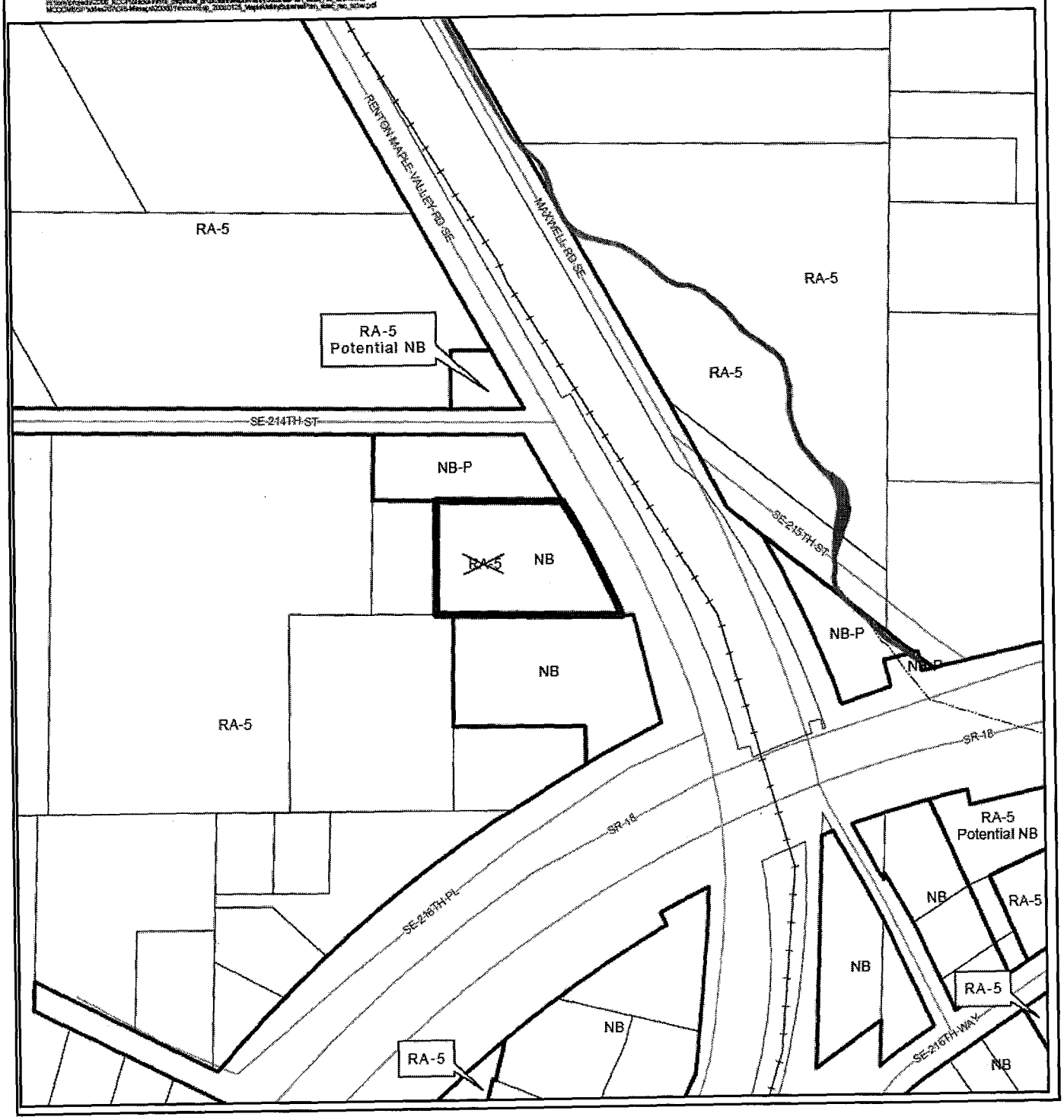
RA-5 Rural Area, one DU per 5 acres

NB Neighborhood Business

Change Area

200 100 0 200 Feet



Map Amendment 12

SR 169 - Kummer

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #22, Section 24, Township 21, Range 6 as follows:

Redesignate the following parcel from Rural Residential and Rural Neighborhood to Rural Neighborhood:

2421069031

Redesignate the following parcel from Rural Residential to Rural Neighborhood:

2421069011

Effect: The SR 169 - Kummer land use amendment adds a portion of one parcel and an additional parcel to the Rural Neighborhood at the intersection of SR 169 and SE Green Valley Road.

SR 169 / Green Valley Road Subarea Plan

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services



Map Amendment 12

SR 169 - Kummer

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #22, Section 24, Township 21, Range 6 as follows:

Reclassify the following parcel from RA-5 and NB to NB:

2421069031

Reclassify the following parcel from RA-5 to NB-P

2421069011

Apply a P-suffix development condition that limits future uses on parcel 2421069011 to the nursery and operator residence, as well as a U-pick farm, farmers market, landscape/pondscape yard, classes, flower shop, bed and breakfast, restaurant, feed store and rental facilities for conferences and weddings.

Effect: The SR 169 - Kummer zoning amendment removes the split zoning on the RA-5/NB parcel at the intersection of SR 169 and SE Green Valley Road, zoning the entire property to NB. An additional property at the intersection is rezoned from RA-5 to NB-P, with a P-suffix development condition limiting uses to those related to the nursery.

SR 169 / Green Valley Road Subarea Plan

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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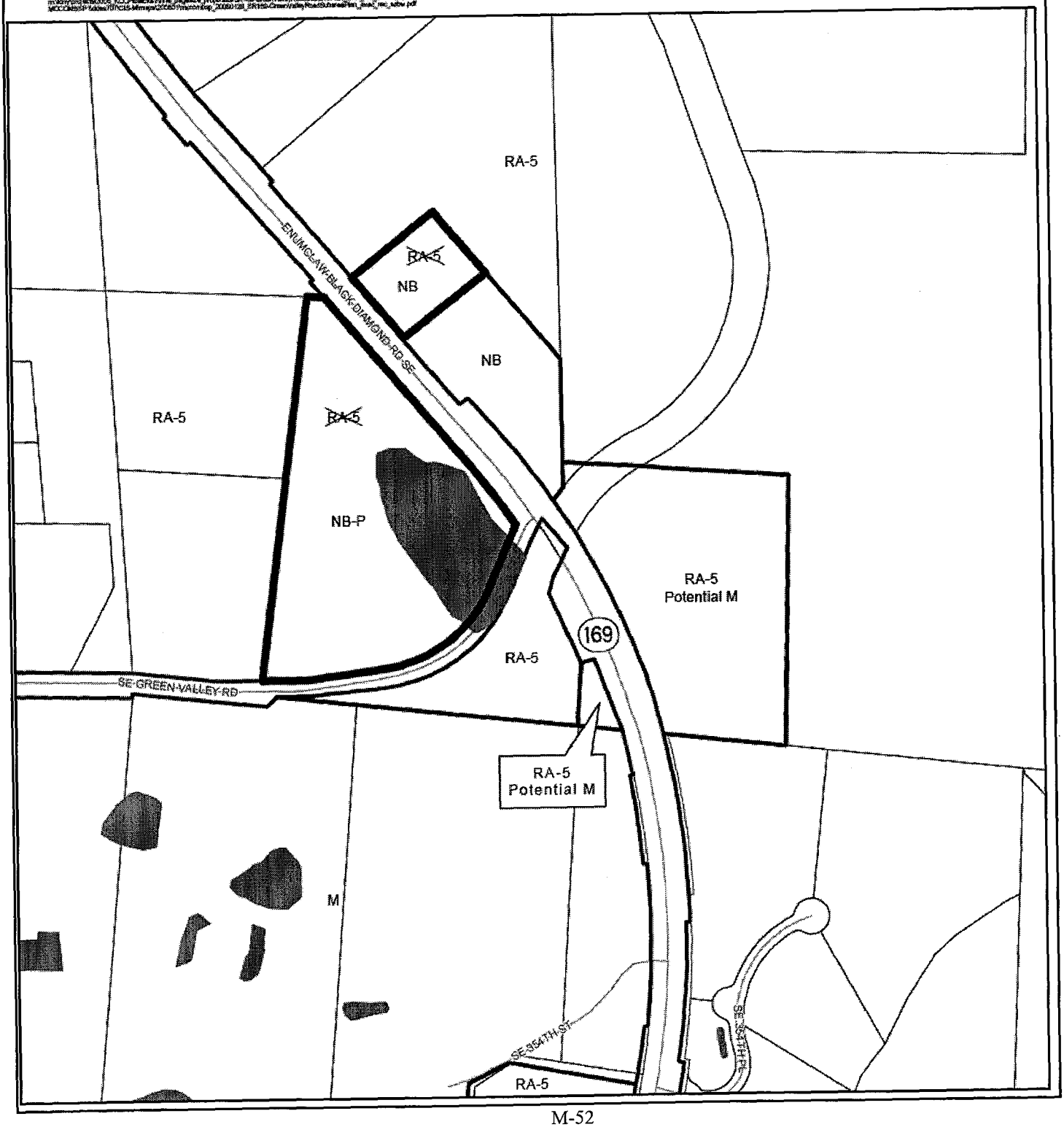
250 125 0 250
Feet

RA-5 Rural Area, one DU per 5 acres

NB Neighborhood Business

M Mineral

Change Area



Map Amendment 13

SR 900 and S 129th St

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #8, Section 14, Township 23, Range 4 as follows:

Redesignate the following parcels from Urban Residential, Medium Density, 4-12 units per acre, to Urban Residential, High Density, greater than 12 units per acre:

2172000451
2172000605

Redesignate the following parcel from Industrial and Urban Residential, High Density, greater than 12 units per acre, and Urban Residential, Medium Density, 4-12 units per acre, to Urban Residential, High Density, greater than 12 units per acre:

2172000612

Redesignate the following parcel from Industrial and Urban Residential, High Density, greater than 12 units per acre, to Urban Residential, High Density, greater than 12 units per acre:

2172000515

Redesignate the following parcel from Industrial and Urban Residential, Medium Density, 4-12 units per acre, to Urban Residential, High Density, greater than 12 units per acre:

217200563

Redesignate the following parcels from Industrial to Urban Residential, High Density, greater than 12 units per acre:

2172000518
2172000560
2172000551
2172000545
2172000540
1423049048

0001400017
0001400007
0001400041
0001400008

Effect: The SR 900 and S 129th St land use amendment redesignates properties in the study area long Martin Luther King Jr. Way/SR 900 to Urban Residential, High Density, greater than 12 units per acre. The Urban Residential land use designation is consistent with the surrounding properties and the intention of West Hill policy 18 to maintain the scenic value of the area and enhancement of the entrance into Renton.

SR900 and S 129th St

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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300 150 0 300
Feet

Incorporated Areas
Urban Growth Boundary
Change Area

uh Urban residential, High >12du/acre
um Urban Residential, Medium 4-12du/acre
co Community Outside of Center
i Industrial



Map Amendment 13

SR 900 and S 129th St

AMENDMENT TO THE KING COUNTY ZONING AMENDMENT

Amend Map #8, Section 14, Township 23, Range 4 as follows:

Reclassify the following parcels from R-12 TO R-24:

2172000451
2172000605

Reclassify the following parcel from I-SO and R-24 and R-12 to R-24:

2172000612

Reclassify the following parcel from I-SO and R-24 to R-24:

2172000515

Reclassify the following parcel from I-SO/R-12 to R-24:

2172000563

Reclassify the following parcels from I-SO to R-24

2172000518
2172000560
2172000551
2172000545
2172000540
1423049048
0001400017
0001400007
0001400041
0001400008

Eliminate the Special district overlay, SO-060, Office/Research Park set forth in KCC 21A.38.060 from parcels:

2172000612
2172000515
2172000563
2172000518
2172000560
2172000551
2172000545
2172000540
1423049048
0001400017
0001400007
0001400041
0001400008

Effect: The SR 900 and S 129th St zoning amendment reclassifies properties in the study area long Martin Luther King Jr. Way/SR 900 to R-24. The R-24 zoning is consistent with the surrounding properties. The requirements of the SDO designation are inconsistent with the geography of the study area. Elimination of the Special District Overlay on the subject parcels will remove the requirements that have hindered industrial development on the remaining industrial properties.

SR900 and S 129th St

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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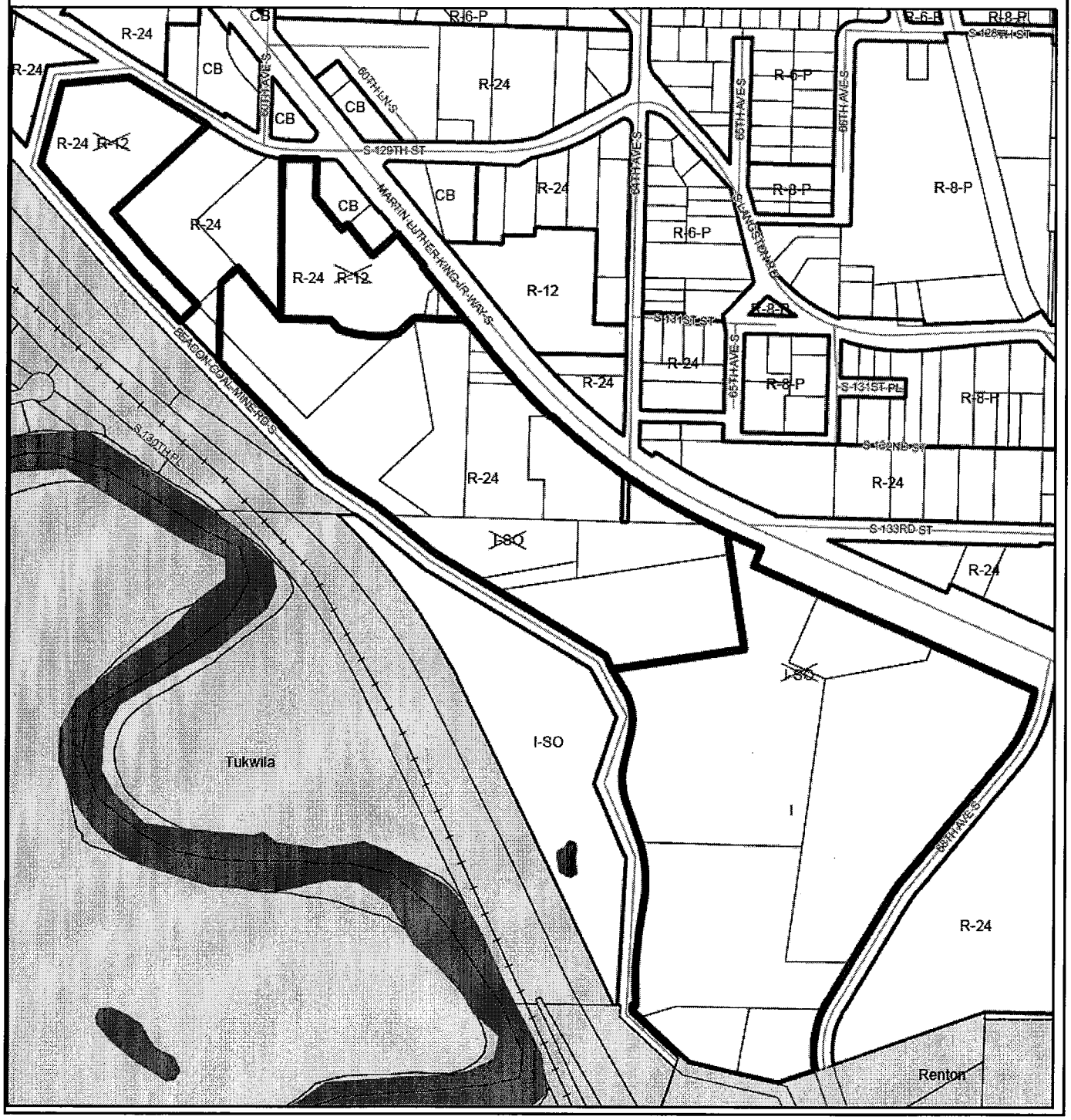
300 150 0 300
Feet

Incorporated Areas
Urban Growth Boundary
Change Area
I Industrial

R-6 Residential, six DU per acre
R-8 Residential, eight DU per acre
R-12 Residential, 12 DU per acre
R-24 Residential, 24 DU per acre
CB Community Business



Map Amendment 14

Rock Creek Natural Area

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #21, Section 23, Township 22, Range 6 as follows:

Remove the following parcel from the Urban Growth Area:

2322069021

Update the Interim Potential Annexation Area Map to remove the subject parcel from the City of Maple Valley Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Rock Creek Natural Area land use amendment removes the 5 acre portion of the Open Space parcel that is currently within the Urban Growth Area. The King County owned property is to remain as a Natural Area in perpetuity. Removal of the land does not affect the amount of land available for urban development.

1st DNRP - Rock Creek Natural Area

Executive Recomended Land Use Map

King County
Department of Development and Environmental Services

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500 250 0 500 Feet

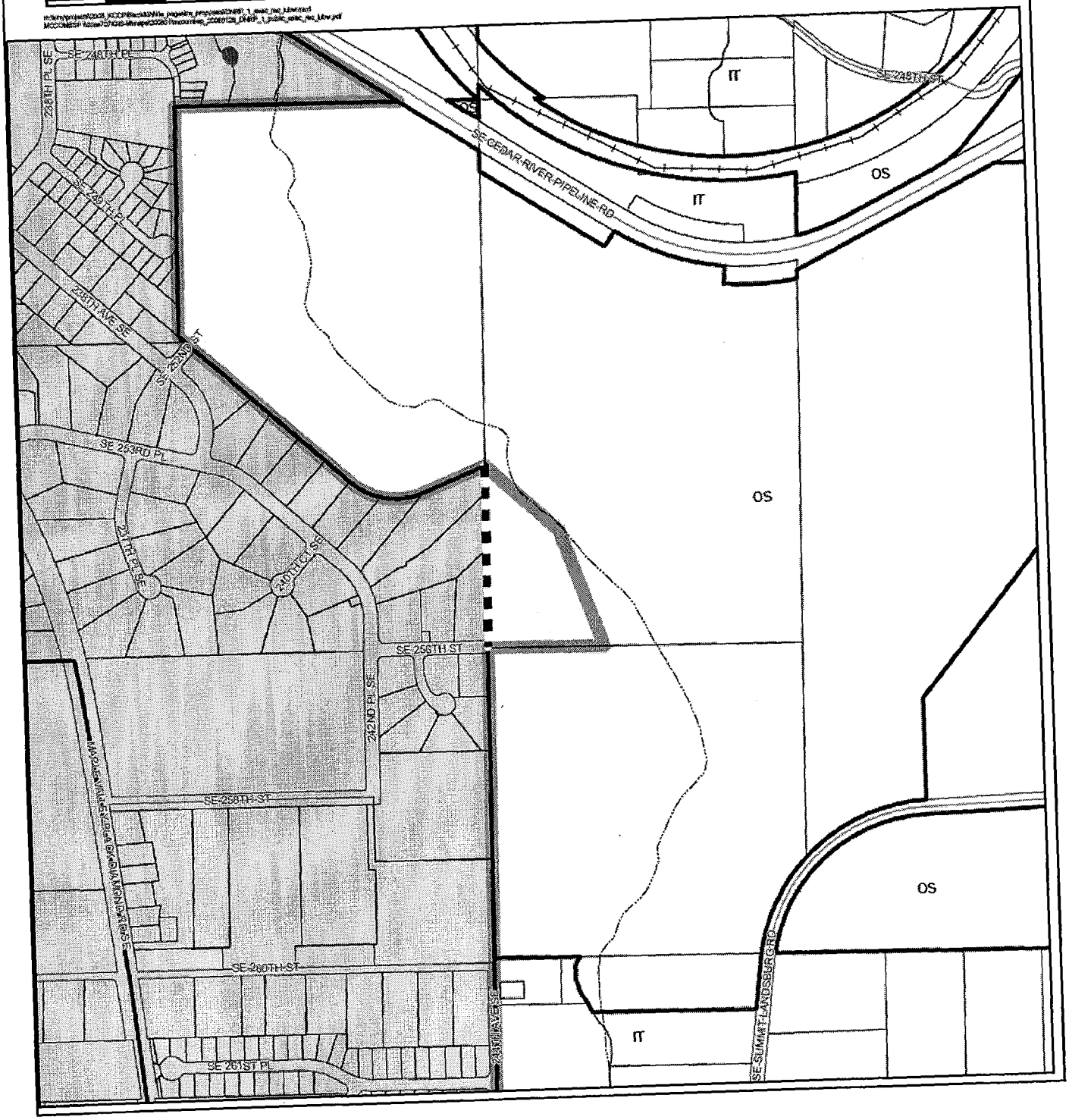
Incorporated Areas

Urban Growth Boundary

Proposed Urban Growth Boundary

rr Rural Residential 1du/2.5-10acres

os Open Space/ Recreation



Map Amendment 14

Rock Creek Natural Area

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #21, Section 23, Township 22, Range 6 as follows:

Reclassify the following parcel from R-6 and RA-5 to RA-5:

2322069021

Effect: The Rock Creek Natural Area zoning amendment reclassifies the 5 acre portion of the Open Space parcel that is currently within the Urban Growth Area.

1st DNRP - Rock Creek Natural Area

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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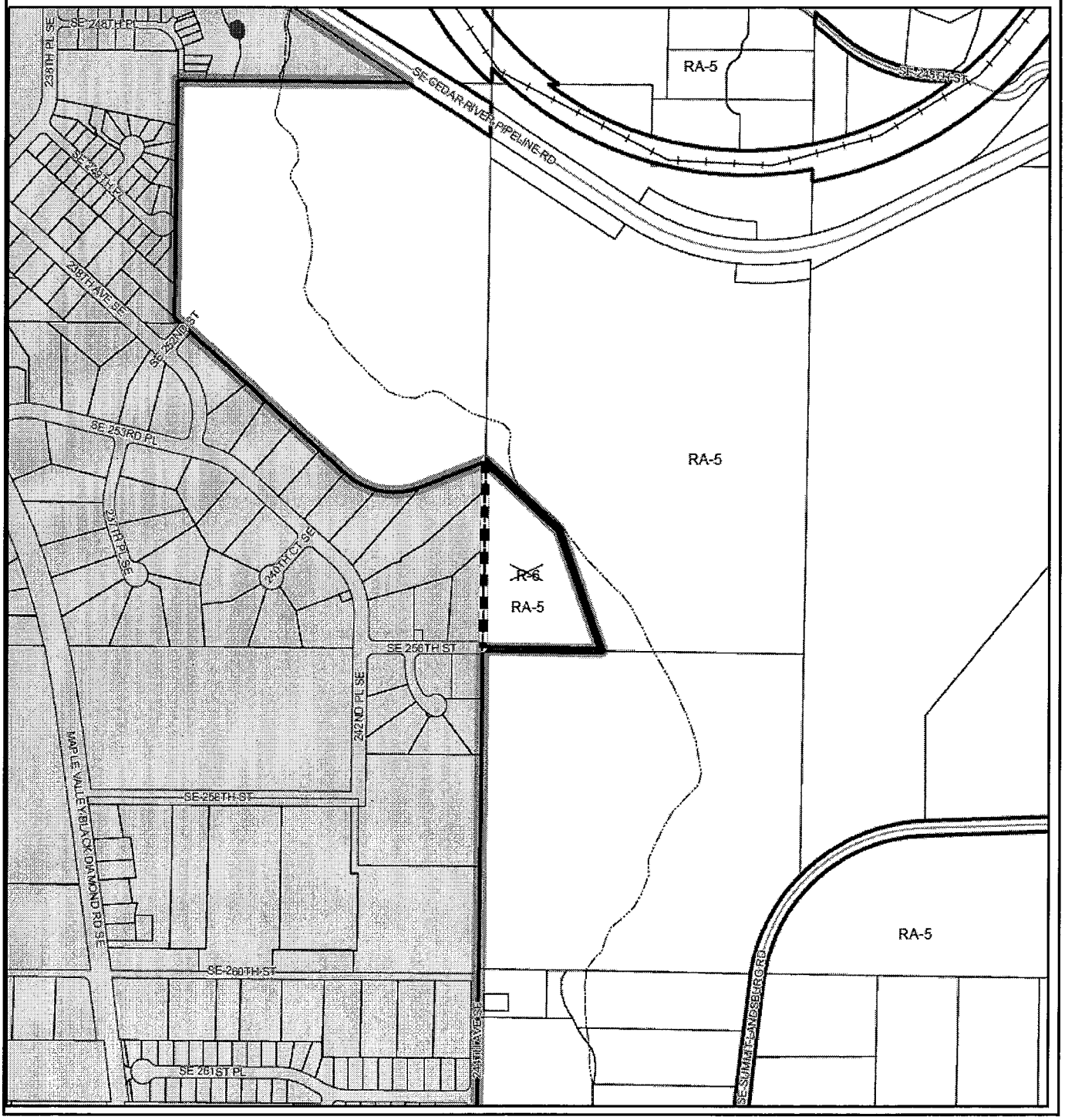
500 250 0 500
Feet

Incorporated Areas
Urban Growth Boundary
Change Area

R-6 Residential, six DU per acre
RA-5 Rural Area, one DU per 5 acres
Proposed Urban Growth Boundary



Map Amendment 15

Crow Marsh Natural Area

AMENDMENT TO THE KING COUNTY COMPRHENSIVE PLAN – LAND USE MAP

Amend Map #29, Section 07, Township 21, Range 7 as follows:

Redesignate the following parcel from Rural Residential and Forest to Forest and remove from the Rural City Urban Growth Area for the City of Black Diamond:

0721079049

Redesignate the following parcels from Rural Residential to Forest and remove from the Rural City Urban Growth Area for the City of Black Diamond:

0721079008
0721079034
0721079045

Include the parcels within the Forest Production District.

Update the Interim Potential Annexation Area Map to remove the subject parcels from the City of Black Diamond Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Crow Marsh Natural Area land use amendment redesignates King County owned parcels to Forest, consistent with the surrounding parcels. The subject parcels are to be maintained as a Natural Area in perpetuity and the change does not affect the amount of buildable land within the Rural City Urban Growth Area for Black Diamond.

2nd DNRP - Crow Marsh Natural Area

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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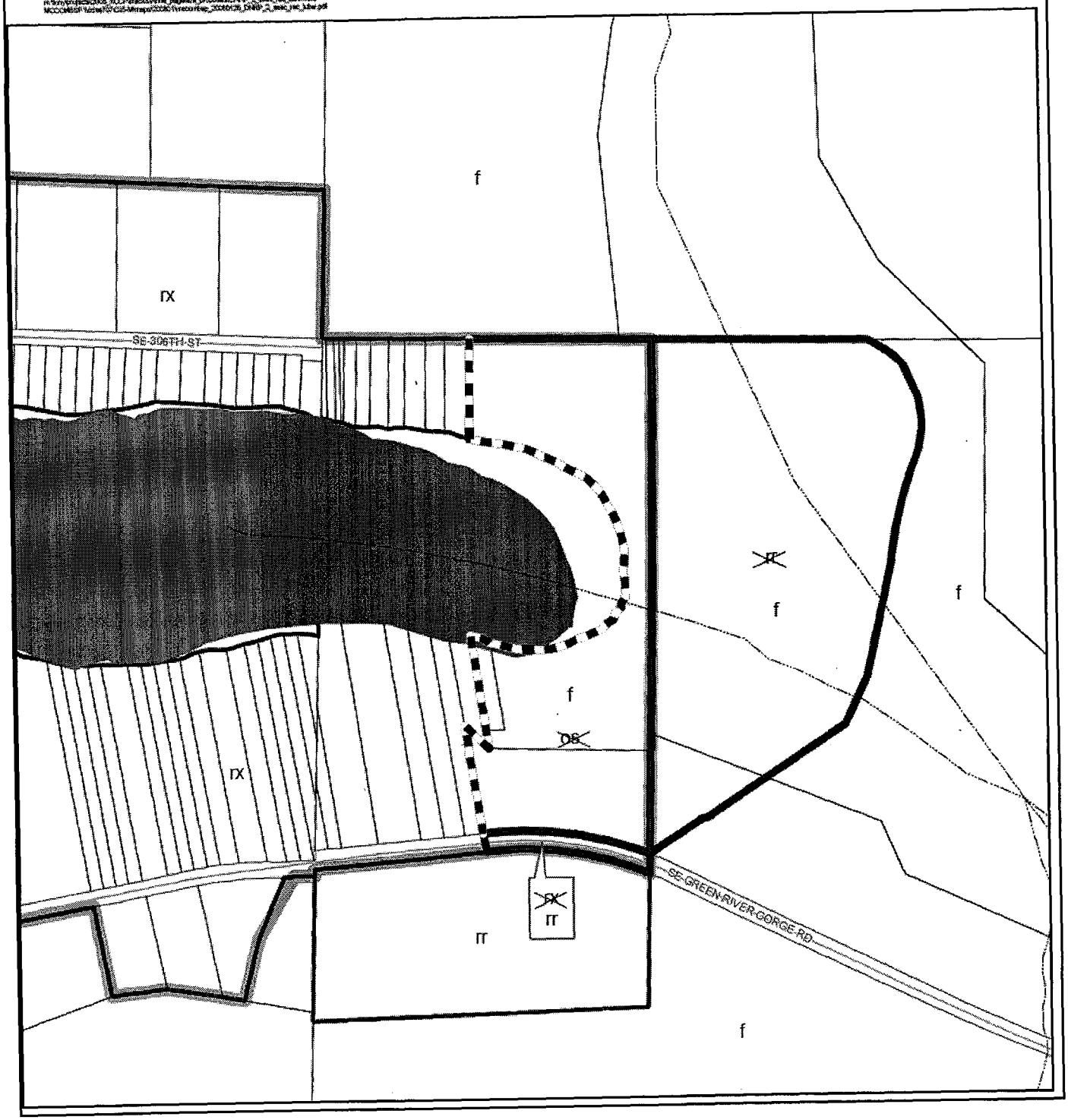
500 250 0 500
Feet

Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area

rx Rural Cities Urban Growth Area
os Open Space/ Recreation
f Forestry
rr Rural Residential 1du/2.5-10acres



Map Amendment 15

Crow Marsh Natural Area

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #29, Section 07, Township 21, Range 7 as follows:

Reclassify the following parcel RA-10 and F to F:

0721079049

Reclassify the following parcels from UR to F:

0721079008
0721079034
0721079045

Effect: The Crow Marsh Natural Area zoning amendment reclassifies King County owned parcels to Forest, consistent with the surrounding parcels.

2nd DNRP - Crow Marsh Natural Area

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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500 250 0 500 Feet

Incorporated Areas

Urban Growth Boundary

Proposed Urban Growth Boundary

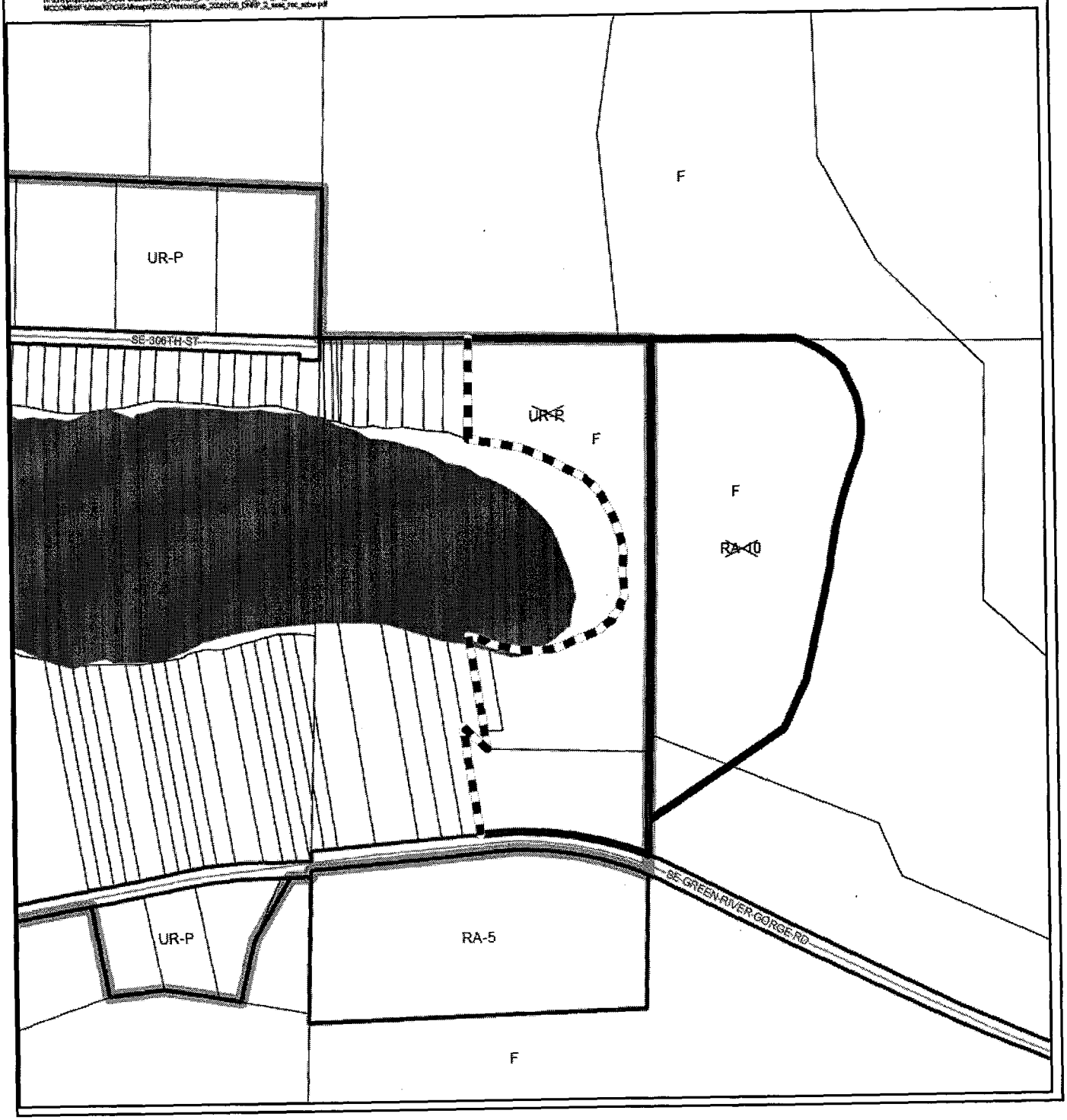
Change Area

RA-10 Rural Area, one DU per 10 acres

UR Urban Reserve, one DU per 5 acres

F Forest

RA-5 Rural Area, one DU per 5 acres



Map Amendment 16

Dorre Don Reach Natural Area

AMENDMENT TO THE KING COUNTY COMPRHENSIVE PLAN – LAND USE MAP

Amend Map #21, Section 15, Township 22, Range 6 as follows:

Redesignate the following parcels Urban Residential, Medium Density, 4-12 units per acre, and Rural Residential to Rural Residential:

7330300310 (portion)
7330300330
7330300290

Redesignate the following parcel from Urban Residential, Medium Density, 4-12 units per acre, to Rural Residential:

7330300320

Redesignate the following parcel from Urban Residential, Medium Density, 4-12 units per acre, and Open Space to Rural Residential and Open Space:

1522069011

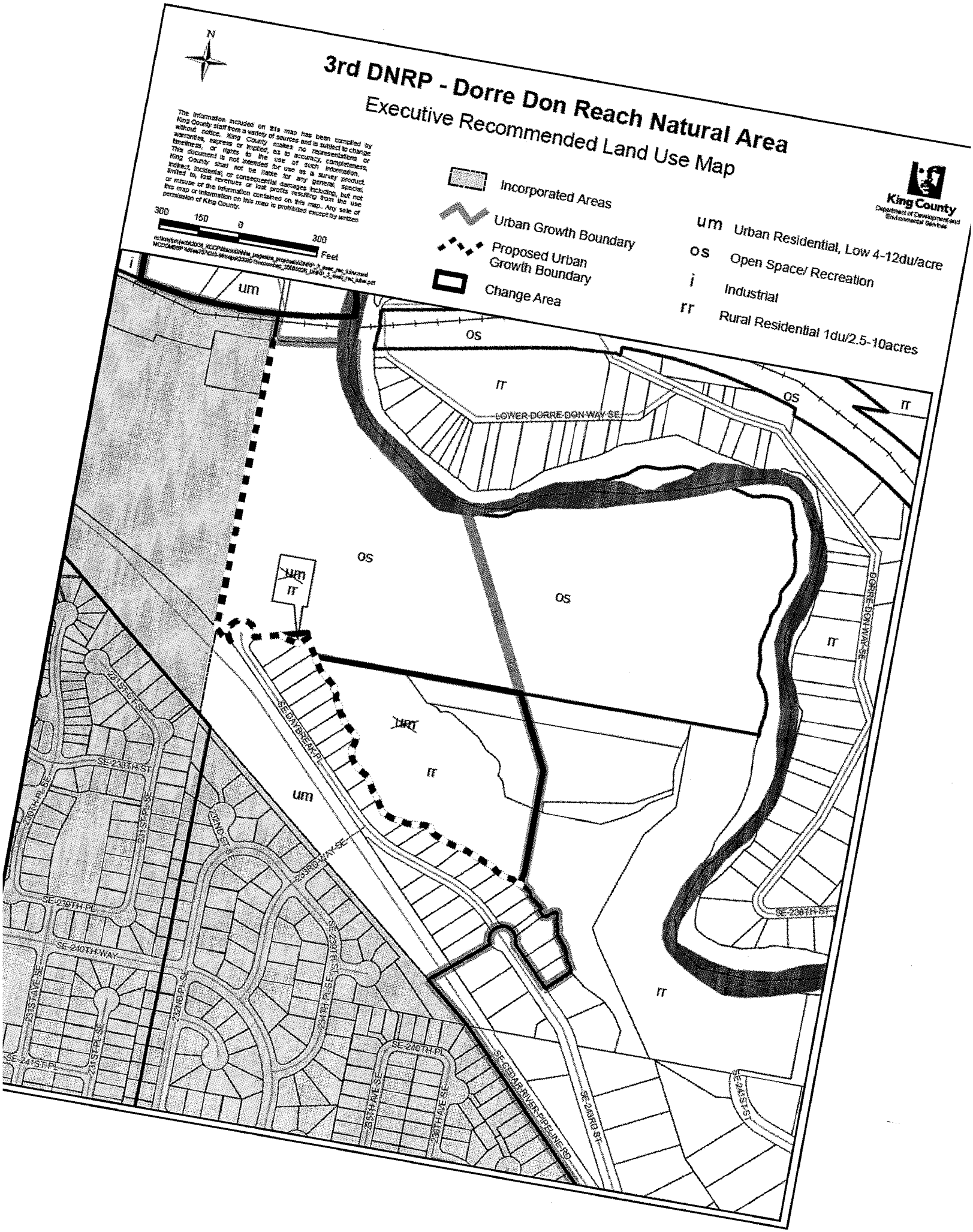
Remove the following parcels from the Urban Growth Area:

1522069011 (portion)
7330300330 (portion)
7330300310 (portion)
7330300290 (portion)
7330300320

Update the Interim Potential Annexation Area Map to remove the subject parcels from the City of Maple Valley Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Dorre Don Reach Natural Area land use amendment redesignates King County owned parcels to Rural Residential. The subject parcels are to be maintained as a Natural Area in perpetuity and the change does not affect the amount of buildable land within the Urban Growth Area. The portion of parcel 7330300130 that is a 'piano key' within the residential properties along SE Daybreak Place is to remain within the UGA.



3rd DNRP - Dorre Don Reach Natural Area
Executive Recommended Land Use Map
N
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300 150 0 300
Feet
Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area
um Urban Residential, Low 4-12du/acre
os Open Space/ Recreation
i Industrial
rr Rural Residential 1du/2.5-10acres
King County
Department of Development and Environmental Services
LOWER DORRE DON WAY SE
DORRE DON WAY SE
SE DAYBREAK PL
SE 238TH ST
SE 239TH PL
SE 240TH WAY
SE 240TH PL
SE 241ST PL
SE 243RD ST
SE 243ST ST
SE CEDAR RIVER PIPELINE RD

Map Amendment 16

Dorre Don Reach Natural Area

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #21, Section 15, Township 22, Range 6 as follows:

Reclassify the following parcels from R-4-P and RA-5-P to RA-5-P:

1522069011
7330300330
7330300310 (portion)
7330300290

Reclassify the following parcel from R-4-P to RA-5-P:

7330300320

Retain the P-suffix development condition for the subject parcels, TR-P14

TR-P14 Spoerer/Watkins (Source: Ordinance 11653, Amendment 96 as amended by Ordinance 12061, amendment T-6/96AA)

The following P-suffix conditions apply to the subject property:

This parcel shall use the lesser of the following areas for calculating the allowable dwelling units under K.C.C. 21A.12.070:

A._The site area outside of the 100-year floodplain, or

B._Thirty-five acres.

In no case shall the allowable units exceed 80 residential units. In no case shall the total developed area exceed thirty five acres. Any portion of the development not devoted to residential lots, roads and surface water facilities shall be held in common ownership and may be used for other infrastructure requirements such as recreation. The undeveloped portion of the site shall remain uncleared and be placed into a contiguous open space tract created and marked pursuant to K.C.C. 21A.24.160 and K.C.C. 21A.24.180.

The permit application for this parcel shall include a development agreement with the King County Executive which addresses public access to the Cedar River and river protection, including enhanced protection of floodplain and riparian habitat and enhanced requirements for drainage facilities, monitoring and the performance bond to correct damages to habitat or water quality identified by monitoring. This parcel shall not have an application for any urban zone development accepted by the Department of Development and Environmental Services after July 1, 1999.

Effect: The Dorre Don Reach Natural Area zoning amendment reclassifies King County owned parcels to RA-5-P, consistent with the other properties in the Dorre Don Reach Natural Area.

3rd DNRP - Dorre Don Reach Natural Area

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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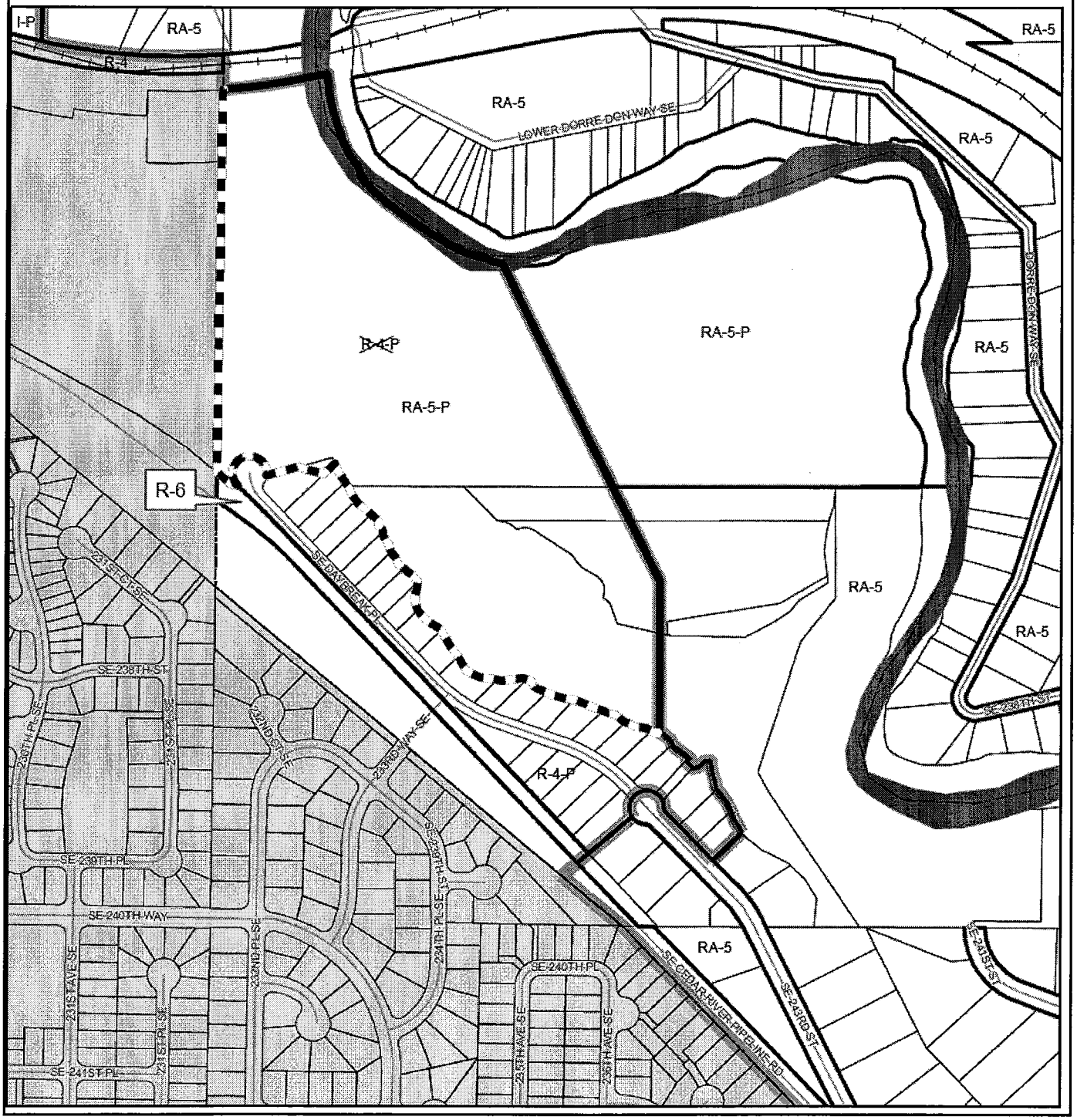
Feet

Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area

R-6 Residential, six DU per acre
I Industrial
RA-5 Rural Area, one DU per 5 acres
R4 Residential, four DU per acre



Map Amendment 17

Kathryn Taylor Equestrian Park

AMENDMENT TO THE KING COUNTY COMPRHENSIVE PLAN – LAND USE MAP

Amend Map #17, Section 22, Township 26, Range 6 as follows:

Remove the following parcels from the Urban Growth Area:

8682211420
8682211810
8682211800
8682211780
8682211790
8682211670

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Kathryn Taylor Equestrian Park land use amendment removes King County owned Open Space parcels from the Urban Growth Area.

4th DNRP

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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Incorporated Areas
Urban Growth Boundary
Change Area
Proposed Urban Growth Boundary

os Open Space/ Recreation
upd Urban Planned Development
rr Rural Residential 1du/2.5-10acres



Map Amendment 17

Kathryn Taylor Equestrian Park

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #17, Section 22, Township 26, Range 6 as follows:

Reclassify the following parcels from UR-P-SO to RA-5:

8682211420
8682211810
8682211800
8682211780
8682211790
8682211670

Eliminate the P-suffix development condition for the parcels, BC-P17.

> BC-P17: Novelty Hill Master Plan Developments/Urban Planned Developments (Source: Ordinance 12093, File numbers L94UP002 and BCCP0001)
>
> 1. Process
> The review process for the Mater Plan Developments/Urban Planned Developments shall include:
> A. A project-level Environmental Impact Statement;
> B. Participation by the public, agencies, and other jurisdictions through EIS comments, meetings, and through public hearings held before a Hearing Examiner;
> C. Permit processing fees paid by the applicant;
> D. Final action by the King County Council;
> A recorded development agreement which contains final conditions of approval.
>
> 2. Environmental Resource Protection
> The Master Plan Developments/Urban Planned Developments shall include:
> A. Establishment of a natural resource protection area (NRPA) to protect wetlands, surface water quality, groundwater recharge, groundwater quality, wildlife, and aquatic resources.
> B. A Master Drainage Plan (MDP) consistent with king County Surface Water Design Manual requirements to be prepared by the applicant. The MDP shall include a post-development monitoring program.

3. Housing

The Master Plan Developments/Urban Planned Developments shall provide the following:

A. A range of housing types including lot sizes, attached and detached single-family and multi-family housing units and densities;

B. Of the total residential units, 10% shall be affordable to low-income households (income level below 80% of the median-income for King County); 10% shall be affordable to moderate-income households (income levels between 80 and 100% of the median income for King County); and 10% shall be affordable to median-income households (income levels between 100 and 120% of the median income for King County). No low-income housing will be required unless publicly funded programs for such housing is available, provided that the developer sets aside sufficient land for a period of up to 5 years.

C. A post-development monitoring program for affordable housing.

4. Retail/Commercial and Business Park Development

The Novelty Hill Master Plan Developments/Urban Planned Developments shall provide sufficient area to accommodate retail/commercial and business park uses to serve the needs and provide employment for future residents and employees.

5. Public Services

The Master Plan Developments/Urban Planned Developments shall ensure that provisions for the following public services are provided to adequately mitigate the impacts of these proposals on the following:

A. Fire and police protection;

B. Public water and sewer systems;

C. School facilities.

6. Transportation

The Master Plan Developments/Urban Planned Developments shall include:

A. A transportation plan which provides for compliance with King County concurrency standards, level-of-service standards, safety and operation standards, and which identifies on and off-site transportation improvements, methods of funding, and a post-development monitoring program.

B. On-site design shall promote the use of alternative modes of transportation including, but not limited to, transit, carpool, bicycle, pedestrian, and equestrian trail facilities.

7. Parks, Trails and Open Space

The Master Plan Developments/Urban Planned Developments shall provide the following:

A. A variety of parks and recreational facilities designed to meet the needs of future residents and employees.

B. A pedestrian, bicycle, and equestrian trail system which provides circulation throughout the project and which provides linkage to off-site regional trails.

C. Perimeter buffers to screen adjacent rural lands.

Eliminate the Special District Overlay designations, SO-070, Urban Planned Development set forth in KCC 21A.38.070, and SO-110, Fully Contained Community set forth in KCC 21A.38.110.

Effect: The Kathryn Taylor Equestrian Park zoning amendment reclassifies King County owned parcels to RA-5. The P-suffix development condition and Special District Overlays are eliminated as the properties are not available for development.

4th DNRP

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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Incorporated Areas

Urban Growth Boundary

Proposed Urban Growth Boundary

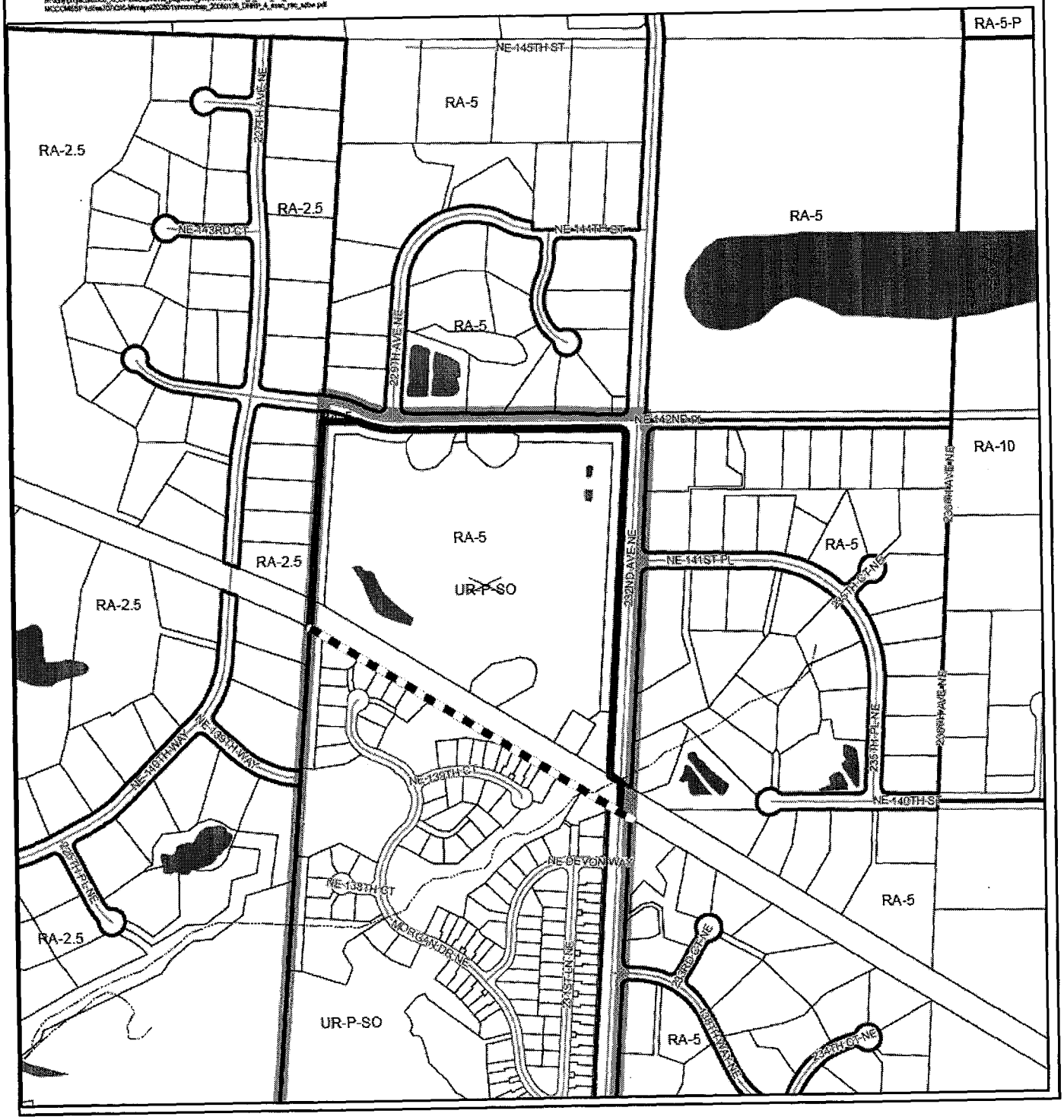
Change Area

RA-2.5 Rural Area, one DU per 5 acres

RA-10 Rural Area, one DU per 10 acres

UR Urban Reserve, one DU per 5 acres

RA-5 Rural Area, one DU per 5 acres



Map Amendment 18

SE 208th St and Benson Highway

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #15, Section 07, Township 22, Range 5 as follows:

Redesignate four acres of the following parcel from Urban Residential, Medium Density, 4-12 units per acre, to Community Business Center:

0822059005 (portion)

Effect: The SE 208th St and Benson Highway land use amendment designates 4 acres of the 10.5 acre parcel as Community Business Center, consistent with the other parcels at the intersection. The western 6.5 acres remains designated as Urban Residential, Medium Density, 4-12 units per acre.

SE 208th St and Benson Highway

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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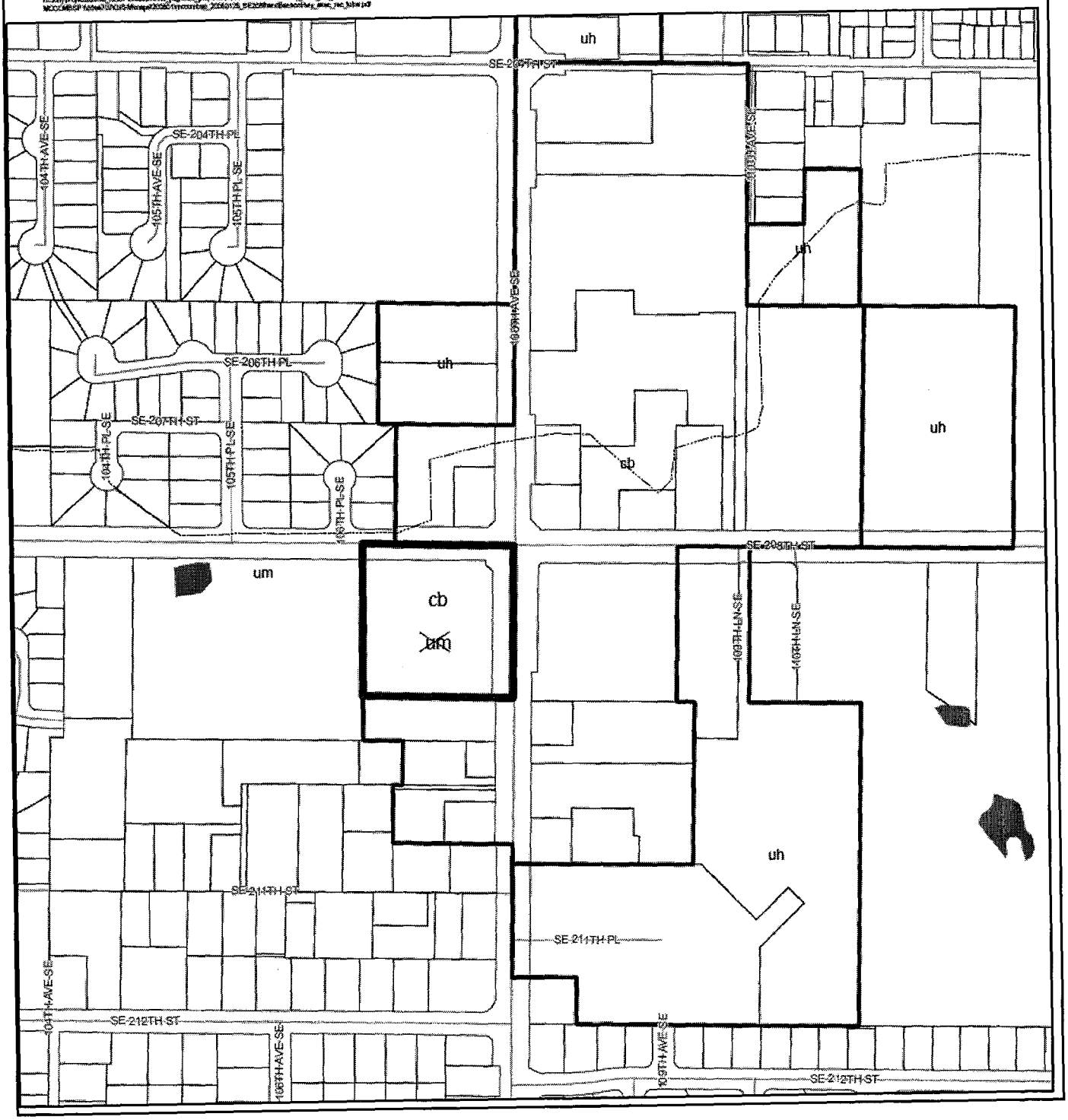
Incorporated Areas
Urban Growth Boundary
Change Area

cb Community Business Center
uh Urban residential, High >12du/acre
um Urban Residential, Medium 4-12du/acre

500 250 0 500 Feet



Map Amendment 18

SE 208th St and Benson Highway

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #15, Section 07, Township 22, Range 5 as follows:

Reclassify four acres of the following parcel from R-6 to Commercial Business and the remaining 6.5 acres from R-6 to R-12:

0822059005 (portion)

Effect: The SE 208th St and Benson Highway zoning amendment designates 4 acres of the 10.5 acre parcel as Commercial Business, consistent with the other parcels at the intersection. The western 6.5 acres is redesignated as R-12, consistent with the adjacent parcels near this portion of the subject property.

SE 208th St and Benson Highway

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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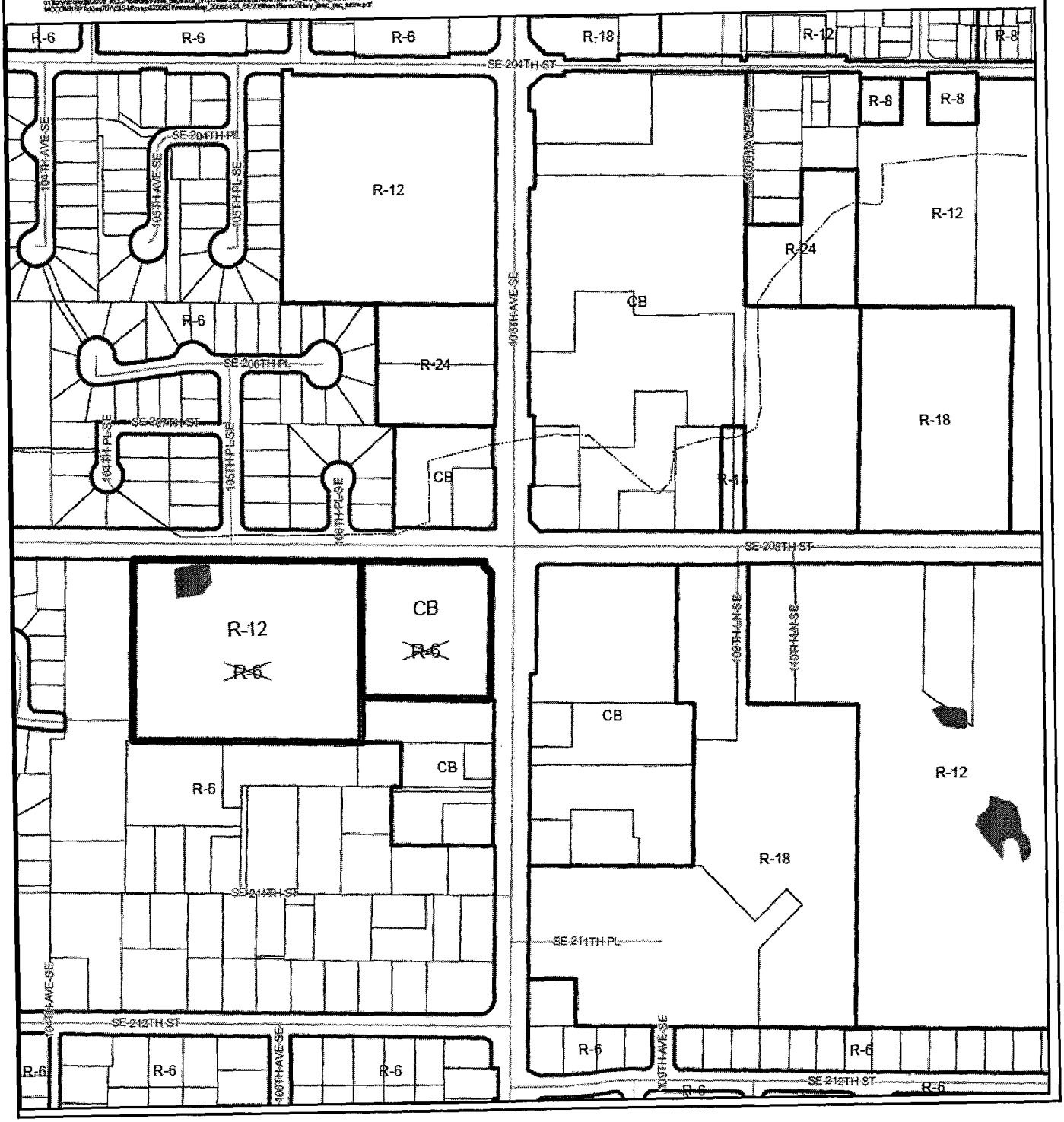
Feet

Incorporated Areas
Urban Growth Boundary
Change Area
R-6 Residential, six DU per acre
R-8 Residential, eight DU per acre
R-12 Residential, 12 DU per acre
R-18 Residential, 18 DU per acre
R-24 Residential, 24 DU per acre
CB Community Business



Map Amendment 19

98th Street Corridor

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #8, Section 6, Township 23, Range 4 as follows:

Amend the Special District Overlay designation SO-090, Economic Redevelopment set forth in KCC 21A.38.090 as indicated in the proposed King County Code change amendments.

Include the following parcels in the 16th Ave SW Pedestrian Commercial Subarea on the White Center Special District Overlay and –P Site Development Conditions Areas Map:

3203800145
3203800035
2195100090
3203800210
3203800225
2195100205

Effect: The 98th Street Corridor Map Amendment makes no changes to the land use or zoning for properties in the SO-090 Special District Overlay. Amendments to the overlay are included as part of the proposed amendments to the King County Code. Six additional parcels are included in the Pedestrian Commercial Subarea.

Map Amendment 20

Black Diamond Technical Change

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #22, Section 13, Township 21, Range 6 as follows:

Redesignate a portion of the following parcels from Rural City Urban Growth Area to Forestry and remove from the Urban Growth Area:

1321069056 (portion)
1321069058 (portion)
1321069002 (portion)
1321069059 (portion)
1221069015 (portion)

Redesignate a portion of the following parcels from Forestry to Rural City Urban Growth Area:

1321069062 (portion)
1321069013 (portion)
1321069057 (portion)

The split designation of Rural City Urban Growth Area and Forestry is retained on the following parcels. An adjustment is made to the location of the Urban Growth Area line on these parcels.

1321069014
1321069003

Update the Interim Potential Annexation Area Map to include the Rural City Urban Growth Area portions of the subject parcels in the City of Black Diamond Potential Annexation Area.

Update the Interim Potential Annexation Area Map to remove the Forestry portions of the subject parcels from the City of Black Diamond Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Black Diamond Technical Change land use amendment makes a technical correction to reflect a mapping update to the East Annexation Area (see attached map). There is no change in developable land as a result of the Urban Growth Area line adjustment.

Black Diamond Technical Change

Executive Recommended Land Use Map

April 14, 2008

King County
Department of Development and Environmental Services

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Incorporated Areas

Urban Growth Boundary

Proposed Urban Growth Boundary

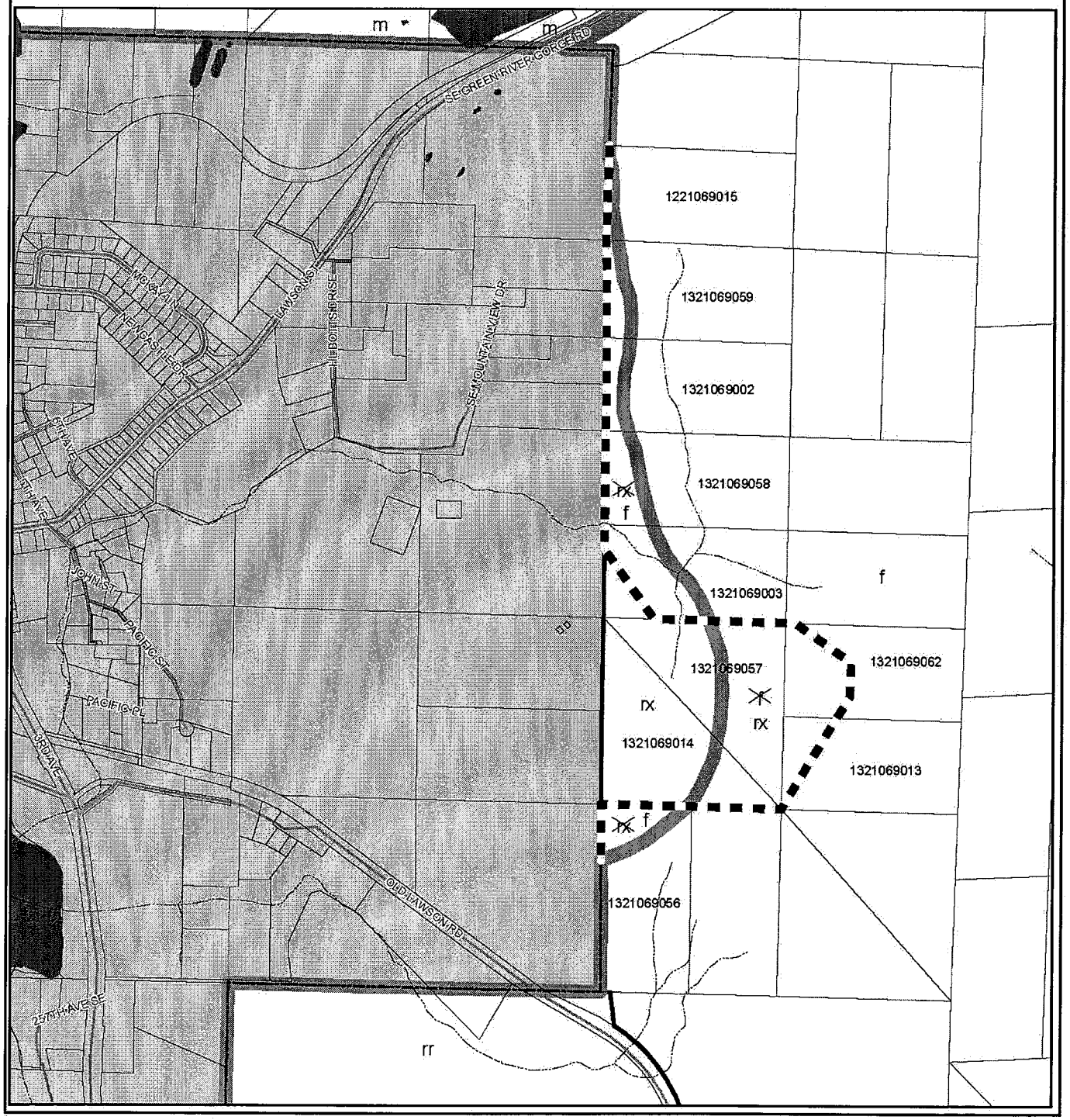
Change Area

m Mining

f Forestry

rr Rural Residential 1du/2.5-10acres

rx Rural Cities Urban Growth Area



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Map Amendment 20

Black Diamond Technical Change

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #22, Section 13, Township 21, Range 6 as follows:

Reclassify a portion of the following parcels from UR-P to F:

1321069056 (portion)
1321069058 (portion)
1321069002 (portion)
1321069059 (portion)
1221069015 (portion)

Reclassify a portion of the following parcels from F to UR-P:

1321069062 (portion)
1321069013 (portion)
1321069057 (portion)

The split zoning of UR and F is retained on the following parcels. An adjustment is made to the location of the Urban Growth Area line on these parcels.

1321069014
1321069003

Retain or add on the Urban Reserve portions of the subject parcels the P-suffix development condition, TR-P43

TR-P43: Black Diamond

Development Condition Text

Development shall be consistent with the terms of the Black Diamond UGA Agreement as attached to Ordinance 12534 as Appendix A.

Ordinance

12824

Effective Date

August 18, 1997

Effect: The Black Diamond Technical Change zoning amendment makes a technical correction to reflect a mapping update to the East Annexation Area (see attached map). There is no change in developable land as a result of the Urban Growth Area line adjustment.

Black Diamond Technical Change

Executive Recommended Zoning Map

April 14, 2008

King County
Department of Development and Environmental Services

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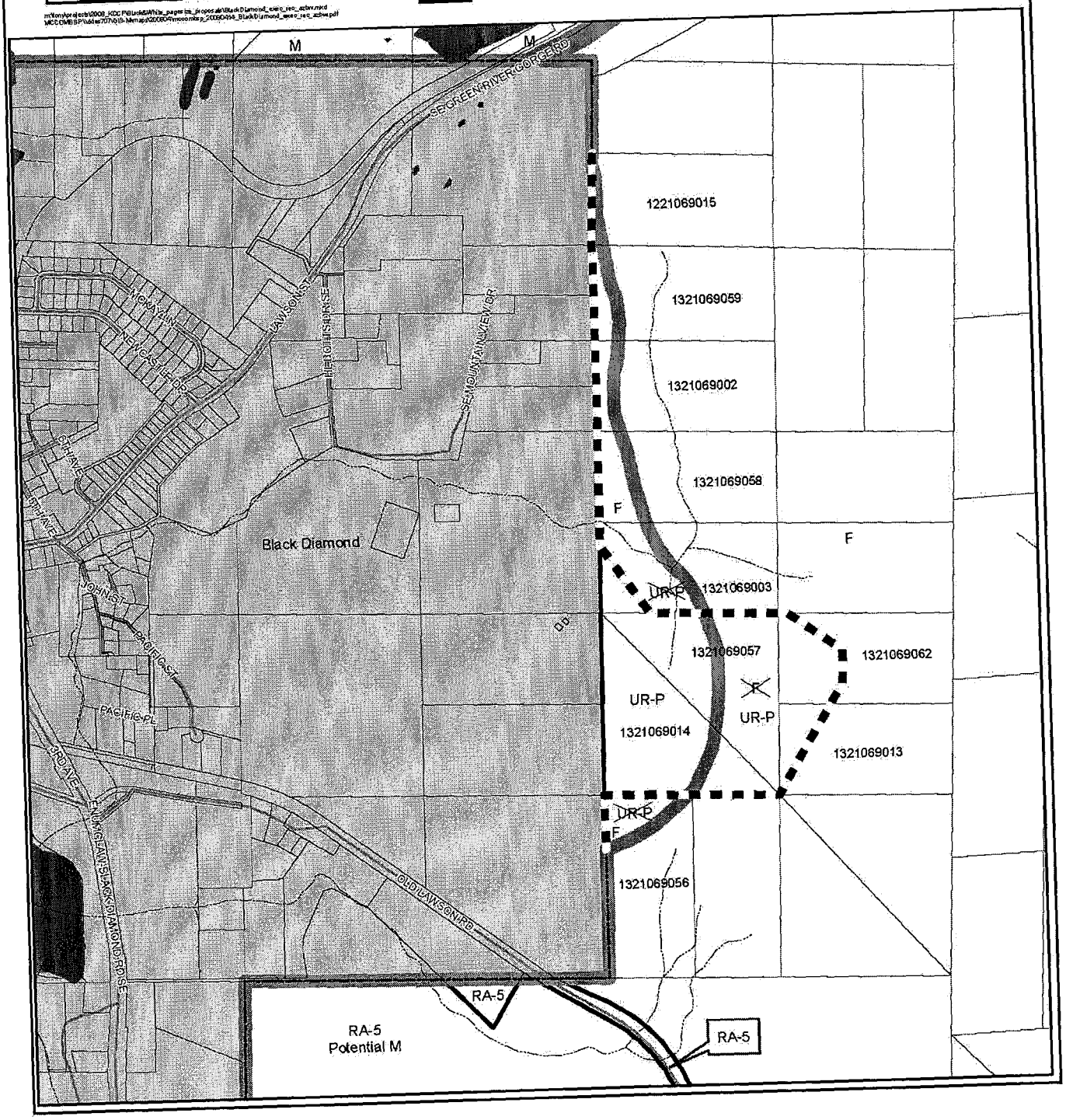
Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area

M Mineral
F Forest
RA-5 Rural Area, one DU per 5 acres
UR Urban Reserve, one DU per 5 acres



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Map Amendment 21

Maple Valley Technical Correction

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #21, Sections 15 and 16, Township 22, Range 6 as follows:

Redesignate the following parcels from Urban Residential, Medium Density, 4-12, to Rural Residential:

1622069050
1522069102
1522069101
1522069007
1522069038
1522069083
1522069086
1522069087
1522069088
1522069009
1522069029
1522069033
1522069025
1522069026
1522069027
1522069045
1522069047
1522069108
1522069024
1522069032
1522069061
1522069028

Effect: The Maple Valley Technical Correction land use amendment makes a technical correction to reflect a mapping error. The Urban Residential, Medium Density, 4-12, designation is inappropriate for parcels outside of the Urban Growth Area. No adjustment to the Urban Growth Area or zoning is required.

Maple Valley Technical Correction

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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- Incorporated Areas
- Urban Growth Boundary
- rr Rural Residential 1du/2.5-10acres
- ag Agriculture
- os Open Space/ Recreation
- um Urban Residential, Medium 4-12du/acre
- i Industrial
- Change Area



Map Amendment 22

Preston Mill

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #26, Section 33, Township 24, Range 7 as follows:

Retain the F-P zoning on the following parcel:

3324079013

Retain the F-P and NB-P zoning on the following parcel:

6893300620

Retain and amend P-suffix development condition SV-P21:

Preston Mill (Source: Ordinance 11653, Amendment 95A)

In addition to meeting the rural industry development standards under K.C.C. 21A.14, the following P-suffix conditions apply to the subject property:

a. _Access

1._A new controlled access road from Upper Preston Road shall be required. All Industrial, commercial and residential uses shall directly connect off-street parking to the access road to avoid additional congestion along SE High Point Way/Preston Fall City Road.

2._Pedestrian access to open space, trails and residential neighborhoods shall be provided where feasible.

b._Buffers

Landscape buffers shall exceed the requirements of 21A.16 by 50 percent to provide additional buffering between land uses and the transition to the Preston rural neighborhood. Buffer types shall include the following:

1._All new development or re-development shall provide a landscaped buffer between each separate building site and adjoining uses and scenic vistas. Type 1

landscaping shall be required between the Raging River and residential or commercial development, and between residential development and commercial uses.

2._Easements shall be provided for all trail segments identified in the Village Trail Plan component of the Village Development Plan. Pedestrian access to the trails of the village trails plan and the Raging River shall be provided where feasible. All new development or re-development shall provide a landscaped, natural buffer along the trail easements identified in the Village Trail Plan. Landscape design shall be designed in cooperation with the parks division to promote uniform corridor development of the trail system.

3._Any new development or re-development shall be required to complete their portion of the Reforestation Program component of the Village Development Plan. New development or re-development shall preserve and restore natural vegetation of the hillsides and woodlands that stretch along Upper Preston Road, SE High Point Way/Preston Fall City Road and the Sodeman Creek/Raging River corridor to visually buffer the mill site from the major roadways into Preston.

c._Building Scale

All new development or re-development shall be of a scale, modulation, materials and color that will transition with the surrounding land uses including the Old Preston Store, village open space, trails and rural residential neighborhoods.

((~~d._Permitted Uses~~

~~Permitted uses with the Community Business zone in the subject property shall exclude normally permitted uses that incorporate extensive outdoor storage and auto related uses. Retail of wood from the Preston Mill and related products is encouraged. Mixed use of these properties to develop housing of a scale and density compatible with the surrounding village is also encouraged.~~

~~Permitted uses within any Industrial zoned portions of the subject property shall limit institutional, commercial, office and other non-industrial uses to those necessary for the convenience of industrial activities. Heavier industrial uses; uses providing substantial waste by-products or wastewater discharge; or paper, chemical and allied products manufacturing uses shall be prohibited. The Preston Mill shall be encouraged to remain as the principle use.~~))

((~~e~~))d._Environment

1._Stormwater discharges to salmonid habitat and wetlands shall match predeveloped flow durations between the 2- and the 100-year events.

2._Any stormwater discharges shall provide source control best management practices and treatment facilities to maintain water quality of the receiving waters. Treatment facilities shall remove a minimum of 90 percent of the total suspended solids.

Retain and amend the SV-P17 development condition.

SV-P17: Description Preston: F-P

Development Condition Text
Preston: W 33-24-7: F-P (Source: Snoqualmie Valley Community Plan and Area Zoning, p. 144)

The purpose of this zoning is to permit the Preston Mill to continue to operate as a legal land use. Current operations at the mill are considered to be primary processing and as such are outright permitted uses under the F zone. ((~~A Conditional Use Permit would be required for uses beyond primary processing activities, such as film drying.~~))

Ordinance
12824

Effective Date
August 18, 1997

Changes
N/A

Retain the P-suffix development condition, SV-P12.

SV-12 Preston: Neighborhood Business

Development Condition Text
Preston: Neighborhood Business(NB-P) (Source: Snoqualmie Valley Community Plan and Area Zoning p.45)

The following P-Suffix conditions shall apply:
1. The only use allowed at this site is a small convenience store not to exceed 3,000 square feet of gross floor area.
2. Natural vegetation shall be retained wherever possible and landscaping should be used for screening. The Commercial Screening Matrix shall be applied where NB zoned properties abut rural or resource lands.

Commercial Screening Matrix
_Commercial Property Zoning
Adjacent Property Zoning_NBNeighborhood Business_RBRegional Business_IIndustrial
RA(Rural Area)_Type I Buffer30' Depth_Type I Buffer30' Depth_Type I Buffer50' Depth
F (Forest)A (Agricultural)_Type I Buffer30' Depth_Type I Buffer50' Depth_Type I Buffer50' Depth

(Source: Snoqualmie Valley Community Plan Area Zoning; p. AZ-36)

Ordinance
12824
Effective Date
August 18, 1997

Changes
N/A

Effect: The amendment of the SV-P21 P-suffix condition will remove the restriction of forest product sales on the Preston Mill site. The amendment of the SV-P17 P-suffix development condition will allow forest product sales on the F portion as a permitted use, dependent upon an amendment to the King County Code to allow such sales on F zoned lands

Map Amendment 23

Eastridge Christian Assembly

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #19, Section 22, Township 24, Range 6 as follows:

Redesignate the following parcels from Rural Residential to Urban Residential, Low Density, 1 unit per acre and add them to the Urban Growth Area:

2224069079
2224069080
2224069094
2224069115 (portion)

Update the Interim Potential Annexation Area Map to include the subject parcels in the City of Issaquah Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Eastridge Christian Assembly land use amendment adds three parcels and a small portion of another to the Urban Growth Area and Potential Annexation Area for the City of Issaquah.

Eastridge Christian Assembly

Executive Recommended Land Use Map

King County
Department of Development and Environmental Services

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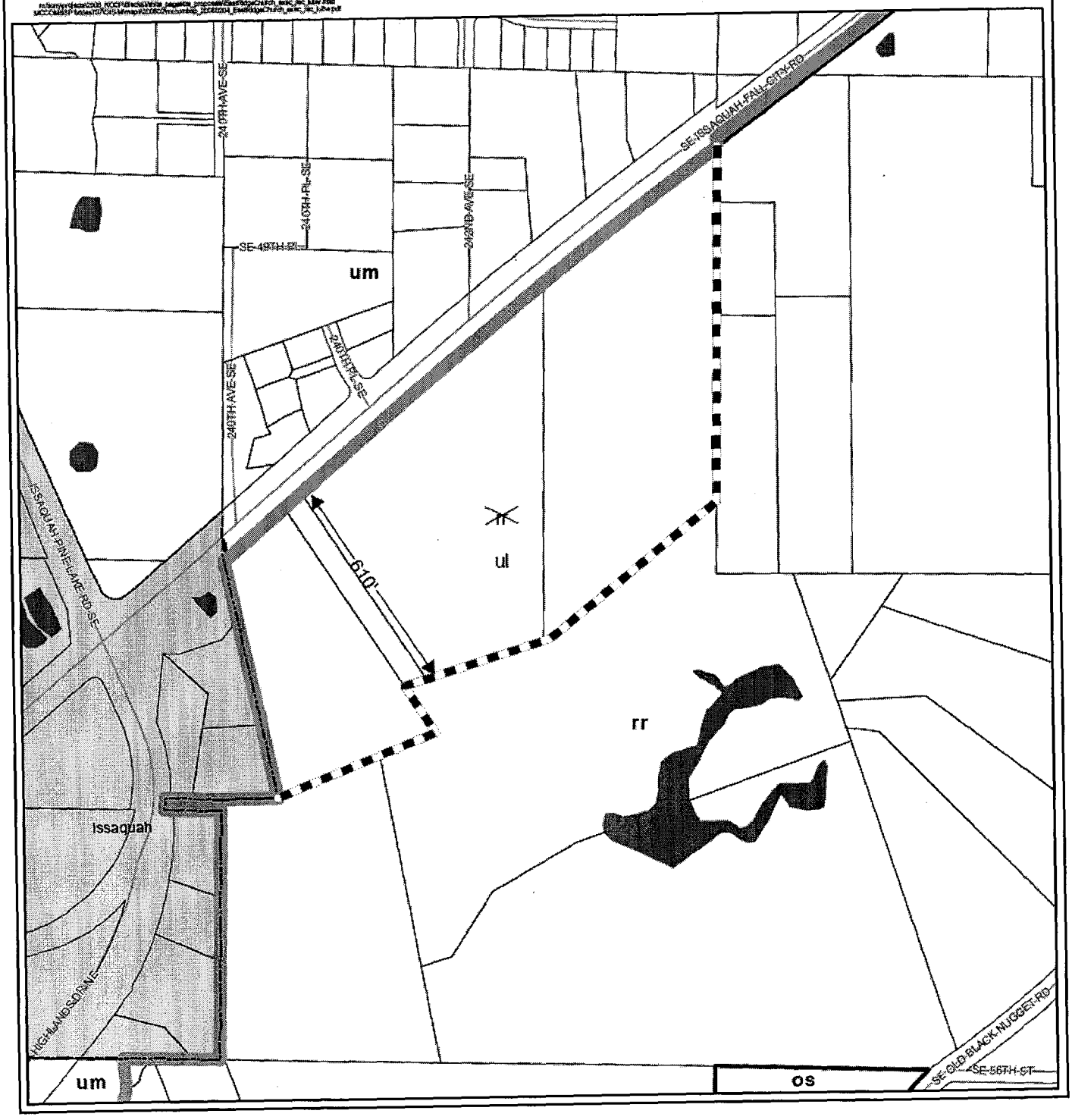
350 175 0 350
Feet

ul Urban Residential Low 1du/acre
um Urban Residential, Medium 4-12du/acre
rr Rural Residential
os King County Owned Open Space/Recreation

Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area



Map Amendment 23

Eastridge Christian Assembly

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #19, Section 22, Township 24, Range 6 as follows:

Rezone the following parcels from RA-5P to R-1-P:

2224069079
2224069080
2224069094
2224069115 (portion)

Eliminate the development condition for the subject properties, ES-P2, Grand Ridge Clustering

ES-P2: Grand Ridge Clustering

> The eastern portion of Grand Ridge shall retain its rural designation and is not included within the UGA. Zoning for this eastern portion shall require rural clustering. The western portion of Grand Ridge that is less environmentally constrained shall also be retained in a Rural designation and is not within the urban growth area. Residential development within the western portion of Grand Ridge should require rural clustering. The western portion is substantially less constrained than the balance of Grand Ridge and redesignation to Rural may be considered through a plan amendment study, once the Issaquah Wellhead Protection Study is complete. Such plan amendment study also must comply with the Ground Water Management Plan when approved by the State Department of Ecology. Land use decisions should be compatible with the findings of the Wellhead Protection Study and the adopted Ground Water Management Plan.

Eliminate the development condition for the subject properties, ES-P9, Grand Ridge Rural Development Requirements

Grand Ridge Rural Development Requirements

P-Suffix Conditions

1. All new subdivisions and short subdivisions in the subarea, except those undergoing detailed drainage planning and review through the Master Drainage

Planning (MDP) requirements of the King County Surface Water Design Manual, shall comply with the following conditions:

a. Impervious Surfaces: Impervious surfaces within the subdivision or short subdivision, including surfaces associated with all structures, driveways, and roads within the development, shall be limited to a maximum of eight percent within areas draining to Patterson Creek and North Fork Issaquah Creek Wetland 7.

b. Clearing Limits: Clearing and vegetation retention restrictions in KCC 16.82.150(D) shall apply, except that the separate tract alternative shall be mandatory for all subdivisions and short subdivisions in areas draining to North Fork Issaquah Creek Wetland 7.

2. Subdivisions and short subdivisions within the Issaquah Creek basin in this subarea which are undergoing detailed drainage planning and review through the Master Drainage Planning (MDP) requirements of the King County Surface Water Design Manual, shall comply with the following conditions:

a. Impervious Surfaces: Impervious surfaces within the subdivision or short subdivision, including surfaces associated with all structures, driveways, and roads within the development, shall be limited to a maximum of eight percent.

b. Clearing Limits: Clearing and vegetation retention restrictions in KCC 16.82.150(b) shall apply, except that the separate tract alternative shall be mandatory.

c. Performance Goals: Alternate site and facility design standards may be approved by the SWM Division through the MDP process provided that it can be demonstrated that such standards would meet the following performance goals.

(1) Site development shall not result in a significant decrease in the diversity, productivity, resilience, or habitat value of North Fork Issaquah Creek Wetland 7; and

(2) Site development shall not result in a significant increase in phosphorus loading to the tributaries draining to the North and East Forks of Issaquah Creek; and

(3) Site development shall not result in a significant reuse in stream channel erosion or transport of sediment to the North and East Forks of Issaquah Creek; and

(4) Site development shall not result in a significant decrease in the diversity or abundance of anadromous fish in the North and East Forks of Issaquah Creek; and

(5) Site development shall not result in a significant increase in the frequency or duration of flood flows in the North and East Forks of Issaquah Creek.

Apply a P-suffix development condition limiting use of the property to a church and church related uses.

Effect: The Eastridge Christian Assembly land use amendment adds three parcels and a small portion of another to the Urban Growth Area and Potential Annexation Area for the City of Issaquah. The ES-P2 and ES-P9 development conditions are not applicable to Urban

Areas and should be deleted if the properties are redesignated. A new P-suffix condition is applied to limit use of the property to a church and church related uses.

Eastridge Christian Assembly

Executive Recommended Zoning Map

King County
Department of Development and Environmental Services

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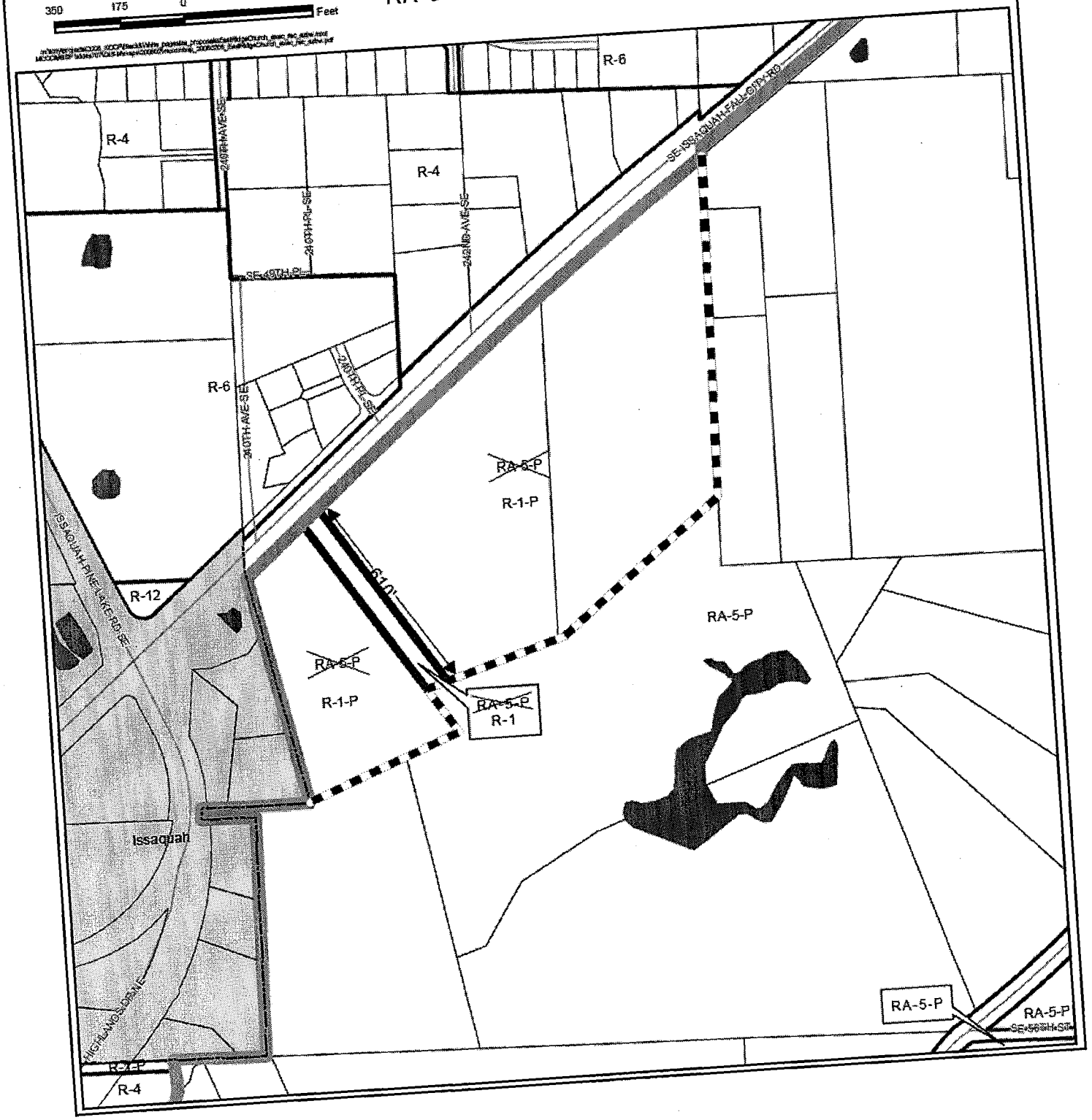
350 175 0 350 Feet

R-4 Residential 4 DU per acre
R-6 Residential 6 DU per acre
R-12 Residential 12 DU per acre
RA-5 Rural Area, one DU per 5 acres

Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area



Map Amendment 24

Duvall UGA

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #17, Section 24, Township 26, Range 6 as follows:

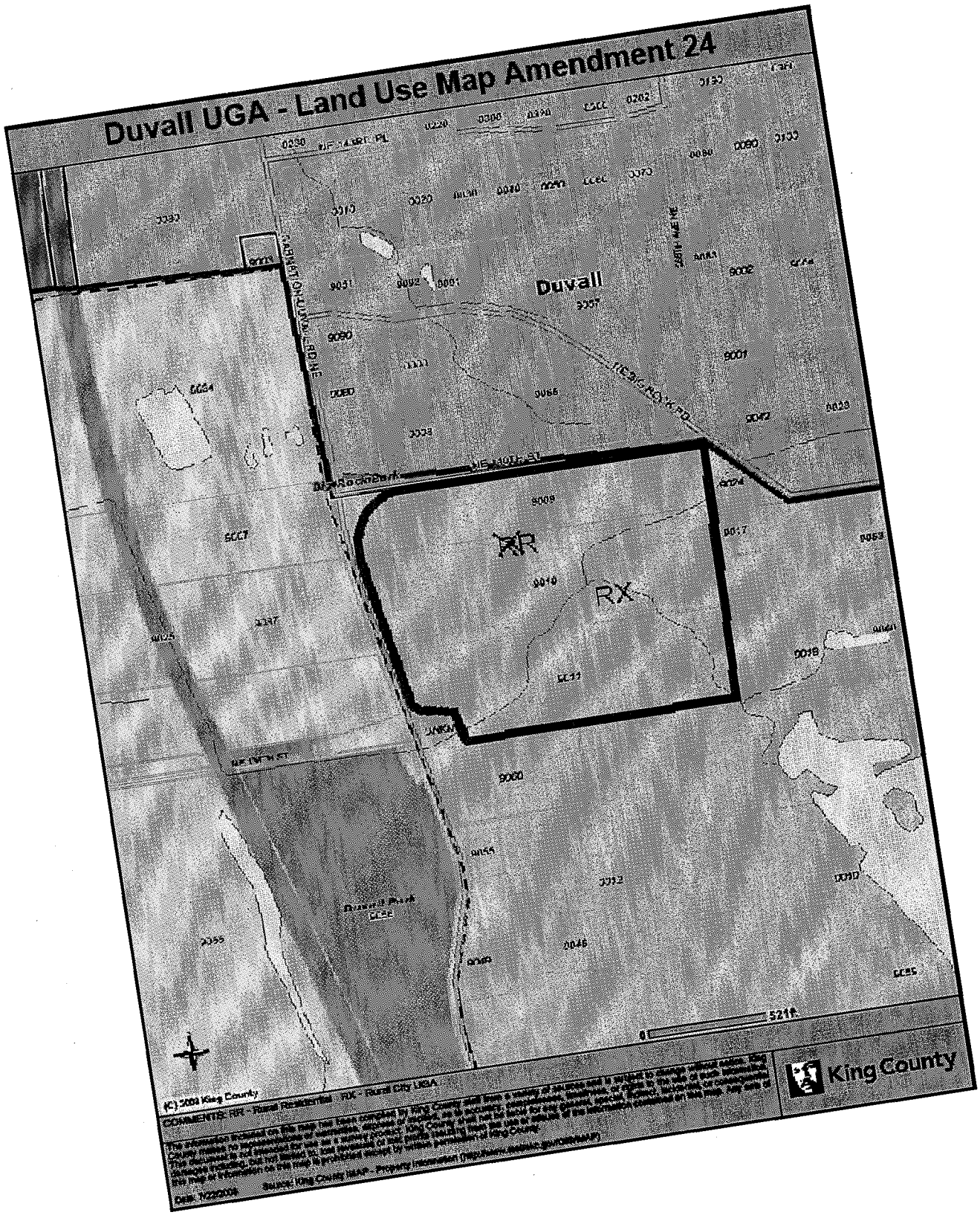
Redesignate the following parcels from Rural Residential to Rural City Urban Growth Area and add them to the Urban Growth Area:

- 2426069007 (portion east of Carnation-Duvall Road NE)
- 2426069009
- 2426069010
- 2426069011 (portion east of Carnation-Duvall Road NE)

Update the Interim Potential Annexation Area Map to include the subject parcels in the City of Duvall Potential Annexation Area.

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: The Duvall UGA land use amendment adds approximately 39.81 acres to the Rural City Urban Growth Area for the City of Duvall.


Duvall UGA - Land Use Map Amendment 24
Duvall
RR
RX
King County

Map Amendment 24

Duvall UGA

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #17, Section 24, Township 26, Range 6 as follows:

Reclassify the following parcels from RA- 5 to Community Business:

- 2426069007 (portion east of Carnation-Duvall Road NE)
- 2426069009

Reclassify the following parcels from RA- 5 to Urban Reserve:

- 2426069010
- 2426069011 (portion east of Carnation-Duvall Road NE)

Effect: The Duvall UGA zoning amendment adds approximately 11.96 acres Community Business (CB) zoning, with the remaining acreage zoned Urban Reserve, within the Rural City Urban Growth Area for the City of Duvall.

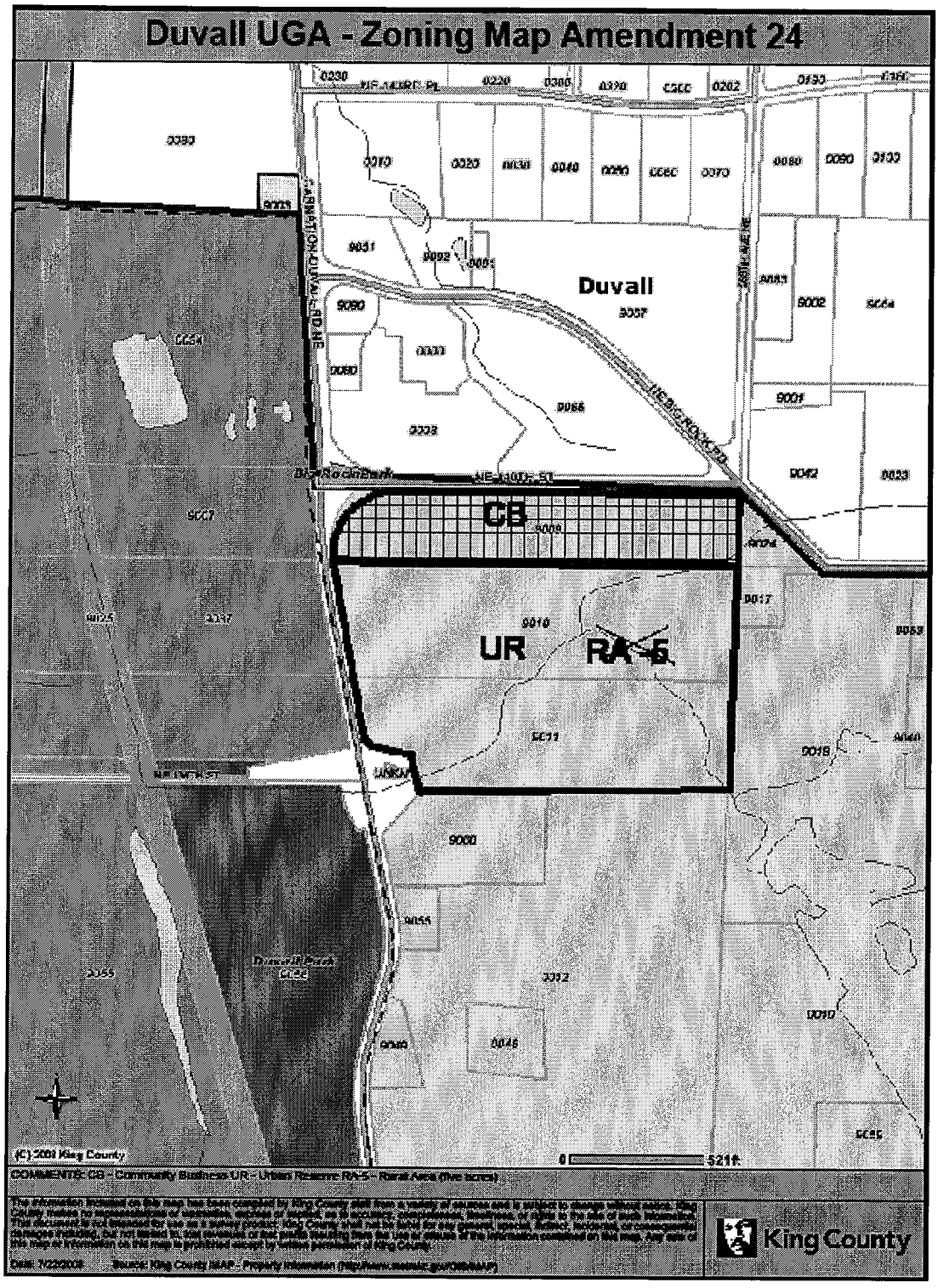
Map Amendment 24

Duvall UGA

Apply the following property-specific (p-suffix conditions) to the southerly 24.81 acres of the new UGA:

- Future use shall be limited to the farm heritage park or other public recreational use,
- King County and the City of Duvall shall enter into an Interlocal Agreement prior to annexation, committing the city to the use of this acreage for the farm heritage park or other public recreational use, and
- The development rights shall be donated to the King County TDR bank at no cost to the county

EFFECT: Applies p-suffix conditions governing future use of the parcels and/or requiring the donation of transfer of development rights on the parcels to the county TDR bank.


Duvall UGA - Zoning Map Amendment 24
Duvall
CB
UR
RA-5
(C) 2009 King County
COMMENTS: CB - Community Business UR - Urban Reserve RA-5 - Rural Area (five acres)
King County

Map Amendment 27

Vashon (K2 Property)

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #3, Section 6, Township 22, Range 3 as follows:

Reclassify parcel 0622039100 from I-P to CB-P and apply p-suffix condition VS-P29 to future development of the parcel:

Effect: Rezones 11.6 acres from Industrial to Community Business and adds a p-suffix condition attached to adjacent CB-zoned parcels.


Vashon (K2) Zoning Map Amendment
108TH AVE SW
SW 192ND ST
108TH AVE SW
P
CB-P
VASHON HWY SW
SW CEMETERY RD
(C) 2008 King County
0
451ft
COMMENTS: I-P - Industrial with p-suffix conditions CB-P - Community Business with P-suffix conditions
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Date: 7/24/2008
Source: King County iMAP - Property Information (http://www.metrokc.gov/GIS/iMAP)
King County

P-Suffix Amendment 28

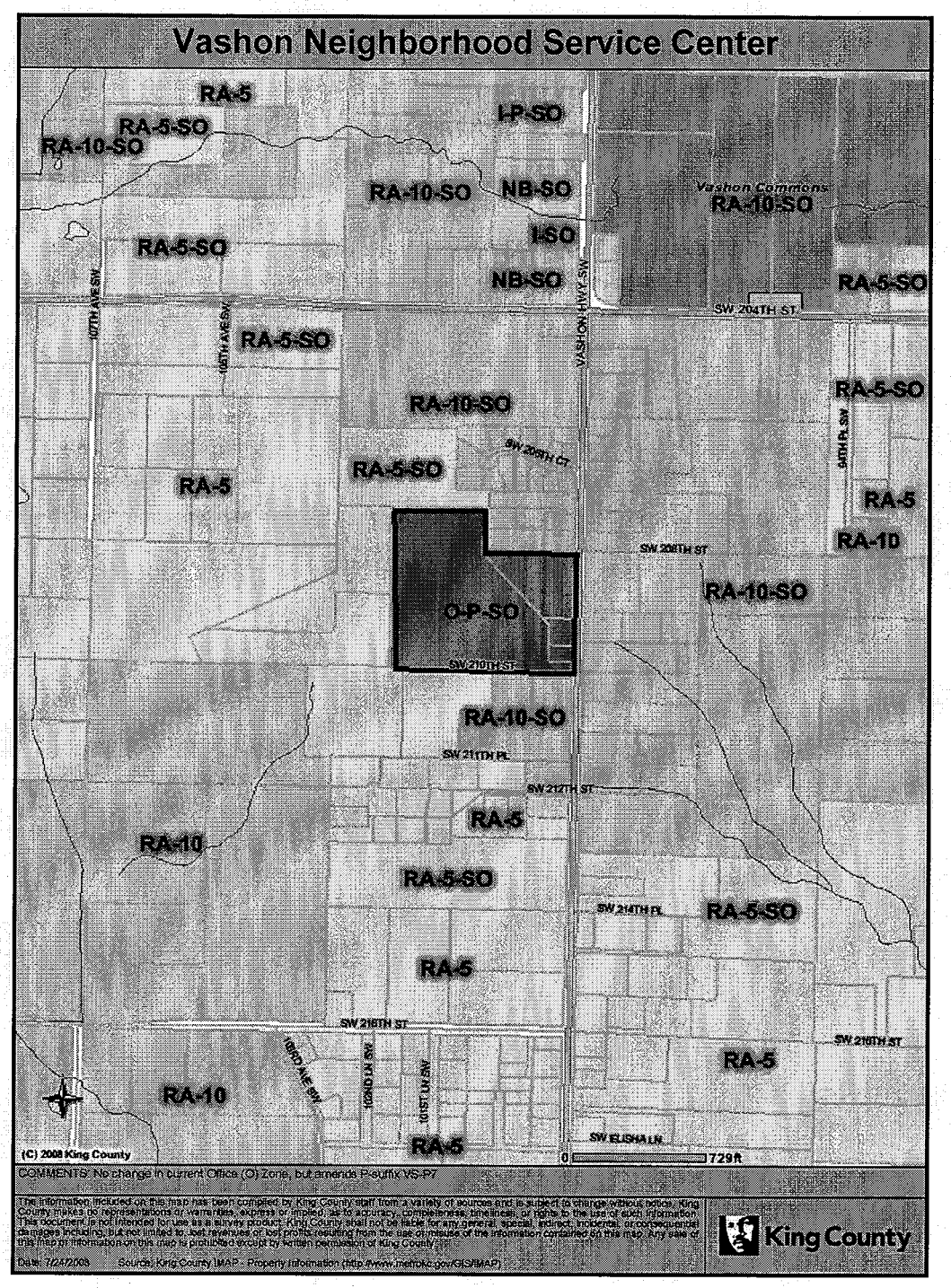
Vashon Neighborhood Service Center

Amend development condition text VS-P7 as follows:

1. The use of the site shall be limited to ((~~a community health center, a senior citizen's activity center, administrative offices, recreational facilities, and accessory activities~~)) activities conducted for the benefit of the health and well being of Vashon and Maury Island residents.

((~~2. The operation of "Granny's Attic" or any similar activity on the site shall be considered as an accessory use to the principal activities of the Vashon Maury Island Health Services Center, Inc. so long as the activity is conducted by and for the benefit of the Center and under the direct and continuous control and management of the Board of Directors of the corporation.~~))

Effect: Amends p-suffix to allow a broader range of uses under the current Office zoning and removes a requirement for conduct, control and management by the board of the Vashon Maury Island Health Services, Inc.


Vashon Neighborhood Service Center
RA-5
RA-5-SO
RA-10-SO
I-P-SO
NB-SO
I-SO
Vashon Commons
RA-10-SO
RA-5-SO
NB-SO
RA-5-SO
SW 204TH ST
107TH AVE SW
108TH AVE SW
VASHON HWY SW
RA-5-SO
RA-10-SO
RA-5-SO
SW 208TH CT
RA-5
RA-5-SO
94TH PL SW
RA-5
RA-10
SW 208TH ST
RA-10-SO
O-P-SO
SW 210TH ST
RA-10-SO
SW 211TH PL
SW 212TH ST
RA-5
RA-10
RA-5-SO
SW 214TH PL
RA-5-SO
RA-5
SW 216TH ST
SW 210TH ST
RA-5
RA-10
100TH AVE SW
101ST LN SW
RA-5
SW ELISHA LN
(C) 2008 King County
0
729ft
COMMENTS: No change in current Office (O) Zone, but amends P-suffix VS-P7
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Date: 7/24/2008
Source: King County iMAP - Property Information (http://www.metrokc.gov/GIS/iMAP)
King County

Map Amendment 29

Reserve at Covington Creek UGA

AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

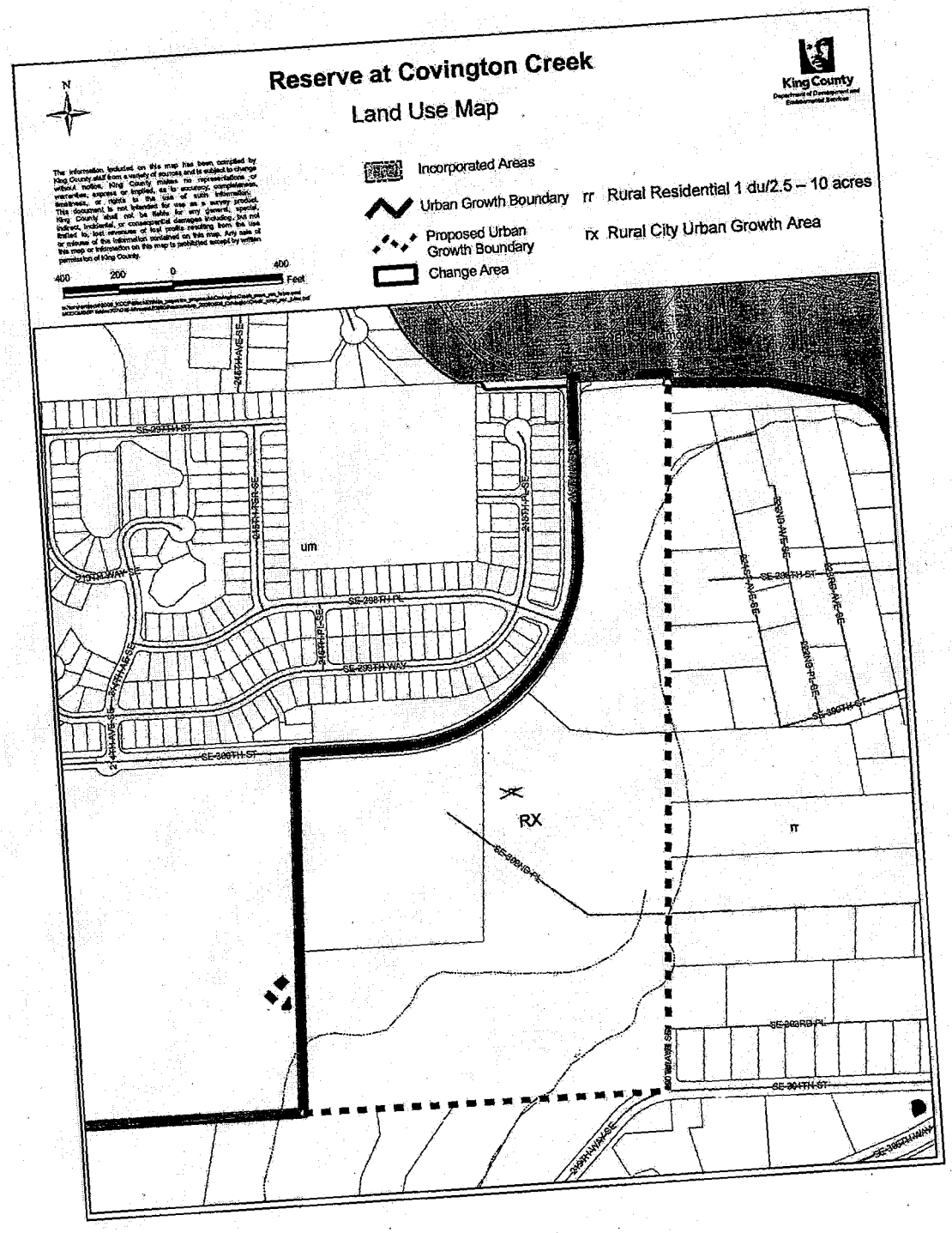
Amend Map #22, Section 4, Township 21, Range 6 as follows:

Redesignate the following parcels from Rural Residential to Rural City Urban Growth Area.

- 0421069008
- 0421069011
- 0421069106

Amend all other KCCP and Technical Appendix maps that include the Urban Growth Area to be consistent with this change.

Effect: Adds approximately 51.09 acres to the Urban Growth Area near the city of Black Diamond: 11 acres – Kentlake Athletic Field and 40.09 acres – Reserve at Covington Creek.


Reserve at Covington Creek
Land Use Map
King County
Incorporated Areas
Urban Growth Boundary
rr Rural Residential 1 du/2.5 – 10 acres
Proposed Urban Growth Boundary
rx Rural City Urban Growth Area
Change Area
400 200 0 400 Feet
N
SE 297TH ST
SE 298TH PL
SE 299TH WAY
SE 300TH ST
SE 301ST PL
SE 303RD PL
SE 304TH ST
um
RX
rr

Map Amendment 29

Reserve at Covington Creek UGA

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #22, Section 4, Township 21, Range 6 as follows:

Reclassify parcel 0421069106 from RA-5 to R-4

Reclassify parcels 0421069008 and 0421069011 from RA-5 to UR-P, subject to the following p-suffix conditions:

- Development shall be consistent with all City of Black Diamond plans, regulation and guidelines;

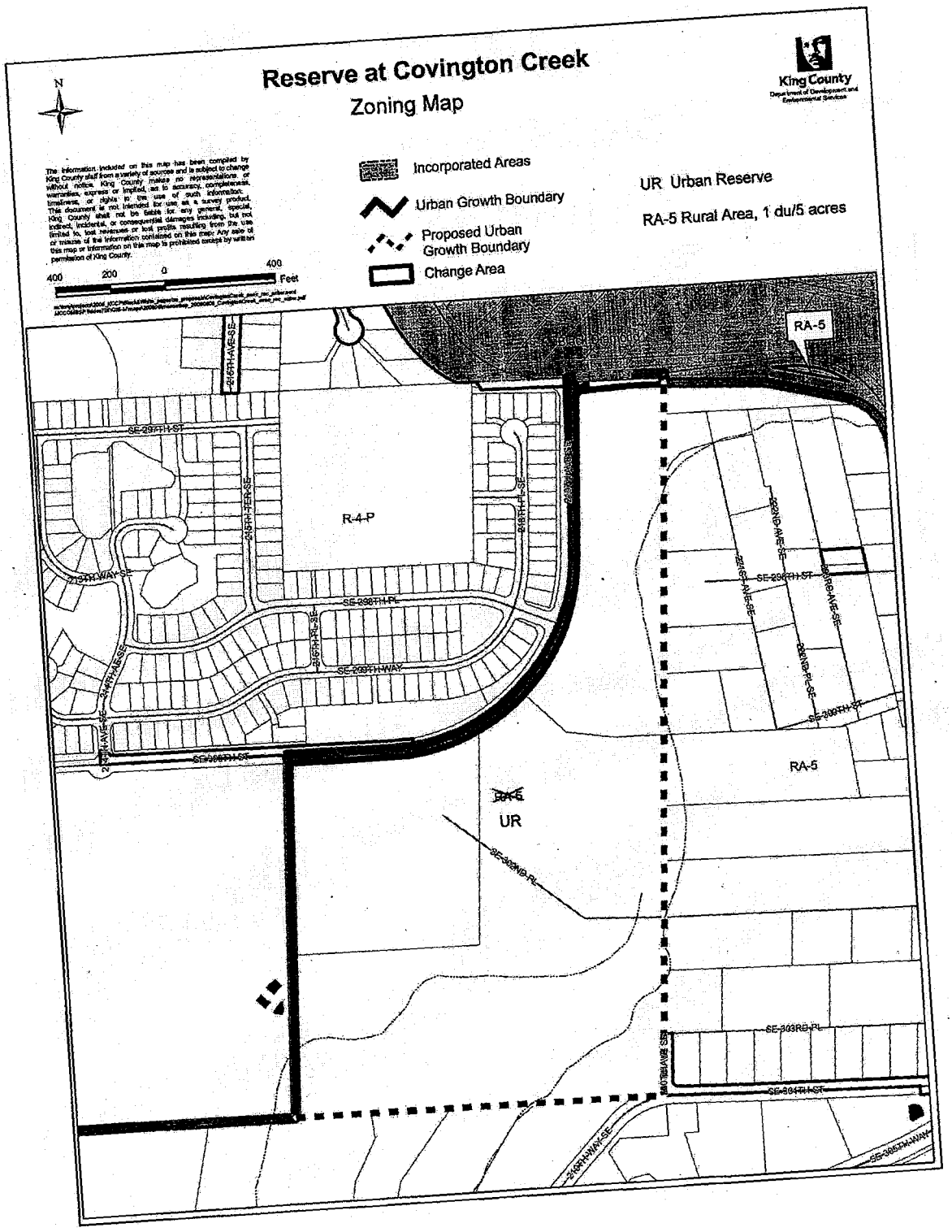
- King County and any development applicant shall address traffic in the area to ensure existing conditions are addressed and improved – not degraded – by any future development; and

- The applicant shall enter into a pre-annexation agreement that includes the use of rural transfer of development rights and the conservation of at least four acres of rural land for every acre of urban land.

Effect:

- Rezones 51.09 acres from RA-5 near the city of Black Diamond, as follows: 11 acres of R-4 zoning for Kentlake Athletic Field and 40.09 acres of UR zoning for Reserve at Covington Creek.

- Adds a p-suffix to any future urban development on the Reserve at Covington Creek requiring consistency with city of Black Diamond plans, regulations and standards and addressing and improving future traffic conditions, as well as, requiring a pre-annexation agreement including the use of TDRs to conserve 4 acres of rural land for each new acre of urban land.


Reserve at Covington Creek
Zoning Map
King County
Department of Development and Environmental Services
N
Incorporated Areas
Urban Growth Boundary
Proposed Urban Growth Boundary
Change Area
UR Urban Reserve
RA-5 Rural Area, 1 du/5 acres
400 200 0 400
Feet
RA-5
R-4-P
UR
RA-5
SE-297TH-ST
SE-298TH-PL
SE-299TH-WAY
SE-300TH-ST
SE-302ND-PL
SE-303RD-PL
SE-304TH-ST
SE-305TH-WAY
216TH-AVE-SE
215TH-TER-SE
218TH-PL-SE
222ND-AVE-SE
224TH-AVE-SE
222ND-PL-SE
214TH-AVE-SE
214TH-WAY-SE

Map Amendment 31

Goodnight Property

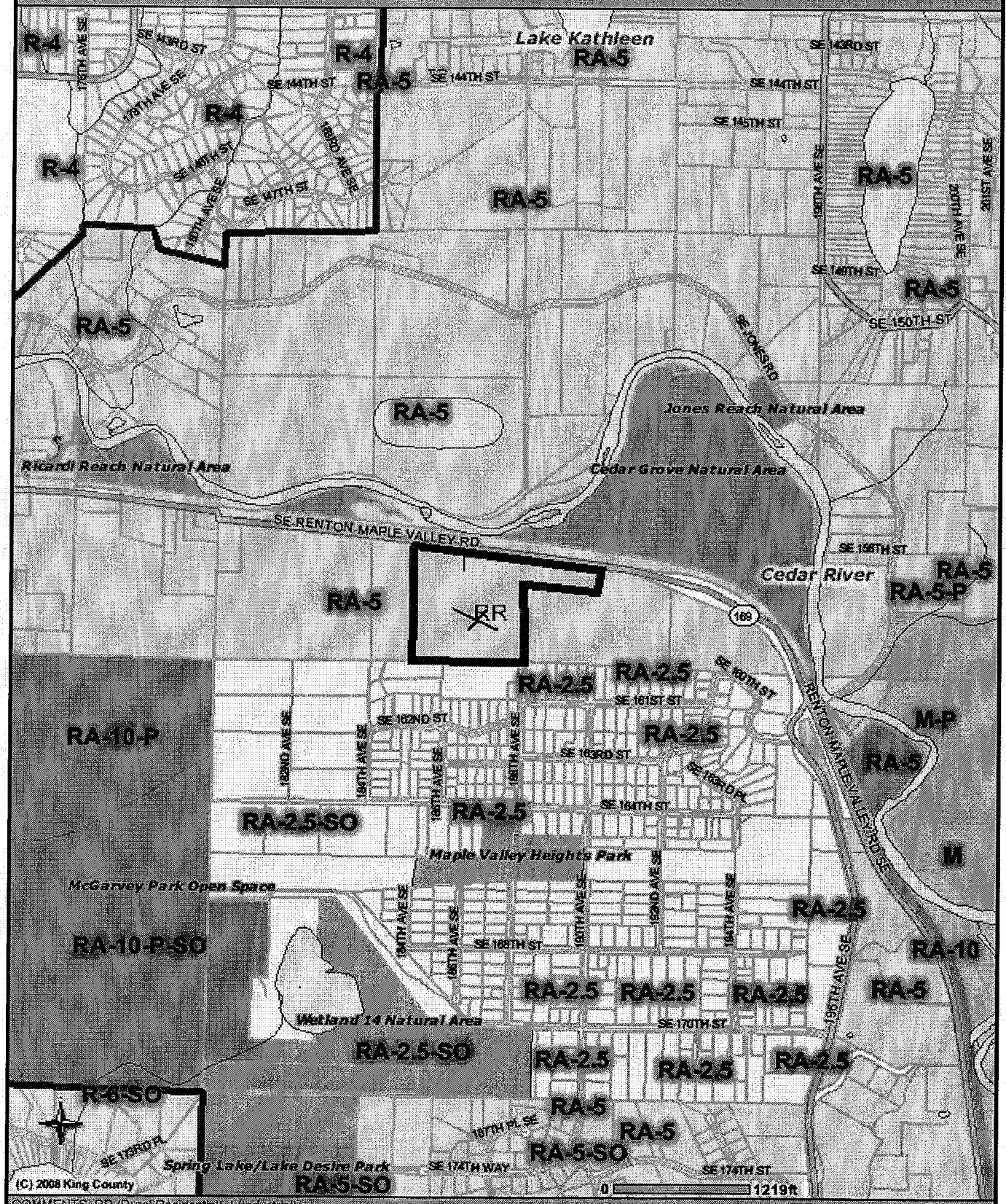
AMENDMENT TO THE KING COUNTY COMPREHENSIVE PLAN – LAND USE MAP

Amend Map #20, Section 19, Township 23, Range 6 as follows:

Redesignate parcel 1923069026 from Rural Residential to Industrial.

Effect: Redesignates approximately 25.39 acres of land from Rural to Industrial

GOODNIGHT PROPERTY - LAND USE



COMMENTS: RR (Rural Residential); I (Industrial)

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Date: 8/4/2008 Source: King County iMAP - Property Information (http://www.metrokc.gov/GIS/iMAP)

King County

Map Amendment 31

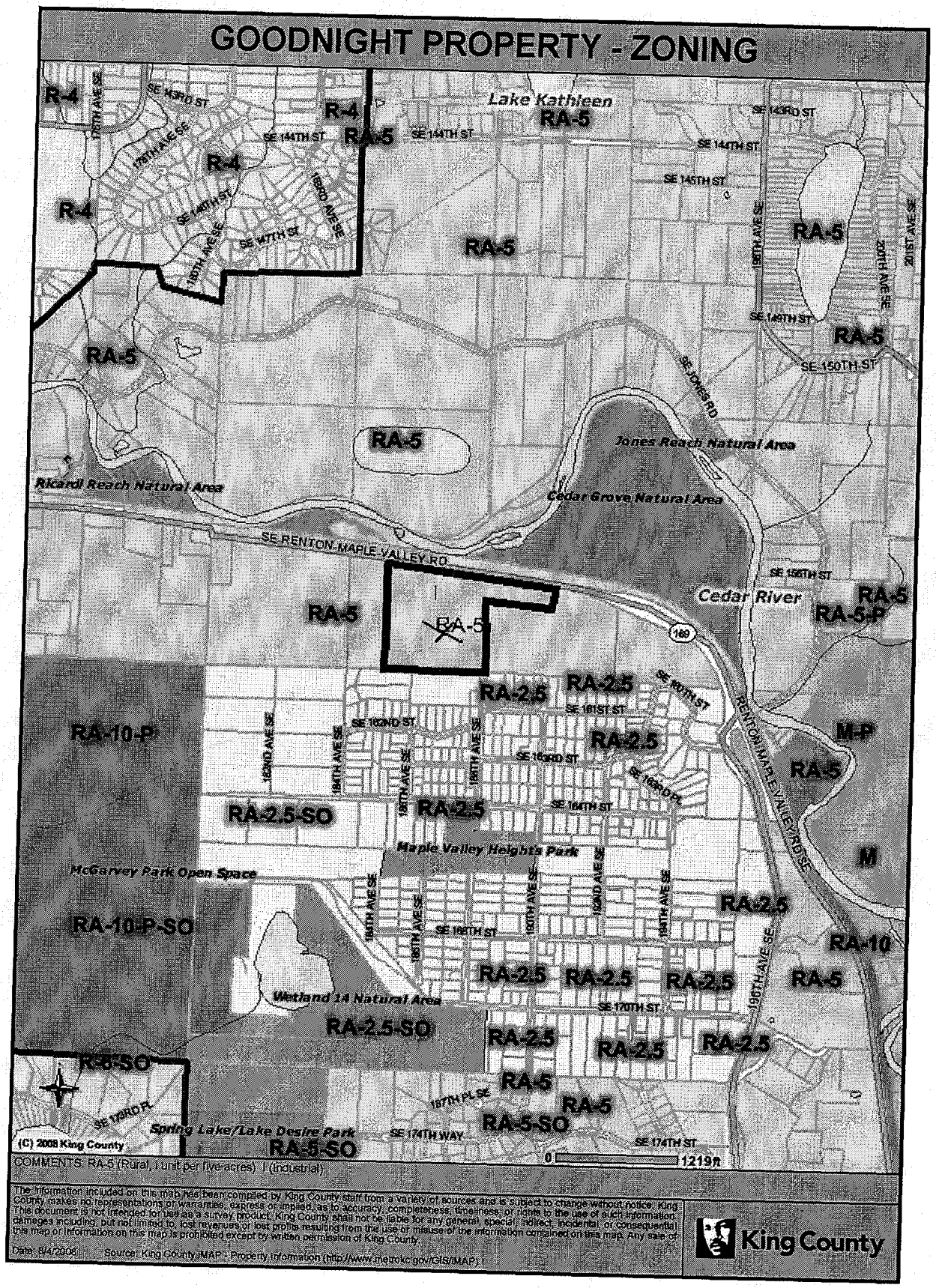
Goodnight Property

AMENDMENT TO THE KING COUNTY ZONING ATLAS

Amend Map #20, Section 19, Township 23, Range 6 as follows:

Reclassify parcel 1923069026 from RA-5 to Industrial.

Effect: Rezones approximately 25.39 acres of land from RA-5 to Industrial



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Date: 8/4/2008 Source: King County iMAP - Property Information (http://www.metrokc.gov/GIS/iMAP)

16263 Attachment B
2008-124

King County

KING COUNTY COMPREHENSIVE PLAN 2008

Technical Appendix A Capital Facilities

March 1, 2008

King County Department of Development and Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98057-5212
http://www.metrokc.gov/permits/codes/CompPlan/2008/

Technical Appendix A

Capital Facilities

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    ((~~6~~))7. Health & Human Services
    ((~~7~~))8. Law, Safety and Justice
    ((~~8~~))9.Transportation
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    3. Schools
    4. Fire Protection
    5. Libraries
    6. Electric, Gas and Telecommunications

I. Introduction

The capital facilities element of the King County Comprehensive Plan is comprised of two parts– the Facilities and Services section contained in Chapter ((~~7~~))8 of the Plan and Technical Appendix A.

The Facilities and Services section of the plan identifies the key issues regarding planning for and financing of capital facilities to serve the needs of existing and new residents. Included are discussions and specific policies directing how King County should meet its capital facilities responsibilities.

This Technical Appendix to the Facilities and Services section consists of a review of the current status of planning and financing in King County for a broad range of facilities and services. The range of facilities and services includes the "full range" identified in the state Growth Management Act. The facilities are organized into two sections, those owned by King County and those owned by other entities.

II. State Requirements

The development of this Technical Appendix was guided by an integrated set of state and local policies and plans. The Facilities and Services section of the Comprehensive Plan, which includes this Technical Appendix, implements the requirements of the directives listed below. These requirements are met in the documents referenced in Section III.

A. Growth Management Act Goals and Requirements

The Growth Management Act [(GMA)(RCW 36.70A.020)], states as a goal: "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

The GMA requires that comprehensive plans include a capital facilities plan element consisting of:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element are coordinated and consistent.

B. GMA Definitions

The GMA provides the following definitions to be considered in the capital facilities element of comprehensive plans:

- Public Facilities, including streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.
- Public Services, including fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.
- Urban Governmental Services, including those governmental services historically and typically delivered by cities, which include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

C. State Department of Community Development Procedural Criteria

The Procedural Criteria for Adopting Comprehensive Plans and Development Regulations, 1992, clarify the above-described requirements by saying that the capital facilities element should serve as a check on the practicality of achieving other elements of the plan. The following steps are recommended in preparing the capital facilities element:

- Inventory of existing capital facilities showing locations and capacities, including an inventory of the extent to which existing facilities possess presently unused capacity. Capital facilities involved should include water systems, sanitary systems, storm-water facilities, schools, parks and recreational facilities, police and fire protection facilities.
- The selection of levels of service or planning assumptions for the various facilities to apply during the planning period (twenty years or more) and which reflect community goals.
- A forecast of the future needs for such capital facilities based on the levels of service or planning assumptions selected and consistent with the growth, densities and distribution of growth anticipated in the land use element.
- The creation of a six-year capital facilities plan for financing capital facilities needed within that time frame. Projected funding capacities are to be evaluated, followed by the identification of sources of public or private funds for which there is reasonable assurance of availability. The six-year plan should be updated at least biennially so that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.

D. King County Countywide Planning Policies

The GMA (RCW 36.70A.210) requires counties and the cities to coordinate developing and adopting a set of mutually agreed upon planning policies to guide the development of local comprehensive plans. In response to this requirement, elected officials representing the county and the cities and towns of King County joined together to cooperatively develop and adopt the King County Countywide Planning Policies.

The Countywide Planning Policies provide a framework for developing the comprehensive plans in King County. The framework provides a mechanism for achieving consistency among comprehensive plans. Jurisdictions must develop comprehensive plans according to policies addressing capital facilities issues, including siting of facilities and the timing and phasing of land development in concert with facilities and services.

The Countywide Planning Policies adopted by the King County Council call for jurisdictions to define the full range of urban services and how they plan to provide them (CO-1). Jurisdictions must identify the services needed to achieve adopted service levels. Timeliness for constructing needed services shall be identified (FW-26). The countywide development pattern must include sufficient supply of quality places for housing, employment, education, recreation, and open space and the provision of community and social services (FW-20).

III. Range of Facilities and Services

A. Facilities & Services Provided by King County

1. General Government

The Capital Improvement Budget is divided into five program categories.

- The Law, Safety, and Justice Program includes capital improvements to facilities housing the operation of the King County Superior Court, King County District Courts, the King County Prosecuting Attorney, and the Departments of Adult Detention, Public Safety, and Youth Services.
- The Physical Environment and Resource Management Program includes CIP projects for Solid Waste((~~and~~)), Surface Water Management facilities, and flood warning and flood hazard management.
- Ongoing capital improvements, acquisition and new development efforts for the County Park System and the 1% for Art Program.
- The Transportation Program includes CIP projects for the King County International Airport, and County Streets and Roads.
- The General Government Services Program includes capital improvements for the King County Courthouse and Administration Building complex and for all outlying County facilities as well as Harborview Hospital and Health Clinics.

For more information please see the current adopted version of King County's Space Needs Analysis. Developed by the Office of Capital Planning and Development, the Space Needs Analysis contains a thorough inventory of existing general government facilities and the conditions of the buildings owned by King County.

2. Parks, Recreation & Open Space

A current inventory of King County Park Sites and Facilities is on file in the Department of Natural Resources and Parks. For more information please see the current adopted King County Park, Recreation and Open Space Plan and the Six Year Parks Capital Improvement Program found in the King County Budget.

3. Surface Water Management

The inventory of existing facilities is on file at the King County Department of Natural Resources and Park's Water and Land Resources (WLR) Division. For additional information on future planned facilities and improvements to existing facilities, please see the current adopted version of the ((~~King County Surface Water Design Manual and~~))the Capital Improvement Budget.

In addition the WLR Division has adopted the following functional plans and regulations: the Coal Creek Basin Plan, Soos Creek Basin Plan, Covington Master Drainage Plan, Bear Creek Basin Plan, Lower Cedar River Basin and Nonpoint Pollution Action Plan, Issaquah Creek Basin and Nonpoint Pollution Action Plan, May Creek Basin and Nonpoint Pollution Action Plan, Surface Water Design Manual, ((~~Flood Hazard Reduction Plan,~~)) East Lake Sammamish Basin

and Non-point Action Plan, Hylebos Creek and Lower Puget Sound Basin Plan, and the Water Quality Ordinance.

4. Solid and Moderate Risk Waste and Recycling

The Department of Natural Resources and Parks Solid Waste Division manages all county-owned solid waste handling facilities and recycling programs. An inventory of facilities is available at the Solid Waste Division.

The functions of the solid waste transfer and disposal system are funded through user fees, bonds, grants and reserve accounts. Funding for landfill projects are collected over the life of the landfill, including funds for closure and post-closure projects. Funding for transfer station expansion and equipment replacement is also collected over the projected life of transfer facilities. Financing for the Solid Waste Capital Improvement Program comes primarily from pay-as-you-go and Councilmanic bond financing backed by user fees of the County's solid waste facilities.

For additional information please see the current adopted versions of the King County Comprehensive Solid Waste Management Plan (CSWMP) and Local Moderate Risk Waste Management Plan (LMRWMP).

5. Sanitary Sewer Collection & Treatment

The Wastewater Treatment Division of the Department of Natural Resources and Parks currently operates the sewer treatment system for most of west King County, including the City of Seattle, and portions of ~~south~~ Snohomish County and Pierce County. The regional wastewater system consists of regional and local treatment plants and associated facilities, including ((~~main trunk interceptor sewers~~)), conveyance pipelines, reclaimed water pipelines, outfalls, pump((~~ing~~)) stations, regulator stations, and combined sewer overflow treatment plants. An updated inventory of facilities is available in the King County Regional Wastewater Services Plan.

The Wastewater Treatment Division finances its capital program through the issuance of sewer revenue bonds, with the proceeds of federal and state grants and loans, and with revenues from the monthly sewer rate and the capacity charge. ~~of the sewer system. It is estimated that these sources are sufficient to meet all currently planned facility construction. Coupled with the amendment to the Comprehensive Plan, a financing plan for all new facilities will be approved.~~

For more information please see the current adopted version of the King County Regional Wastewater Services Plan which is an amendment to Metro's Comprehensive Water Pollution Abatement Plan.

6. Flood Warning and Flood Hazard Management

The River and Floodplain Management Program within the Water and Land Resources Division of the Department of Natural Resources and Parks currently provides regional flood warning along the Snoqualmie, Tolt, Cedar, Green and White Rivers and Issaquah Creek and flood hazard management services countywide. The flood hazard management goals, objectives, policies and programs are contained in the King County Flood Hazard Management Plan.

((6))7. Health & Human Services

a) Alcoholism/Substance Abuse Treatment

The Division of Mental Health, Chemical Abuse and Dependency Services operates the Cedar Hills Treatment Facility. For more information see the division's Operational Master Plan.

b) Public Health

The County Department of the Seattle-King County Public Health Department (SKCPHD) is charged with protecting the health and well-being of King County citizens residing outside of the City of Seattle through prevention, intervention, education and regulation. Please see the Master Plan for Seattle-King County Public Health Facilities for an inventory of facilities, forecast of future needs and a finance plan.

c) Medical Examiner

The Medical Examiner Division of the Seattle-King County Health Department investigates all sudden and unexpected, violent and suspicious deaths which occur in King County. For more information on the facility please see the King County Space Plan, Phase I: Operational Master Plan (OMP). A Facilities Master Plan for the Medical Examiner's Division evaluates requirements for future capital facility needs. Future finance plans will be developed to the extent major capital projects are recommended.

d) Emergency Medical Services

The King County Emergency Medical Services Division is responsible for coordinating all aspects of emergency medical services in King County and developing, implementing and administering a mobile intensive paramedic care services program in cooperation with King County fire districts, municipal fire departments, and hospital providers. The Emergency Medical Services are regional. For more information, please see the Emergency Medical Services Master Plan.

e) Harborview Medical Center

Harborview Medical Center, the public health hospital for the region, operates trauma and burn centers; functions as the home base for Airlift Northwest; serves as the research and teaching facility for the University of Washington; manages the King County AIDS Clinic; and provides ambulatory and emergency room care. The services provided by the Harborview Medical Center are regional. For more information please the Harborview Medical Center Long Range Capital Improvement Program Plan.

f) Human Services

The Department of Human Services is responsible for planning, management, fiscal accountability and service delivery for programs of the Mental Health Division, Community Services Division, Developmental Disabilities and the Office of Public Defense. The Department does not own or operate capital facilities. Where applicable, King County distributes the federal and state funds to the various independently operated programs that are responsible for their own facilities. A list of contracts and programs that the Department of Human Services supports is available at the King County Department of Human Services.

((~~7~~))8. Law, Safety and Justice

The following sections address the Regional Justice Center and the Law, Safety and Justice Agencies which include the Corrections and Detention, Prosecuting Attorney Office, Office of Public Defense, District Court, Department of Public Safety, Department of Judicial Administration, Superior Court and Department of Youth Services. The sections are further categorized by regional and local functions.

Regional Services

a) **The Regional Justice Center**
The agencies included in the Kent Regional Justice Center are the Prosecuting Attorney, the Public Defense, Superior Court, Public Safety, District Court, and Judicial Administration. The complex houses detention beds, courtrooms and office space, is located in the City of Kent in southeast King County. The Phase II Regional Justice Center will be located in Northeast King County. For more information please see current adopted version of the Facilities Program Plan and the Facilities Master Plan for the King County Law, Safety and Justice.

b) **Corrections and Detention**
The King County Department of Adult Detention operates three facilities for housing inmates at the King County Correctional Facility and the Work Release Facility in the Courthouse. The Health Department operates the North Rehabilitation Facility for inmates with less serious offenses. For more information please see the Facility Program Plan and the Regional Justice Center Facility Master Plan.

c) **Prosecuting Attorney**
For information on the Prosecuting Attorney's office please see the Law, Safety and Justice Facilities Map, the Facility Master Plan and the Facility Program Plan.

d) **Judicial Administration**
The Department of Judicial Administration serves as the Clerk's Office to the King County Superior Court and operates a full service branch office at the King County Regional Justice Center. The Department of Judicial Administration will increase office space in the Regional Justice Centers, the King County Courthouse and other locations throughout the County as outlined in the Facility Master Plan. Refer to the Facility Program Plan for the current space allocation and financing plans.

e) **Superior Court**
The Superior Court occupies space at the King County Courthouse, the Department of Youth Services and Harborview Medical Center. For more information please see the Facility Program Plan and the Facility Master Plan for the Regional Justice Center.

f) **Department of Youth Services**
The Department of Youth Services operates a youth detention facility in the Seattle Central District. The Department of Youth Services also occupies non-detention space. The Department of Youth Services has no plans for any major capital projects and, therefore, does not have a financing plan.

Local Law, Safety & Justice

g) District Courts

Currently, the King County District Court owns or leases eleven facilities. For more information please see Law, Safety and Justice Facilities Map. The forecast for staffing requirements is driven by expected workload. The staffing requirements are then translated into space needs. For more information please see the Facility Master Plan, the Facility Program Plan and the Regional Justice Center financing plan.

h) Public Safety

The King County Department of Public Safety is primarily responsible for the public safety of unincorporated King County. The Facility Master Plan forecasts staffing for the department and relates staff to the expected staffing increases. Please refer to the Facility Program Plan for the staffing and space allocation. The amount of space at the precincts will depend on the size of the service area and changing operational requirements.

Please refer to the section entitled Regional Justice Center part d for relevant financing details concerning the Department of Public Safety space in the Regional Justice Center. The Facility Program Plan for the King County Regional Justice Center contains details concerning the cost of space for Department of Public Safety. Space needs for the Department of Public Safety outside of those included in the Regional Justice Center will be funded through the annual process to prioritize and fund capital improvement projects.

((8))9. Transportation

Please refer to the current adopted version of the King County Transportation Needs Report, the King County Six-Year Transit Plan and the Transportation Inventory on file at the Transportation Planning Division and Technical Appendix C to the King County Comprehensive Plan.

B. Facilities and services provided by other entities:

King County has some existing processes for collecting the information required by the GMA for facilities and services. There are many special districts in King County that provide services for either water, sewer, schools, or fire. King County Code 13.24 requires certain water and sewer utilities to complete a comprehensive plan. The comprehensive plan requirements for each type of facility differ somewhat. In general, they must all inventory facilities, projected needs, determine capacity, and provide capital improvement programs. King County has a Utilities Technical Review Committee (UTRC) that reviews and approves water and sewer plans and the School Technical Review Committee (STRC) that reviews and approves school plans. There are no such requirements for fire districts or libraries.

1. Drinking Water Supply

County citizens receive potable water from a variety of sources. These sources are classified as either private or public water systems. Private water systems serve only a single connection and usually consist of a well used for a single home. There are ((approximately)) an estimated 12,000 private water systems in King County.

Public water systems contain more than one connection. These systems are managed by:

- homeowners;
- private, non-profit organizations and corporations such as homeowners' associations;
- private, for-profit companies; and

((~~municipalities such as cities and water districts~~)).municipal governments and water/sewer districts.

Public water systems are further classified by size. A public water system is classified as a *Group B* system if, in general, it serves from 2 to 14 connections. About ((~~1,700~~)) 1600 *Group B* public water systems currently operate in King County. In general, a *Group A* system serves 15 or more connections. There are ((~~217~~)) 214 *Group A* public water systems in the county.

Most Citizens Served by Seattle Public Utilities

The City of Seattle, through the Seattle Public Utilities, provides potable water for approximately 1,300,000 people, either through direct service or the sale of water to 27 other water utilities. The remaining King County population, about 400,000 people, obtains their potable water from approximately 14,000 other public and private systems. The reason for the tremendous number of water systems with small numbers of connections is largely historical. At the time when many of these systems were developed there were no other viable options for water service. Over time, a regional network of inter-connected systems has been developed in many parts of the county. Although the regional network is not complete, many areas of the county can now be served without the need to form new water systems. The number of water systems has been decreasing recently and will likely continue to do so as smaller systems are consolidated into larger ones.

King County Regulatory Role in Water Supply

King County is not a water utility and does not supply potable water to citizens. Instead, King County has certain regulatory authority for Group A and Group B water systems that operate in unincorporated King County. The Seattle-King County Department of Public Health must approve any construction for small Group B systems (from 2 to 9 connections) and must review required water quality test results.

Several state agencies also have a role in regulating water utilities. The Washington State Department of Ecology issues water rights, which allow waters of the state (surface and ground water) to be appropriated for public benefit. A water right is required for any water utility using more than 5000 gallons of water per day or with 7 or more connections. The Washington State Department of Health regulates drinking water quality for Group A systems and Group B systems with 10 to 14 connections.

Group A systems that are expanding are required to prepare water system comprehensive plans every six years for approval by the Washington State Department of Health. If those expanding Group A systems operate in unincorporated King County, the plans are also required to be approved by King County. The table below identifies the 41 water utilities that are required to plan for King County. The King County approval process consists of two steps, (1) review of the comprehensive plan by the Utilities Technical Review Committee, an inter-departmental staff group, and (2) approval by ordinance by the Metropolitan King County Council and King County Executive. The plans and their approving ordinances, and related plan review information, are available for inspection by the public by contacting the Chair of the Utilities Technical Review Committee at (~~at (206) 296-1952~~)(206) 205-0817.

Water Utilities Required to Plan for King County

Ames Lake Water Association	King County Water District 117
Auburn, City of	King County Water District 119
Bellevue, City of	King County Water District 123
Black Diamond, City of	King County Water District 125
~~(Bryn Mawr-Lakeridge Water & Sewer District)~~	Lakehaven Utility District
Burton Water Company	~~(Fall City Water District)~~Lake Forest Park
Carnation, City of	~~(Mirrormont Services)~~ Morningside Farms
Cedar River Water and Sewer District	North Bend, City of
Coal Creek Utility District	NE Sammamish Sewer & Water District
Covington Water District	Northshore Utility District
	Preston Industrial Park Water Assocaiton
Diamond Springs Water Association	Redmond, City of
Dockton Water Association	
Duvall, City of	Renton, City of
Enumclaw, City of	Sallal Water Association
Fall City Water District-	Sammamish Plateau Water & Sewer District
Foothills Water Association	Seattle, City of
	Shoreline Water District
Gold Beach Water Company	Snoqualmie, City of
Heights Water System	Soos Creek Water and Sewer District
Highline Water District	Tacoma, City of
Issaquah, City of	Union Hill Water Association
Kent, City of	Washington Water Service
King County Water District 19	Westside Water Association
King County Water District 20	
King County Water District 45	
King County Water District 49	
King County Water District 54	
King County Water District 90	Woodinville Water District
King County Water District 111	

In addition, if a water system operates in the right-of-way of a King County road (i.e., if a system's water main runs along the road), then a franchise is required. A franchise is an agreement between King County and the water system stipulating the conditions that must be met by the water system in order for it to operate in King County right-of-way. The County must approve any construction work proposed by a franchised utility in King County right-of-way.

Water and the King County Permitting Process

If your property is in unincorporated King County and you want to undertake development activity, you will need to obtain approval from the King County Department of Development and Environmental Services (DDES). DDES will coordinate review of applications for building permits, subdivisions, rezones, and lot line adjustments and will require information demonstrating that water is available to serve the property. If you are proposing to obtain water from a private water system (a well connected to a single home), you will need at least five

acres of property located in a Rural-designated area (as opposed to inside the Urban Growth Area). A private water system on five acres of property is allowed within the Urban-designated area only if public water cannot be provided in a timely and reasonable manner. However, any property owner receiving permission to put a private system in an Urban area must agree to connect to a public water system when public water is available. In all cases, you will need approval of the private well from the Seattle-King County Department of Public Health.

If you are proposing to obtain water from a public water system, then you need to obtain a certificate of water availability from the public water system. The certificate demonstrates that the public water system has water available to serve the new connection or connections being proposed. Sometimes a public water system is limited in its ability to provide water to new connections because of supply, water right or infrastructure limitations. In such cases, the water system may declare a moratorium on new connections and may not issue new certificates of water availability. Several water utilities in the county have declared moratoria over the past several years, including Covington Water District, King County Water District 111, Sammamish Plateau Water and Sewer District, City of North Bend, and King County Water District 19.

Public Water System Coordination Act

RCW 70.116, the Public Water System Coordination Act, has been used by King County in the past to establish four planning areas -- East King County, Skyway, South King County, and Vashon. King County, the Washington State Department of Health, and water utilities have developed a Coordinated Water System Plan (CWSP) for each of these four areas. The plans establish service areas, provide water demand forecasts, and discuss minimum water system design requirements. Water system plans prepared by individual water utilities, such as those listed in the table above, must be consistent with all applicable CWSPs. The CWSPs and their approving ordinances, and related plan review information, are available for inspection by the public by contacting the Chair of the Utilities Technical Review Committee at (206) 296-1952.

2. Sanitary Sewer Collection & Treatment

In general, public sewers are required in the urban area and prohibited in the rural area, where on-site wastewater treatment and disposal (septic) systems are used. The Facilities and Utilities chapter of the King County Comprehensive Plan provides policy guidance regarding public sewer facilities.

Local and Regional Wastewater Treatment Facilities

The wastewater collected by public sewers is conveyed to either a local treatment plant or one of King County's regional wastewater treatment plants. Local treatment plants include those operated by Duvall, Enumclaw, North Bend, Snoqualmie, Midway Sewer District, Lakehaven Utility District, Snoqualmie Pass Utility District, and Southwest Suburban Sewer District. In addition, King County operates the local treatment plant on Vashon Island and is constructing a local treatment plant in Carnation.

King County provides regional wastewater conveyance and treatment at its two treatment plants, the West Point Treatment Plant in Seattle and the South Treatment Plant in Renton. ((~~Siting for a third treatment plant is underway.~~)) Construction on the Brightwater Treatment Plant, the county's third regional treatment plant is under way and expected to be complete in 2010. ((~~Thirty-six municipalities (cities and districts) currently contract with King County to provide sewage treatment. Most, but not all, of the sewer utilities are located in King County.~~))

King County provides regional wastewater treatment to 17 cities and 17 local utilities. The county's Wastewater Treatment Division serves about 1.4 million people, including most urban areas of King County and parts of south Snohomish County and northeast Pierce County.

King County Regulatory Role in Wastewater Treatment

The Washington State Department of Ecology requires sewer utilities to prepare sewer comprehensive plans. King County code reflects this state mandate by requiring that sewer utilities prepare sewer comprehensive plans if they are located in King County and discharge to King County's system or serve unincorporated areas. A new sewer comprehensive plan is required every six years. The thirty-six sewer utilities required to plan are shown in the following table.

Sewer Utilities Required to Plan for King County

Algona, City of	Northeast Sammamish Sewer & Water District
Auburn, City of	North Bend, City of
Bellevue, City of	Northshore Utility District
Black Diamond, City of	Pacific, City of
Bothell, City of	Redmond, City of
((~~Bryn Mawr-Lakeridge Water & Sewer District~~))	Renton, City of
Carnation, City of	((~~Shoreline Wastewater Management District~~)) Ronald Wastewater District
Cedar River Water and Sewer District	Sammamish Plateau Water & Sewer District
Coal Creek Utility District	Seattle, City of
Duvall, City of	Skyway Water and Sewer District
Highlands Sewer District	Snoqualmie, City of
Issaquah, City of	Snoqualmie Pass Utility District
Kent, City of	Soos Creek Water and Sewer District
Kirkland, City of	Southwest Suburban Sewer District
Lake Forest Park, City of	Stevens Pass Sewer District
Lakehaven Utility District	Tukwila, City of
Mercer Island, City of	((~~Val Vue~~)) Valley View Sewer District
Midway Sewer District	Vashon Sewer District
	Woodinville Water District

The King County approval process for sewer comprehensive plans consists of either one or two steps depending on whether the utility serves unincorporated areas or not. If service is provided to unincorporated areas, then the plan undergoes the following: (1) review of the comprehensive plan by the Utilities Technical Review Committee, an inter-departmental staff group, and (2) approval by ordinance by the Metropolitan King County Council and King County Executive. If a sewer utility discharges to the King County conveyance and treatment system, but does not serve unincorporated King County, then the plan undergoes technical review by the Utilities Technical Review Committee. The plans and their approving ordinances (if any), and related plan review information, are available for inspection by the public by contacting the Chair of the Utilities Technical Review Committee ((~~at (206) 296-1952~~)).

Public Sewers and the King County Permitting Process

If your property is in unincorporated King County and you want to undertake development activity, you will need to obtain approval from the King County Department of Development and Environmental Services (DDES). DDES will coordinate review of applications for building permits, subdivisions, rezones, and lot-line adjustments and will require information demonstrating that sewer service is available to serve the property. If you are proposing to have an on-site wastewater treatment and disposal (septic) system, you will need to meet the minimum lot size, setback, and design requirements identified in the Seattle-King County Board of Health Regulations - Title 13.

If you are proposing to utilize public sewers, then you need to obtain a certificate of sewer availability from a sewer utility. The certificate demonstrates that the sewer utility has capacity

available to serve the new development being proposed. Sometimes a sewer utility is limited in its ability to accept additional sewage flows because of capacity or treatment constraints. In such cases, the sewer utility may declare a moratorium on new sewer connections and may not issue new certificates of sewer availability. Enumclaw has experienced capacity problems leading to a sewer moratorium.

3. Schools

~~((King County does not own or operate school facilities. King County Code 21.61.065 created the School Technical Review Committee (STRC). The STRC reviews each school district's capital facilities plan, enrollment projections, standard of service, the district's overall capacity over a six-year time frame to ensure consistency with the King County Comprehensive Plan, adopted community plans, and the district's calculation and rational for proposed impact fees.))~~

King County does not own or operate school facilities. King County Code includes a method for school districts with territory in unincorporated King County to request the collection of an impact fee from new residential developments when the district is experiencing a lack of capacity due to growth. The district must adopt a six-year capital facilities plan that plans for new capacity and submit the plan to King County for adoption as a capital facilities component of the King County Comprehensive Plan. King County's School Technical Review Committee reviews each school district's capital facilities plan, enrollment projections, standard of service, the district's overall capacity over a six-year time frame to ensure consistency with the King County Comprehensive Plan, adopted community plans, and the district's calculation and rational for proposed impact fees.

School district capital facility plans are adopted annually by King County. Of the 20 districts in the County, ((~~12~~)) 10 of the plans are currently adopted. Since capital facilities plans are not mandatory for special districts under GMA, King County has no way of compelling a school district to prepare a plan unless they want a school impact fee. The Seattle, Mercer Island and Tukwila school districts do not have any unincorporated territory so they are not eligible for a school impact fee from King County. ((~~Bellevue, Renton, Shoreline, Skykomish and Vashon school districts have territory in unincorporated King County but have no impact fee and therefore no plans.~~)) The Bellevue, Renton, Shoreline, Skykomish and Vashon school districts have territory in unincorporated King County but have adequate capacity in existing facilities and therefore are not eligible for impact fees and are not required to submit a plan to King County. The Highline and Northshore school districts have collected impact fees in the past but have stopped submitting new plans because they no longer have capacity deficits.

In general, school districts obtain funds for new construction and improvements to existing facilities from voter-approved bonds. School districts may also qualify for state matching funds for new construction and for the renovation of capital facilities based on a formula that considers a number of factors, including the assessed valuation of the property within the particular school district. In addition, school districts have the authority to request one-year capital project levies and six year renovation and modernization levies, with voter approval. Operating funds come from the state for "basic education." Programs that are not funded by the state are funded through maintenance and operation levies.

For more information, please see the current adopted versions of the following plans:

Auburn School District No. 408 Capital Facilities Plan
Enumclaw School District No. 216 Capital Facilities Plan
Federal Way School District No. 210 Capital Facilities Plan
Fife School District No. 417 Capital Facilities Plan

~~((Highline School District No. 401 Capital Facilities Plan))~~
Issaquah School District No. 411 Capital Facilities Plan
Kent School District No. 415 Capital Facilities Plan
Lake Washington School District No. 414 Six-Year Capital Facilities Plan
~~((Northshore School District No. 417 Capital Facilities Plan))~~
Riverview School District No. 407 Capital Facilities Plan
Snoqualmie Valley School District No. 410 Capital Facilities Plan
Tahoma School District No. 409 Capital Facilities Plan

5. Libraries

Libraries in King County are maintained by the King County Library System (KCLS), which is not part of County government. KCLS serves residents in unincorporated areas and in annexed and contracting cities. KCLS also contracts with King County to provide services in the King County Jail, North Rehabilitation Facility, Youth Service Center, Cedar Hills Alcoholism Treatment Facility and Kent Regional Justice Center.

Long-term plans are addressed in the system's current Long Range Plan. At the heart of the plan is a distribution of library facilities and collections based on population projections of the King County Annual Growth Report, community profile and assigned roles for each library. The system of capital facilities owned and operated by the King County Library System consists of community libraries listed in Table 7.

The program for library building and renovation is detailed in the KCLS Capital Plans and Facility Assessment Program. Call 206-684-6605 for more information.

King County Library System Facilities

Algona-Pacific
Auburn
Bellevue Regional
Black Diamond
Bothell Regional
Boulevard Park
Burien
Carnation
Covington
Des Moines
Duvall
Fairwood
Fall City
Federal Way Regional
Federal Way 320th
Foster
Issaquah
Kenmore
Kent Regional
Kingsgate
Kirkland
Lake Forest Park
Lake Hills
Maple Valley
Mercer Island
Muckleshoot
Newport Way
North Bend
Redmond Regional
Richmond Beach
Sammamish
Service Center
Shoreline
Skykomish
Skyway
Snoqualmie
Tukwila
Valley View
Vashon
White Center
Woodinville
Woodmont

6. Electric, Gas and Telecommunications

Electric, gas, and telecommunications facilities in King County are a mix of private and public ownership. They are subject to varying levels of regulatory oversight from local, state, and federal agencies. These facilities and services differ from other facilities and services contained in this technical appendix in that there is no requirement for a finance plan or for level of service standards. Finance plans are not required for private electric, gas, and telecommunications facilities that provide services to unincorporated King County.

Reference is made below to the utilities' current plans for resources or facilities. Resource plans are updated on a schedule mandated by the regulatory body such as the Washington Utilities and Transportation Commission or the Seattle City Council. Resource plans may also be called integrated resource plans, least-cost plans, or similar terms.

The inventories and maps of electric, gas, and most telecommunications facilities are limited to the major elements of the utility network and generally do not include the minor facilities that deliver the service to the end user.

Electric

Electric utilities in King County share what is described as an "integrated regional electric system." Regardless of ownership, all elements of the system are designed and operated to work in a complementary manner. The elements include transmission lines, substations and generation facilities. Current capital facilities plans and six-year finance plans are available from Bonneville Power Administration, Seattle City Light, Puget Sound Energy and the Tanner Electric Cooperative.

Natural Gas

Puget Sound Energy is the major supplier of natural gas to King County. The City of Enumclaw operates a local distribution system that serves local customers in unincorporated King County. For information on the Puget Sound distribution system and areas where natural gas service is and is not available, please contact Puget Sound Energy or the City of Enumclaw.

Telecommunications

Telecommunications services include both switched and dedicated voice, data, video, and other communication services delivered over the telephone and cable network on various mediums, including, but not limited to, wire, fiber optic, or radio wave. Either regulated or non-regulated companies may provide these services. Cable service includes communication, information and entertainment services delivered over the cable system whether those services are provided in video, voice or data form.

Telecommunication services follow growth and have capacity to match whatever growth occurs in King County. The telecommunications network is gradually being updated to fiber optic but the exact schedule and locations are not available.

16263

Attachment C

2008-124

King County

KING COUNTY COMPREHENSIVE PLAN 2008

Technical Appendix B Housing

March 1, 2008

King County Department of Development and Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98057-5212
http://www.metrokc.gov/permits/codes/CompPlan/2008/

Technical Appendix B

Housing

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I. Introduction

Housing Needs Analysis 2008

In 1994, King County adopted its Comprehensive Plan under the framework of the Washington State Growth Management Act and the King County Countywide Planning Policies. Since that time, the Comprehensive Plan has guided King County's housing efforts through a variety of ways. The County exercises direct control over some measures such as development regulations in unincorporated areas. The County also provides direct funding for affordable housing efforts through the King County Housing and Community Development Program.

In addition to direct efforts, the County works in conjunction with many public, private and non-profit entities to promote housing development and affordability. The County partners with most cities outside of Seattle through the Community Development Block Grant (CDBG) and HOME Consortiums to allocate and administer affordable housing development funds. Recent efforts and strategies of the Consortium are detailed in the 2005-2009 Consolidated Housing and Community Development Plan. In addition, the County participates with all cities in the Regional Affordable Housing Program (RAHP) and the Growth Management Planning Council (GMPC) to address housing affordability.

This Technical Appendix provides an assessment of the local housing stock and its ability to serve the housing needs of County residents now and in the future. This analysis provides the basis for policies in the Housing Section of the Urban Communities Chapter of the King County Comprehensive Plan.

This analysis recognizes that most housing development will be developed by the private sector and that the majority of housing development will occur within cities. Rural unincorporated areas are not anticipated to have a significant amount of housing development and therefore this analysis concentrates on housing development within the urban growth boundary. In addition, unincorporated urban areas are anticipated to annex to existing cities over the coming years. While the County maintains influence on housing development in these areas through development regulations, the analysis anticipates that the magnitude of this influence on housing development will diminish due to annexations.

As a result, the County's role as a regional leader and administrator of Consortium efforts will become the County's primary mechanism to promote housing development and affordability. Therefore, this analysis provides significant focus on housing stock and demographics data for all of King County and to areas outside of Seattle (Consortium cities) to provide an integrated view, analysis and response to housing needs at a countywide level. For the purposes of comparison, some data for sub-regions (i.e. East King County, South King County) and the City of Seattle is also provided.

Where possible, the analysis provides supplemental information on unincorporated areas in general and specifically the 10 largest remaining urban unincorporated areas to provide an indication of housing conditions in urban unincorporated areas. Because of difficulties in aggregating census and other information for rural areas, data for the rural area is limited and incomplete. This data is provided in the analysis whenever available.

DATA SOURCES

This analysis relies upon a variety of data sources compiled at various times over the last two decades. Sometimes these data sources are not directly comparable but are similar enough that they can be used to identify trends. Unless otherwise noted in this analysis, it is assumed that these trends will continue in a similar manner in the coming years.

Analysis in this appendix is based primarily on data provided by the following sources:

- 1990 and 2000 United States Census
- American Community Survey (2001-2006 Annual Surveys)
- King County Benchmark Program
- King County Annual Growth Report
- King County Buildable Lands Report
- United States Department of Housing and Urban Development
- Dupre + Scott Apartment Advisors Inc

APPENDIX ORGANIZATION

This appendix is structured to provide a review and analysis of the housing market in King County as a whole and in portions of the County such as jurisdictions and unincorporated areas. This analysis looks at indicators of demographics, economics and housing characteristics to identify trends in the community and its housing market. Based upon these trends and the capacity for housing development, the analysis identifies strategies to address the housing needs of all segments of the community.

This appendix is organized into the following sections:

I. Introduction
II. Definitions – Affordable Housing, King County Consortium, Large Urban Unincorporated Areas
III. Characteristics of Households - household types and incomes
IV. Housing Inventory - housing type and prices of housing
V. Housing Need and Affordability - gap between incomes and housing prices
VI. Planning for Future Growth - capacity for housing and anticipated funding resources
VII. Conclusions and Refined Strategies

II. Definitions

A. What is Affordable Housing?

For the purposes of this analysis, affordable housing is defined as housing that costs no more than 30% of household gross income. Income figures used for this calculation are provided by the U.S. Census and updated annually by the United States Department of Housing and Urban Development for the Seattle-Bellevue-Everett Area. [1]

Household income figures are dependent upon household size and household income increases as the size of the household increases (primarily because there are more wage earners in larger households). For example, a two-person household has a higher average household income than a one-person household does.

Affordable rent or sales price assume that a household will need one less bedroom than the number of persons in the household, for example a two person household would need a one bedroom unit while a three person household needs a two bedroom unit.

Generally, estimates of sales price in this analysis assume a 5% down payment with a 30-year fixed mortgage at 6.5% interest. Typically, affordable housing costs for an ownership unit include payments for principal, interest, taxes, and insurance. For condominiums, homeowner dues increase monthly housing expenses. As a result, condominium sales prices must be about 10% lower than that of a single family home to have similar affordability. For rental units, affordable housing costs typically assume inclusion of basic utilities. These assumptions are not consistent in all data used in this analysis and therefore some figures may not be directly comparable, however, it is anticipated that these differences are minor enough to allow for general comparisons and will not significantly affect the conclusions of this analysis.

Housing policies are aimed at increasing affordable housing opportunities across a range of incomes. For the purposes of this analysis the following terms are used to refer to households at various income levels:

- Very Low Income Households: 0-30% of Median Income
- Low Income Households: 30-50% of Median Income
- Moderate Income Households: 50-80% of Median Income
- Middle Income Households: 80-120% of Median Income

[1] The United States Department of Housing and Urban Development included King, Snohomish and Island counties in the Seattle-Bellevue-Everett Metropolitan Area prior to 2005. The Seattle-Bellevue Metropolitan Area presently includes King and Snohomish counties.

2006 Income Levels and Housing Costs*

For the affordable home price this table uses a 5% down payment on a 30 yr. mortgage at 6.5% interest (estimate).

Percent of Median Income		One Person	Two Person	Average Household (2.4 Person)	Three Person	Four Person
30%	**Annual Income**	**$15,600**	**$17,800**	**$18,700**	**$20,100**	**$22,300**
	Affordable Monthly Hsg Payment	$325	$371	$390	$419	$465
	Affordable Rent	$390	$445	$468	$503	$558
	Affordable Home Price	$54,100	$61,800	$64,900	$69,700	$77,400
50%	**Annual Income**	**$26,000**	**$29,700**	**$31,200**	**$33,500**	**$37,200**
	Affordable Monthly Hsg Payment	$542	$619	$650	$698	$775
	Affordable Rent	$650	$743	$780	$838	$930
	Affordable Home Price	$90,200	$103,000	$108,200	$116,200	$129,100
80%**	**Annual Income**	**$41,600**	**$47,500**	**$49,900**	**$53,500**	**$59,400**
	Affordable Monthly Hsg Payment	$867	$990	$1,040	$1,115	$1,238
	Affordable Rent	$1,040	$1,188	$1,248	$1,338	$1,485
	Affordable Home Price	$144,300	$164,800	$173,100	$185,600	$206,100
100%	**Annual Income**	**$52,000**	**$59,400**	**$62,400**	**$66,900**	**$74,300**
	Affordable Monthly Hsg Payment	$1,083	$1,238	$1,300	$1,394	$1,548
	Affordable Rent	$1,300	$1,485	$1,560	$1,673	$1,858
	Affordable Home Price	$180,400	$206,100	$216,500	$232,100	$257,800
120%	**Annual Income**	**$62,400**	**$71,300**	**$74,900**	**$80,300**	**$89,200**
	Affordable Monthly Hsg Payment	$1,300	$1,485	$1,560	$1,673	$1,858
	Affordable Rent	$1,560	$1,783	$1,873	$2,008	$2,230
	Affordable Home Price	$216,500	$247,400	$259,900	$278,600	$309,500

*This table calculates household incomes by household size and percent of median income based on HUD data. Actual income levels to determine affordable housing funding and program administration may differ, using 2002 HUD income levels as a baseline. **This table shows a "true 80%" of median income figure for our region. Official H.U.D. income eligibility tables show an "80%" that reflects 80% of the national median income, but is closer to 70% of the King County area's median income.

source: King County Benchmark Program

B. What is the King County Consortium?

Since the late 1970's, King County has provided housing planning and program administration on behalf of a Consortium of jurisdictions organized to receive federal Community Development Block Grant funds and, since 1992, HOME Investment Partnership Act funds. The Consortium presently includes unincorporated King County and 35 municipal jurisdictions in King County.[2]

King County administers federal resources on behalf of the Consortium as well as state and local housing funds in accordance with the Consortium's Consolidated Housing and Community Development Plan. The County works cooperatively with other jurisdictions to award funds through a competitive process to projects which address high priority needs and goals identified in the Consolidated Plan.

C. What are Large Urban Unincorporated Areas?

King County has identified 10 large urban areas that remain to be annexed ("Large Urban Unincorporated Areas" or "LUUAs"). The King County Annexation Initiative is an effort to promote annexation or incorporation of these remaining urban unincorporated areas. This analysis attempts to provide housing information for these large urban unincorporated areas to the greatest extent possible to determine housing needs in them.

- East Federal Way LUUA
- East Renton LUUA
- Eastgate LUUA
- Fairwood and Benson Hill LUUA[3]
- Kent Northeast LUUA
- Kirkland LUUA
- Klahanie LUUA
- Auburn Lea Hill and Auburn West LUUA
- North Highline LUUA
- West Hill LUUA

In addition to these Large Urban Unincorporated Areas, there are remaining pockets of urban unincorporated areas that will also be annexed by cities. Because of their smaller size, however, they have not been distinguished for purposes of this analysis.

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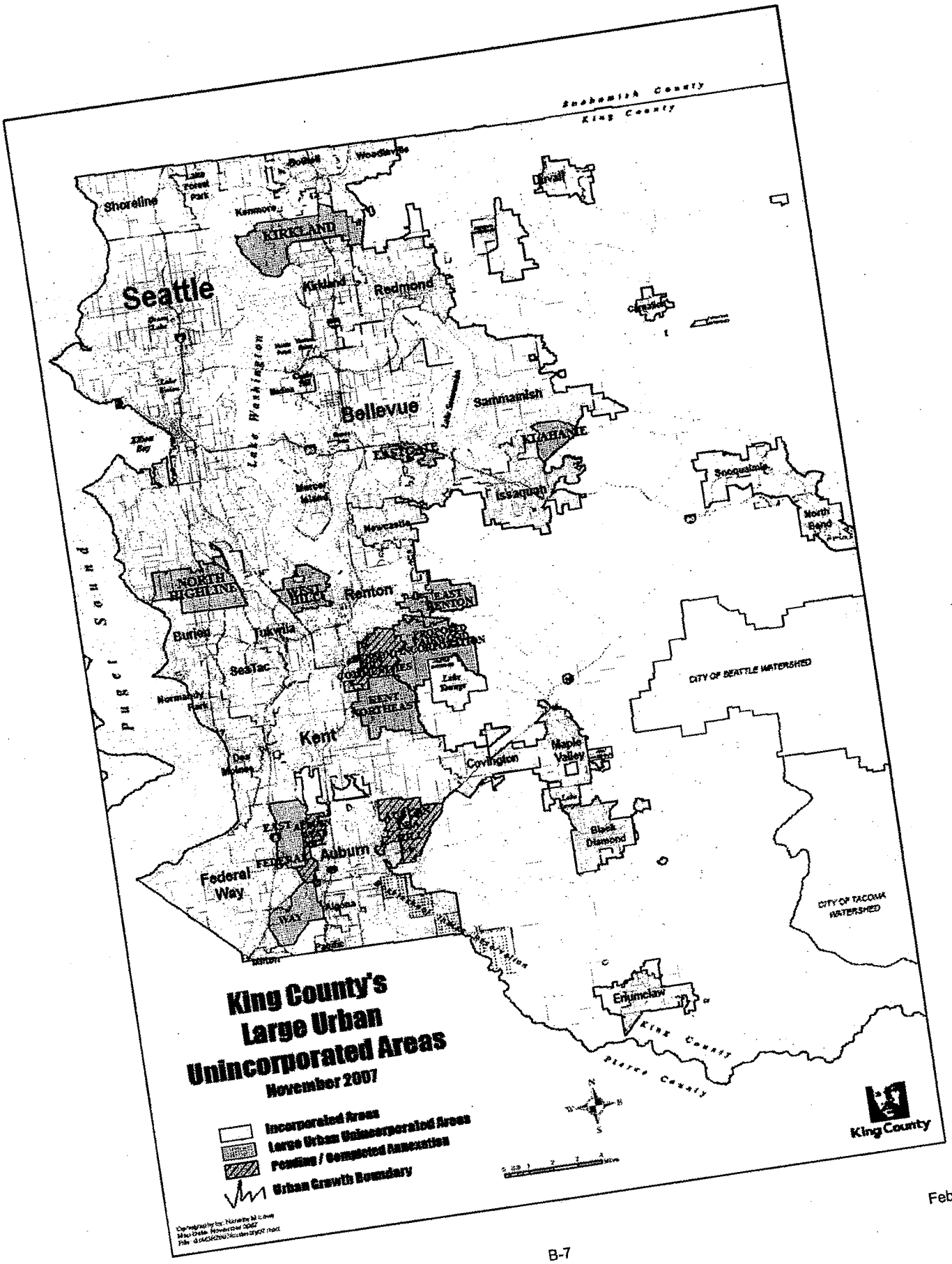
[2] The cities of Seattle, Bellevue, Kent and Auburn do not participate in the CDBG Consortium because they receive their own CDBG funds. The cities of Bellevue, Kent and Auburn do, however, participate in the HOME Consortium. For more information about this programs, see http://www.metrokc.gov/dchs/csd/Housing/ConsolidatedPlan0509.htm.

[3] The Fairwood LUUA in Renton has effectively split into two communities: Fairwood and Benson Hill. This analysis, however, provides data on the combined geographic area due to data availability.


Snohomish County
King County
Shoreline
Lake Forest Park
Kenmore
Bothell
Woodinville
KIRKLAND
Kirkland
Redmond
Seattle
Lake Washington
Bellevue
Sammamish
Duvall
Carnation
Snoqualmie
North Bend
Issaquah
KLAHANIE
EASTGATE
Puget Sound
NORTH HIGHLINE
WEST HILL
Renton
EAST RENTON
Burien
Tukwila
SeaTac
Normandy Park
Des Moines
Kent
Covington
Maple Valley
Lake Sawyer
Black Diamond
Auburn
Federal Way
CITY OF SEATTLE WATERSHED
CITY OF TACOMA WATERSHED
Enumclaw
King County
Pierce County
King County's
Large Urban
Unincorporated Areas
November 2007
Incorporated Areas
Large Urban Unincorporated Areas
Pending / Completed Annexation
Urban Growth Boundary
King County

III. Characteristics of Households

A. Demographic Trends

KING COUNTY HAS STEADILY GROWN, ALTHOUGH THE GROWTH RATE IS SLOWING

- King County had 1,737,034 residents as of April 1, 2000 according to the United States Census. This was an increase of nearly 230,000 people or 15% from the 1,507,319 residents in 1990. This rate of increase was slower than the 19% increase seen during the 1980's.
- By 2006, King County's population had grown to 1,835,300, an increase of almost 6% since 2000, despite a recession and accompanying increase in unemployment.
- According to King County Countywide Planning Policy growth targets, King County is expected to add 152,000 households between 2001 and 2022. As a result, growth is expected to average 76,000 households per decade, or about 20,000 fewer households per decade than experienced through the 1990s.

DIVERSITY HAS INCREASED

- In 1990 85% of King County residents were white. By 2000, this figure had decreased to 76%. The percentage of black residents remained about the same at 5%. The percentage of Native American residents also remained similar at 1%. The percentage of Asian and Pacific Islander residents increased from 8% to 11%. Persons listed as 'Some other race' increased from 1% to 3% during the decade. Residents with two or more races made up 4% of the population in 2000. This is not comparable to 1990 as this category did not exist for that Census.
- In areas outside of Seattle, the increase in diversity was more pronounced. The percentage of white residents decreased from 89.8% to 78.4% of the population. The percentage of black residents increased from 2.5% to 3.9%. The percentage of Native American residents decreased slightly from 1.0% to .9%. The percentage of Asian and Pacific Islander residents increased tom 5.8% to 10.3% and those listed as 'some other race' increased from .9% to 2.6%. In 2000, 3.9% of residents were of two or more races in areas outside of Seattle.
- Residents of Hispanic or Latino origin increased from 3% to 5.5% of the total population during the 1990s. These residents can be of any race. In areas outside of Seattle the rate of increase was similar to the County rate of increase growing from 2.6% to 5.6% of the total population.

NON-FAMILY HOUSEHOLDS CONTINUE TO INCREASE

- Of the 95,000 new households in King County between 1990 and 2000, over half (56%) were in non-family households (singles or unrelated individuals living together). The percentage of non-family households increased from 38% of all households to 41% during this period.
- In areas outside of Seattle, the percentage of non-family households increased from 30% of all households to 32% during the 1990s.

SINGLE PARENT HOUSEHOLDS STABILIZE

- In King County as a whole, there were 5,500 new single parent households between 1990 and 2000 however the percentage of single parent households compared to all households decreased slightly from 7.5% to 7.2% during this period. This compares to an increase from 6.6% to 7.5% (or 13,000 households) during the previous decade.
- In areas outside of Seattle, the number of single parent households rose by 6,600 and increased slightly from 8.1% of all households to 8.2%.

Rate Of Change For Household Types In King County

Type of Households	1980	1990	2000
Family Households	**320,707 (64.50%)**	**378,290 (61.43%)**	**419,959 (59.07%)**
Married Couples with own Children less than 18 years old	125,091 (25.16%)	139,346 (22.63%)	150,574 (21.18%)
Married Couples, no own Children less than 18 years old	140,724 (28.30%)	164,698 (26.75%)	179,194 (25.21%)
Single-Parent Households with own Children less than 18 years old	33,057 (6.65%)	45,894 (7.45%)	51,323 (7.22%)
Other Family Households*	21,835 (4.39%)	28,352 (4.60%)	38,868 (5.47%)
Non-Family Households*	**176,556 (35.50%)**	**237,502 (38.57%)**	**290,957 (40.93%)**
Single Person, Male	61,638 (12.39%)	81,170 (13.18%)	102,143 (14.37%)
Single Person, Female	76,900 (15.46%)	98,429 (15.98%)	115,020 (16.18%)
Other unrelated person Households	38,018 (7.65%)	57,903 (9.40%)	73,794 (10.38%)
King County Total Households	**497,263 (100%)**	**615,792 (100%)**	**710,916 (100%)**

Source: U.S. Census, 1980, 1990, 2000 SF-1/P-18 and Washington State Office of Financial Management

* As defined by the U.S. Census:

- A "family household" is defined as a household with two or more related persons living in the same housing unit, with or without other unrelated persons.
- An "other family household" is defined as a household with relatives other than children.
- A "non-family household" is defined as a household with a single person or a group of unrelated persons.

Distribution Of Household Types In Areas Outside of Seattle

Jurisdictions	Total HHs	Married With Children	Married Without Children	Single Parents	Other Families	Single & Non-Family Household
Areas Outside of Seattle 1990	379,090	107,704 (28.4%)	111,494 (29.4%)	30,698 (8.1%)	15,965 (4.2%)	113,769 (30.0%)
Areas Outside of Seattle 2000	452,417	118,225 (26.1%)	126,895 (28.0%)	37,362 (8.2%)	24,077 (5.3%)	145,858 (32.2%)

ELDERLY HOUSEHOLDS HAVE INCREASED

- The number of elderly residents (those over 65 years) in King County increased from 167,000 to 182,000 between 1990 and 2000.
- In King County, the percentage of residents over 65 remained relatively unchanged at 10.5% however, in areas outside of Seattle, those over 65 increased from 8.4% of total population to 9.3%.
- In unincorporated areas 8% of residents were over 65 in 2000. The Eastgate and West Hill Large Urban Unincorporated Areas both had more elderly residents than the County average. The distribution of elderly households in Large Urban Unincorporated Areas within unincorporated King County in 2000 is shown in the following table below.

ELDERLY IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUAs)	% Over 65 in 2000	# Over 65 in 2000
East Federal Way LUUA	7.7%	1,570
East Renton LUUA	7.8%	580
Eastgate LUUA	11.1%	510
Fairwood LUUA	7.6%	3,000
Kent Northeast LUUA	7.3%	1,720
Kirkland LUUA	6.3%	2,000
Klahanie LUUA	3.2%	350
Lea Hill LUUA	5.3%	430
North Highline LUUA	9.5%	3,040
West Hill LUUA	13.9%	1,940
Rural Areas	7.0%	9,450
All Unincorporated Areas	8.0%	28,200
All King County	10.5%	182,000

GROWTH RATE OF ELDERLY HOUSEHOLDS IS LIKELY TO ACCELERATE

- Many elderly are living longer. In King County, the population over 85 increased by 44% during the 1990s.
- Residents between the ages of 45 and 54 expanded by 59% between 1990 and 2000 and these residents will soon reach retirement age.

MANY HOUSEHOLDS HAVE SOME LEVEL OF DISABILITY

- In 2000, there were 165,000 residents (14.2%) of King County between the ages of 21 and 64 who had some level of disability, of these 37% are unemployed. This compares to 104,000 residents (10.2%) of King County between the ages of 21 and 64 who had some level of disability in 1990. Classification of disabilities changed between the 1990 and 2000 Census so direct comparison of these figures is not possible.
- In 2000, the Census showed that 40% of residents over 65 had some level of disability while 7% of those 20 and under had a disability. These percentages were similar within Seattle and in areas outside of Seattle.
- Just over 9% of King County residents over 65 had a self-care disability in 2000. This percentage was unchanged from 1990. In areas outside of Seattle, this percentage increased from 8.4% in 1990 to 9.1% in 2000.

AVERAGE HOUSEHOLD SIZE HAS STABILIZED COUNTYWIDE

- Average household size in King County was stable between 1990 and 2000 at approximately 2.4 persons per household. This figure is estimated to decrease to 2.3 over the next 20 years by the King County Buildable Lands Report.
- Households tend to be smaller in urbanized areas. Household size decreased during the 1990s in East King County and Rural Cities/Rural Areas. Household size was virtually stable in the Seattle-Shoreline area. Household sizes increased in South King County.

	Household (HH) Size in 1990	Household (HH) Size in 2000
Seattle-Shoreline	2.12	2.14
East King County	2.48	2.38
South King County	2.42	2.52
Rural Cities/Rural Area	2.79	2.66

- In unincorporated areas, the more urbanized areas such as Eastgate, West Hill and North Highline had household sizes below the 2.8 average for unincorporated areas at the time of the 2000 Census.

HOUSEHOLD SIZE IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUAs)	Household Size in 2000
East Federal Way LUUA	2.89
East Renton LUUA	2.83
Eastgate LUUA	2.67
Fairwood LUUA	2.70
Kent Northeast LUUA	2.97
Kirkland LUUA	2.76
Klahanie LUUA	2.98
Lea Hill LUUA	3.02
North Highline LUUA	2.69
West Hill LUUA	2.51
Other Urban Unincorporated Areas (est.)	2.60
Rural Areas	2.88
All Unincorporated Areas	2.80

All of King County	2.39

SMALL AND LARGE HOUSEHOLDS GREW FASTEST

- One-person households increased 21% during the 1990s. This was higher than the 15.5% increase in all households
- Households with six persons also grew faster than all households during the 1990s, increasing by 22.9% over this period. Households with seven or more persons grew at over three times the rate of all households, increasing by 51% during the decade.

INCREASE IN HOUSEHOLDS BY SIZE

Persons per Household	# HH 1990	# HH 2000	# New HH	% Increase 1990-2000
One Person	179,110	217,163	38,053	21.2%
Two Persons	211,841	240,334	28,493	13.5%
Three Persons	97,614	106,579	8,965	9.2%
Four Persons	79,982	89,918	9,936	12.4%
Five Persons	32,274	35,842	3,568	11.1%
Six Persons	10,322	12,685	2,363	22.9%
Seven or more Persons	5,548	8,395	2,847	51.3%
All Households	616,691	710,916	94,225	15.4 %

IMPLICATIONS OF DEMOGRAPHIC TRENDS:

Although growth is slowing to some extent in King County, there is still the need for significant new housing to serve new households. Increasingly these new households are elderly married couples without children, unrelated couples without children or singles. For these households, they may not need or desire as much living space as households with children. As a result, there is a greater demand for smaller housing units for single or childless couples, especially in more urbanized areas. However, there is also a demand for larger units for very large families (six or more persons) as these households have increased at over 3 times the growth rate for all households.

The significant number of elderly households and persons with some level of disability indicates an increasing need to have housing that is accessible to those whose mobility is impaired.

B. Household Income Trends

OVERALL INCOMES HAVE GROWN SIGNIFICANTLY

- King County's median household income grew by 47 percent over the decade from $36,200 to $53,200 (or about 4% per year).
- Household incomes grew about two percent faster per year than inflation throughout most of the 1990s. In contrast to the 1990s, average wages during the 1980s just barely kept pace with inflation.
- Since 2000, income growth has slowed. Median household increased by about 14% from $53,200 to $60,700 between 2000 and 2005 (less than 3% per year).

- In unincorporated areas in 2000, median income was higher than the figure for the County as a whole. The North Highline and West Hill Large Urban Unincorporated Areas had median incomes that were significantly lower than the County median. The Klahanie LUUA median income was significantly higher than the County median.

MEDIAN INCOME IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUAs)	Annual Median Income (AMI) In 2000
East Federal Way LUUA	$ 62,400
East Renton LUUA	$ 65,300
Eastgate LUUA	$ 65,600
Fairwood LUUA	$ 58,000
Kent Northeast LUUA	$ 65,700
Kirkland LUUA	$ 69,800
Klahanie LUUA	$ 84,700
Lea Hill LUUA	$ 65,700
North Highline LUUA	$ 39,950
West Hill LUUA	$ 47,385
Other Urban Unincorporated Areas (est.)	$ 67,408
Rural Areas	$ 73,400
All Unincorporated Areas	$ 65,290
All of King County	$ 53,157

HOUSEHOLDS IN POVERTY HAVE INCREASED

- The number of households in poverty increase from 8% to 8.4% countywide between 1990 and 2000. In 2000, 142,500 persons lived in poverty within King County.
- The 2006 United States Census Bureau's American Community Survey estimates 9.5% of King County residents now live in poverty.
- Those living in poverty in 2000 were more likely to live in cities with 11.9% of Seattle's residents living in poverty while 5.4% of residents in unincorporated areas were in poverty at that time. Approximately 7.2% of residents in cities outside of Seattle were in poverty in 2000.

LOW INCOME HOUSEHOLDS HAVE INCREASED IN AREAS OUTSIDE OF SEATTLE

- The number of households earning 50% of median income or less increased in areas outside of Seattle from 16% to 18% of total households between 1990 and 2000.
- The 2005 American Community Survey indicated that the number of households earning 30% of median income or less was about 13% of total households.

Distribution Of Households By Income and Jurisdiction 1990

Jurisdictions	Total HHs	< 50% Median		50 - 80% Median		80 - 120% Median		> 120% Median	
Seattle	236,908	70,392	30%	46,307	20%	47,336	20%	72,873	31%
Areas Outside of Seattle	379,090	61,098	16%	59,033	16%	87,493	23%	171,466	45%
Total	615,792	131,490	21%	105,340	17%	134,829	22%	244,133	40%

Source: U.S. Census, 1990

Note: In 1990 the median household income in King County was $36,179 for all household sizes.

Distribution Of Households By Income and Jurisdiction 2000

Jurisdictions	Total HHs	< 50% Median		50 - 80% Median		80 – 120% Median		> 120% Median	
Seattle	258,635	71,404	28%	48,995	19%	47,985	18%	90,251	35%
Areas Outside of Seattle	452,600	82,596	18%	74,202	16%	92,481	21%	203,321	45%
Total	711,235	154,000	22%	123,197	17%	140,466	20%	293,572	41%

Source: U.S. Census, 2000 SF-3/P-52

Note: In 2000 the median household income in King County was $53,157 for all household sizes

LOWER INCOME HOUSEHOLDS ARE MORE LIKELY TO BE RENTERS

- As shown in the table below, households in lower income categories are more likely to be renters than home owners. Indeed, 76% of the households earning less than 30% of median income in 2005 were renters, whereas only 20% of those households earning more than median income were renters.
- Though roughly the same number of renter households earned less than 30% of median income as those earning more than median income, over 40% of renters earned less than half of median income. Conversely, only 12% of owner households earned less than half of median income. Over 65% of owner households earned more than median income.

Distribution of Renter and Owner Households by Income Category: 2005

	Number of Households in Income Category							
HH type	**<30% of median income**	**30%-40% of median income**	**40%-50% of median income**	**50%-60% of median income**	**60%-80% of median income**	**80%-99% of median income**	**median income or more**	**total households**
Renter	73,695	25,781	23,784	22,778	39,562	27,621	76,587	289,809
Owner	22,788	13,545	17,408	18,603	42,411	40,916	300,629	456,300
All HHs	**96,484**	**39,325**	**41,192**	**41,381**	**81,973**	**68,537**	**377,217**	**746,109**
* Note: 2005 median household income calculated for King County is $58,370								

source: King County Benchmark Program

HOUSEHOLD INCOMES HIGHER IN UNINCORPORATED AREAS

- In 2000, 39% of households in King County earned 80% of median income or less. In unincorporated areas, however only 29% of households fell into this category.
- However, there are several Large Urban Unincorporated Areas (North Highline and West Hill) where the percentage of moderate-income households were significantly higher than the County average.

MODERATE INCOME HOUSEHOLDS IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUAs)	80% and below AMI In 2000	# HH 80% and below AMI In 2000
East Federal Way LUUA	27.0%	1,900
East Renton LUUA	22.0%	570
Eastgate LUUA	22.5%	380
Fairwood LUUA	33.6%	4,920
Kent Northeast LUUA	27.3%	2,170
Kirkland LUUA	23.0%	2,640
Klahanie LUUA	16.9%	620
Lea Hill LUUA	26.5%	720
North Highline LUUA	53.0%	6,320
West Hill LUUA	44.0%	2,450
Other Urban Unincorporated Areas (est.)	31.2%	NA
Rural Areas	23.0%	10,790
All Unincorporated Areas	29.0%	36,520
All of King County	39.0%	277,000

IMPLICATIONS OF INCOME TRENDS:

Income growth was strong for many households during the 1990s. This increased the ability of many people to secure housing meeting their needs and desires whether that might mean moving to a neighborhood that is closer to work, buying a home for the first time or perhaps securing housing with better amenities.

However, households at the lower end of the income spectrum did not fare as well during the 1990s. As a result, the number of households earning 50% of median income or less increased over the decade. In areas outside of Seattle, there were 21,000 more households earning 50% of median income or less than there were 10 years before. Of these a significant and growing percent live below the poverty threshold. These households face significant difficulty in securing adequate and affordable housing in the private market. The increasing number of very-low and low income households places a greater burden on limited assisted housing resources. Very-low and low income households are also limited in their ability to buy or move into larger or higher quality housing.

IV. Housing Inventory

A. Location Trends

MORE PEOPLE LIVE AND WORK IN AREAS OUTSIDE OF SEATTLE

- The population in areas outside of Seattle increased from 991,060 in 1990 to 1,173,660 in 2000 an 18% increase. Over this same period the population in Seattle increased from 516,259 to 563,374 or an 8% increase.
- According to the 2006 King County Annual Growth Report, Seattle's population grew to 578,700 by 2006. King County's population grew to 1,835,300. Consequently, the population in areas outside of Seattle again grew at a greater rate than the population within Seattle from 2000 to 2006.
- As shown below, the proportion of people living and working in Seattle decreased in the 1990's, with the East County and Rural subareas showing the largest increases in employment. During the same time, South County and Rural subareas had the strongest household growth. East and South King County are anticipated to accommodate an increasing share of both job and housing growth to meet the 2022 growth targets.

Sub-Area Job and Housing Growth

	1990		2000		2022 Anticipated*	
	covered jobs	households	covered jobs	households	covered jobs	households
SeaShore	443,100	273,300	532,500	296,200	628,350	352,570
East County	181,000	129,700	290,600	155,300	393,850	202,950
South County	253,600	167,300	301,200	201,700	390,700	244,050
Rural Subarea	17,600	45,600	26,800	57,700	32,050	63,260
King County	**895,300**	**615,900**	**1,151,100**	**710,900**	**1,444,950**	**862,830**

*2022 Anticipated covered jobs and households based on 22-year growth targets

source: 2006 King County Annual Growth Report

FEWER PEOPLE ARE LIVING IN UNINCORPORATED AREAS

- The number of residents living in unincorporated areas dropped 31% during the 1990's due to annexations and incorporations. During the 1990s the percentage of residents in unincorporated areas decreased from 34% to 21% of the total population. In 2006, about 20% of the county's residents lived in unincorporated areas. With further incorporations and annexations, the proportion of the county population living in unincorporated areas is expected to decrease.
- Residents living in suburban cities increased from 31% to 47% during the 1990s.
- Of those living in unincorporated areas at the time of the 2000 Census, 62% were in Large Urban Unincorporated Areas. The Fairwood, Kirkland and North Highline Large Urban Unincorporated Areas were the largest of these areas each having over 30,000 residents.
- In 2006, about 225,000 residents of unincorporated areas (61%) were located within the urban growth boundary while the remaining 142,000 lived in rural designated areas.

POPULATION IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUAs)	2000		2006	
	Population	% of unincorporated population	Population	% of unincorporated population
East Federal Way LUUA	20,350	5.8%	20,800	5.7%
East Renton LUUA	7,370	2.1%	7,900	2.2%
Eastgate LUUA	4,558	1.3%	4,700	1.3%
Fairwood LUUA*	39,430	11.2%	43,700	11.9%
Kent Northeast LUUA	23,555	6.7%	24,000	6.5%
Kirkland LUUA	31,723	9.0%	33,500	9.1%
Klahanie LUUA	10,953	3.1%	11,000	3.0%
Lea Hill LUUA	8,171	2.3%	10,400	2.8%
North Highline LUUA	32,035	9.1%	33,300	9.1%
West Hill LUUA	13,977	3.9%	14,600	4.0%
Other Urban Unincorporated Areas (est.)	25,378	7.2%	21,100	5.7%
Rural Areas	135,000	38.3%	142,000	38.7%
All Unincorporated Areas	352,500	100%	367,000	100%

*The Fairwood LUUA in Renton has effectively split into two communities: Fairwood and Benson Hill. All analysis of Fairwood, however, provides data on the combined geographic area.

Source: 2006 King County Annual Growth Report

URBAN CENTERS SHOW PROMISE

- Both employment and housing growth in King County's urban centers has outpaced growth throughout King County. However, a share of this growth is attributed to the designation of several urban centers since 1995.

Population and Employment Change in Urban Centers

	Population				Employment			
	1995	2000	2004	1995-2004 change	1995	2000	2004	1995-2004 change
Auburn	NA	1,387	1,400	NA	NA	NA	2,869	NA
Bellevue	1,600	2,588	3,600	125%	23,088	31,221	26,062	13%
Burien	NA	NA	1,750	NA	NA	NA	4,263	NA
Federal Way	NA	629	600	NA	3,186	3,870	3,473	9%
Kent	619	922	900	45%	3,100	3,085	3,746	21%
Redmond	533	2,271	2,200	313%	4,025	10,417	14,173	252%
Redmond Overlake	NA	NA	NA	NA	NA	NA	NA	NA
Renton	2,092	1,788	1,850	-12%	14,006	16,452	10,860	-22%
SeaTac	7,642	10,749	10,700	40%	7,064	8,589	8,055	14%
Seattle	68,617	85,011	89,350	30%	226,913	271,674	241,746	7%
Seattle CBD	*12,193*	*21,361*	*24,300*	*99%*	*139,954*	*174,028*	*144,474*	*3%*
First Hill/ Cap'l Hill	*28,975*	*33,447*	*34,200*	*18%*	*32,028*	*36,096*	*39,528*	*23%*
Northgate	*5,082*	*5,740*	*5,750*	*13%*	*9,467*	*11,063*	*10,973*	*16%*
Seattle Center	*4,461*	*4,951*	*5,400*	*21%*	*16,726*	*16,890*	*12,704*	*-24%*
South Lake Union	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*	*NA*
Univ. District	*17,906*	*19,512*	*19,700*	*10%*	*28,738*	*33,597*	*34,066*	*19%*
Totem Lake	NA	4,437	4,400	NA	NA	NA	11,117	NA
Tukwila	0	22	22	NA	17,047	20,366	17,976	5%
Total Urban Centers	**81,103**	**109,804**	**116,772**	**44%**	**298,429**	**365,674**	**344,338**	**15.4%**
Total King County	**1,613,600**	**1,737,034**	**1,788,300**	**11%**	**940,883**	**1,151,217**	**1,077,327**	**14.5%**
% UC population/ employment	***5.0%***	***6.3%***	***6.5%***		***31.7%***	***31.8%***	***32.0%***	

source: King County Benchmark Program

IMPLICATIONS OF LOCATION TRENDS:

Growth is occurring in urbanized areas, primarily in cities and increasingly often in urban centers. To adequately accommodate this growth, a variety of urban infill housing types is required. These include single family infill, mixed-use buildings and multi-family construction. In locations like urban-centers, transit-oriented development is an important way to link housing with transit services.

Measures to support infill housing can help to more efficiently accommodate development. Examples of these measures could include minimum density requirements, density bonuses, accessory dwelling unit allowances, cottage housing provisions and five-story wood frame construction of apartments and mixed use buildings.

B. Trends in Housing Types

Housing Units by Structure Type: 2000 and 2005

City	Single Family		Multi-Family		Mobile Home, other		Total Units	
	2000	2005	2000	2005	2000	2005	2000	2005
Algona	698	789	36	39	145	151	879	979
Auburn	7,280	8,653	7,072	7,964	2,390	2,390	16,742	19,007
Beaux Arts	123	124	0	0	0	0	123	124
Bellevue	28,503	30,254	19,734	21,798	66	72	48,303	52,124
Black Diamond	1,209	1,294	35	37	234	248	1,478	1,579
Bothell (KC)	3,080	3,257	2,700	3,191	1,200	841	6,980	7,289
Burien	8,301	8,271	5,537	5,527	186	126	14,024	13,924
Carnation	568	582	62	63	9	14	639	659
Clyde Hill	1,074	1,068	0	2	0	0	1,074	1,070
Covington	4,303	5,259	25	243	138	137	4,466	5,639
DesMoines	7,009	7,125	4,388	4,396	457	433	11,854	11,954
Duvall	1,388	1,753	68	139	184	181	1,640	2,073
Enumclaw	2,794	2,853	1,216	1,227	492	483	4,502	4,563
Federal Way	18,053	18,546	13,304	13,660	1,232	1,253	32,589	33,459
Hunts' Point	186	194	0	0	0	0	186	194
Issaquah	2,816	4,203	2,234	4,642	36	12	5,086	8,857
Kenmore	5,235	5,599	1,892	2,091	361	376	7,488	8,066
Kent	15,209	16,499	15,866	16,631	1,459	1,576	32,534	34,706
Kirkland	11,073	11,502	10,811	11,589	55	56	21,939	23,147
Lake Forest Pk	4,425	4,413	788	778	30	28	5,243	5,219
Maple Valley	4,264	5,596	411	463	201	317	4,876	6,376
Medina	1,160	1,172	0	0	0	0	1,160	1,172
Mercer Island	6,934	6,979	1,861	1,942	11	11	8,806	8,932
Milton	250	241	0	1	80	98	330	340
Newcastle	2,401	2,739	735	941	33	19	3,169	3,699
Normandy Pk	2,165	2,210	455	545	24	24	2,644	2,779
North Bend	1,301	1,274	600	579	53	50	1,954	1,903
Pacific	1,174	1,235	750	848	130	110	2,054	2,193
Redmond	10,401	11,059	9,575	10,767	320	378	20,296	22,204
Renton	11,442	13,595	10,763	12,498	494	487	22,699	26,580
Sammamish	10,907	12,752	690	1,258	85	92	11,682	14,102
SeaTac	5,444	5,555	3,714	3,908	874	844	10,032	10,307
Seattle	138,827	140,238	130,348	143,933	1,361	1,361	270,536	285,532
Shoreline	15,770	15,969	5,371	5,499	189	239	21,330	21,707
Skykomish	152	146	4	3	16	14	172	163
Snoqualmie	489	2,110	155	503	22	17	666	2,630
Tukwila	3,379	3,505	4,157	4,107	281	269	7,817	7,881
Woodinville*	2,405	2,684	940	1,276	149	154	3,494	4,114
Yarrow Point	392	384	3	3	0	0	395	387
City Total:	342,584	361,681	256,300	283,091	12,997	12,861	611,881	657,633
Uninc. King County:	104,582	109,396	18,694	19,327	7,080	7,523	130,356	136,246
County Total:	447,166	471,077	274,994	302,418	20,077	20,384	742,237	793,879

Note: Single family includes both detached houses and attached townhouses.

source: 2006 King County Annual Growth Report

SINGLE FAMILY HOUSING IS STEADILY GROWING

- There were 447,000 single-family homes in 2000. Approximately 49,000 single-family homes were built during the 1990s and single family development remained about 60% of the total housing stock between 1990 and 2000.
- Over 80% of the housing stock in unincorporated areas (105,000 units) were single family dwellings in 2000. Just under 60% of units in suburban cities were single family units while 51% of Seattle's housing stock was single family.
- Between 2000 and 2005, there was a 5% increase in single family housing in King County. Snoqualmie experienced incredible growth, tripling its housing stock in those years, predominantly in single family housing.
- Based upon information in the 2003 Annual Growth Report for King County it appears that new single family development in unincorporated areas is occurring primarily in the Fairwood and Lea Hill Large Urban Unincorporated Areas and the Redmond Ridge Master Planned Development.

NEW SINGLE FAMILY HOMES IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUAs)	New Single Family Homes in 2002
East Federal Way LUUA	52
East Renton LUUA	4
Eastgate LUUA	5
Fairwood LUUA	228
Kent Northeast LUUA	42
Kirkland LUUA	94
Klahanie LUUA	0
Lea Hill LUUA	256
North Highline LUUA	25
West Hill LUUA	22
Other Urban Unincorporated Areas (est.) including the Redmond Ridge MPD	753
Rural Areas	473
All Unincorporated Areas	1,954

A HIGHER PERCENTAGE OF THE HOUSING STOCK IS MULTIFAMILY

- Of the 95,000 total new units built between 1990 and 2000, almost half (48.4%) were in multi-family development.
- 37% of the total housing stock countywide (275,000 units) was multi-family in 2000. This is an increase from 1990 when multi-family was 35% of the housing stock. The share of multifamily housing grew modestly from 2000 to 2005, increasing to 38% of the county's housing stock in 2005. The greatest increase in multifamily housing between 2000 and 2005 occurred in Covington, with an almost 10-fold increase in multifamily housing in that city.
- Just 14% of units in unincorporated areas were multi-family in 2005. This contrasts with Seattle where over half of the housing units were multi-family.

- The 2000 Census indicated that Multi-family units in the unincorporated areas were located predominantly in the Fairwood and North Highline Large Urban Unincorporated Areas which each had over 4,000 multi-family units. The Kent Northeast, Kirkland and West Hill Large Urban Unincorporated Areas also had significant numbers of multi-family units.

MULTI-FAMILY HOUSING IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUAS)	Multi-Family Units in 2000	% of Total Units that are Multi-Family
East Federal Way LUUA	620	8.6%
East Renton LUUA	50	1.9%
Eastgate LUUA	155	8.9%
Fairwood LUUA	4,370	29.0%
Kent Northeast LUUA	1,160	14.3%
Kirkland LUUA	2,490	21.1%
Klahanie LUUA	890	23.4%
Lea Hill LUUA	485	17.4%
North Highline LUUA	4,070	33.0%
West Hill LUUA	1,390	24.0%
Other Urban Unincorporated Areas (est.)	1,514	15.9%
Rural Areas	1,500	3.0%
All Unincorporated Areas	18,694	14.3%

RESIDENTS IN NON-INSTITUTIONALIZED GROUP QUARTERS INCREASED

- The number of individuals living in institutionalized group quarters in King County dropped from 14,655 (0.97%) in 1990 to 12,525 (0.72%) in 2000. (Institutionalized individuals are people under formally authorized, supervised care or custody in institutions at the time of enumeration. Generally, restricted to the institution, under the care or supervision of trained staff, and classified as "patients" or "inmates.")
- The number of residents of non-institutionalized group quarters rose significantly from 15,857 (1.05%) to 25,094 (1.44%) during this period. (Non-institutionalized group quarters include living situations such as college dormitories, rooming houses, religious group homes, communes, and halfway houses.)
- In Seattle there were 6,876 residents (1.33%) in 1990 in institutionalized group quarters with 16 fewer residents in this category in 2000 (1.22%). Residents in non-institutionalized group quarters expanded significantly from 14,323 (2.77%) to 19,795 (3.51%) in Seattle between 1990 and 2000.
- Outside of Seattle the number of institutionalized residents decreased from 7,779 (.78%) to 5,665 (.48%). Non-institutionalized residents more than tripled from 1,534 (.15%) to 5,299 (.45%) although the percentage of residents in these facilities remained significantly lower than in Seattle.

FEWER MOBILE HOMES IN KING COUNTY'S CITIES

- In 1990, there were 25,000 mobile homes or trailers used as residences (this figure includes boats, RVs and vans). In 2000 this figure had decreased to about 20,000. The

number of mobile homes or trailers used as residences has held relatively steady since 2000.

- Mobile homes have decreased from 3.9% of the housing stock to about 2.5% in 2005.
- Mobile homes are more likely to be in unincorporated areas representing about 5.5% of the housing stock in unincorporated areas.
- The number of mobile homes in King County cities actually decreased from 2000 to 2005. By 2005, only .5% of Seattle's housing stock (1,360 units) were mobile homes
- Within urban unincorporated areas, mobile homes made up over 5% of the housing stock in the East Federal Way, East Renton, Kent Northeast and Lea Hill Large Urban Unincorporated Areas.
- In Rural Areas, 8% of all units were mobile homes in 2000.

MOBILE HOMES IN UNINCORPORATED AREAS

Large Urban Unincorporated Areas (LUUA)	Mobile Homes in 2000	% of Total Units in Mobile Homes
East Federal Way LUUA	500	7.0%
East Renton LUUA	170	6.4%
Eastgate LUUA	0	0.0%
Fairwood LUUA	600	4.0%
Kent Northeast LUUA	540	6.6%
Kirkland LUUA	21	0.2%
Klahanie LUUA	10	0.3%
Lea Hill LUUA	255	9.1%
North Highline LUUA	230	1.9%
West Hill LUUA	200	3.5%
Other Urban Unincorporated Areas (est.)	454	4.8%
Rural Areas	4,100	8.3%
All Unincorporated Areas	7,080	5.4%

IMPLICATIONS OF HOUSING TYPE TRENDS:

While single family development remains the primary component of the overall housing stock, the developments of apartments and mixed-use structures is an increasingly important housing resource. These multi-family units are provided through a wide variety of construction including: duplex, triplex and fourplex; townhouse developments; condominiums; apartment buildings and complexes; mixed-use development; and high-rise housing structures to serve the housing needs of half of all new households.
The significant increase in the number of residents of non-institutionalized group quarters makes it vital that group quarters be accommodated throughout neighborhoods and communities to serve the housing needs of this segment of the community. The loss of mobile homes continues to erode a significant housing resource that often provides affordable living for its residents.

C. Characteristics of the Housing Stock

ONE THIRD OF THE HOUSING STOCK WAS BUILT OVER 40 YEARS AGO

- One third of the housing stock (33.5%) in King County was built more than 40 years prior to the 2000 Census with almost 15% built prior to 1940. Many of these older units were located in the City of Seattle where 32% of the 270,526 units were built more than 60 years ago. Over time, it is expected that these percentages will increase.
- In areas outside of Seattle, there were 21,000 units built prior to 1940 or 4.5% while an additional 14.4% of the 471,700 units in these areas were built between 1940 and 1960.

A SMALL PERCENTAGE OF THE HOUSING STOCK IS IN POOR CONDITION

- Less than one percent of the housing stock lacks complete plumbing or kitchen facilities. There are several census tracts where over 3% of the units lack complete plumbing facilities however only one lies outside of the City of Seattle. Approximately 4% of the housing units in Census Tract 328 containing the City of Skykomish and surrounding area lack complete plumbing facilities.
- Less than 3% of the housing stock has a value of less than $100,000 with less than 1% valued below $50,000. Low value is often an indicator of poor housing condition and the small percentage of units with low value indicates the substantial majority of the housing stock is in reasonable condition.

IMPLICATIONS OF HOUSING CHARACTERISTIC TRENDS:

The significant majority of the housing stock appears to be in adequate condition. The primary reason for the loss of existing housing does not appear to be decay or dilapidation but demolition or condemnation for redevelopment, especially with regard to mobile homes. The conversion and redevelopment of older units to new, often higher density, construction creates many new housing opportunities and supports infill development goals, however, methods such as mobile home preservation, home repair programs and flexible infill development standards can help mitigate the loss of existing affordable and/or unique housing. Housing repair programs are needed to address the pockets of need where housing conditions are inadequate.

D. Utilization of the Housing Stock

OWNERSHIP RATE HAS INCREASED SLIGHTLY

- In King County, the number of households who own their house or condominium increased from 58.8% to 59.9% between 1990 and 2000. By 2005, that percentage had increased to 61%.
- This increase was slower than state and national rates which increased about 3% between 1990 and 2000 (from 62% to 65% in Washington state and from 64% to 67% nationally). The disparity in home ownership rates became more dramatic between 2000 and 2005. By 2005, the ownership rates in Washington state and nationally increased to 68% and 69% respectively.
- Households in unincorporated rural areas were most likely to own with 88% of the 50,000 households located in these areas owning their homes in 2000. Within the urban growth boundary, East King County had the highest ownership rate with 67% of residents owning their homes. This contrasts with South King County's ownership rate of 60% and Seattle's rate of approximately 48%.

- Homeownership rates in 2000 were below the King County average in the North Highline Large Urban Unincorporated Area.

UNINCORPORATED AREA OWNERSHIP RATES

Large Urban Unincorporated Areas (LUUAs)	Ownership Rate in 2000
East Federal Way LUUA	85.0%
East Renton LUUA	90.0%
Eastgate LUUA	77.6%
Fairwood LUUA	70.2%
Kent Northeast LUUA	81.0%
Kirkland LUUA	76.8%
Klahanie LUUA	77.6%
Lea Hill LUUA	80.0%
North Highline LUUA	54.2%
West Hill LUUA	66.7%
Other Urban Unincorporated Areas (est.)	80.5%
Rural Areas	88.0%
All Unincorporated Areas	79.0%

VACANY RATE FLUXUATES FOR RENTAL UNITS

- In 2000, the vacancy rate was 1.2% for ownership housing and 4.2% for rental housing in King County. The homeownership vacancy rate was the same as the rate seen in 1990 however the rental vacancy rate had decreased from the 5.6% observed in the 1990 census.
- Since 2000, the apartment market has changed significantly. September 2007 analysis completed by Dupre and Scott Apartment Advisors showed a King County vacancy rate of 3.8% in rental housing, down significantly from the 7.7% vacancy rate seen in 2002.
- The vacancy rate was highest in South King County, at 4.6%. North King County (including Seattle neighborhoods north of Portage Bay and the Montlake Cut and Shoreline) had a 2.6%, while East King County's rate was 3.8%
- In unincorporated areas, the 2000 Census showed that vacancy rates were very low in the East Renton and Eastgate Large Urban Unincorporated Areas. Vacancy rates were the highest in rural areas where over 5% of the units were vacant.

UNINCORPORATED AREA VACANCY RATES

Large Urban Unincorporated Areas (LUUAs)	Vacancy Rate for All Units
East Federal Way LUUA	2.1%
East Renton LUUA	1.9%
Eastgate LUUA	1.9%
Fairwood LUUA	3.0%
Kent Northeast LUUA	2.5%
Kirkland LUUA	2.8%
Klahanie LUUA	3.4%
Lea Hill LUUA	3.2%
North Highline LUUA	3.2%
West Hill LUUA	3.6%
Other Urban Unincorporated Areas	Unknown
Rural Areas	5.3%
All Unincorporated Areas	3.4%

OVERCROWDING INCREASED

- In King County, 4.9% of housing units had more than 1 person per room or more in 2000. This was significantly higher than the 3.37% figure for 1990. In 2000, 2.5% households reported more than 1.5 persons per room up from 1.5% in 1990.
- Households with more than 1 person per room were predominantly renter households. In 2000, 77% of households with more than 1.5 persons per room in King County were renters.
- In Seattle, 4.8% of housing units had more than 1 person per room or more at the time of the 2000 Census. This was an increase from the 4% figure for 1990. In 2000, 2.9% households reported more than 1.5 persons per room up from 2.1% in 1990.

HOMELESSNESS PERSISTS

- Between 2000 and 2004, the estimated homeless population in King County increased nearly 30%, ten times the rate of population growth experienced by King County as a whole.
- About 83% of the 1,946 unsheltered homeless persons were in Seattle.
- The majority of homeless persons in King County have some source of income, with and estimated 16% of the population earning income through employment.

Estimated Number and Percent of Homeless Persons

	2000	2002	2004	2006
Street Count	1085	2,040	2,216	1,946
Sheltered Homeless	4,500	4,675	4,636	5,964
Estimated Uncounted	915	1,265	1,484	na
Total	**6,500**	**7,980**	**8,336**	**na**
Percent of Population	**0.37%**	**0.45%**	**0.47%**	**na**

source: 2006 King County Affordable Housing Benchmark Report

IMPLICATIONS OF HOUSING UTILIZATION TRENDS:

Although home ownership increased during the 1990s, the rate of increase did not match that seen in other parts of the state or country. Programs to promote home ownership are important to facilitate the ability of those who want to own their own home in achieving this goal. In addition, housing types such as manufactured housing, townhouses, condominium and cottage housing can provide ownership opportunities for households that may otherwise not be able to afford to buy a home.

During the late 1990s housing vacancy rates were extremely low. This placed significant pressure on the housing market leading to increases in indicators of homelessness and overcrowding. Since 2001, the economy has weakened and the number of homeless shows some signs of increase through this period of economic difficulty. Support for emergency shelters, transitional housing, and housing stabilization are important to help address the needs of households who are homeless or vulnerable to becoming homeless.

V. Housing Need and Affordability

A. Housing Affordability Trends

MANY HOUSEHOLDS ARE PAYING MORE THAN 30% OF THEIR INCOME FOR HOUSING

- The following table shows the increasing percentage of owner and renter households paying more than 30% of their income for housing in King County.
- In 2005, over 280,000 of King County's 746,000 households paid more than 30% of their income for housing, representing 38% of all King County households.
- Approximately 1/5 of owners and 1/3 of renters paid more than 35% of their income for housing in 2000.

HOUSEHOLDS OVERPAYING FOR HOUSING (30% OF INCOME FOR HOUSING)

	1990 Census	2000 Census	2005 American Community Survey
Owners	18%	27%	33%
Renters	39%	40%	47%
Combined	27%	33%	38%

LOW INCOME HOUSEHOLDS ARE MORE LIKELY TO PAY MORE THAN THEY CAN AFFORD FOR HOUSING

- Information from the 2000 U.S. Department of Housing and Urban Development's State of the Cities Data System: Comprehensive Housing Affordability Strategy (SOCDS:CHAS) Data indicates that of the 45,000 owner households earning 50% of median income or less in King County (of which 44% earned less than 30% of median income) over 60% paid more than 30% of their income for housing. Almost 60% of very low income owners paid more than half of their income for housing costs.

OWNERS	Pay less than 30% of Income for Housing	Pay 30-50% of Income for Housing	Pay over 50% of Income for Housing
Low Income	42%	24%	34%
Very Low Income	24%	17%	59%

Source: 2000 SOCDS:CHAS

- The SOCDS:CHAS Data indicates that in 2000, of the 99,000 renter households earning 50% of median income or less in King County (of which 56% earned less than 30% of median income) over 60% pay more than 30% of their income for housing cost. Almost 60% of very low income renters paid more than half of their income for housing costs.

RENTERS	Pay less than 30% of Income for Housing	Pay 30-50% of Income for Housing	Pay over 50% of Income for Housing
Low Income	39%	38%	23%
Very Low Income	28%	15%	57%

Source: 2000 SOCDS:CHAS

B. Rental Housing Affordability Trends

AFFORDABLE RENTAL HOUSING FOR LOW AND VERY-LOW INCOME HOUSEHOLDS IS IN SHORT SUPPLY

- While the amount of housing stock affordable to households earning above 80% of median income appears adequate, affordable housing for those below 80% is scarce and available almost exclusively through multi-family rental housing.
- In 2005, 177,000 of King County's 746,100 households earned less than 50% of median household income. Almost 70% of these households were renter households. While there appears to be an adequate supply of rental housing for these households, there is an inadequate supply of rental housing for households earning less than 40% of median household income. There are only 30,700 rental units affordable to the 99,500 renter households earning less than 40% of median income, resulting in no affordable housing for two-thirds of these households.
- About one-quarter of King County's rental households earn 30% of median income or less however the amount of private sector rental housing stock affordable to these households is estimated at less than 1% according to a recent analysis completed by Dupre+Scott Apartment Advisors, Inc. The SOCDS:CHAS data which includes information on subsidized units indicates that approximately 11% of the rental housing stock (or 4% of the total stock) was affordable to very-low income households in 2000, however, over 1/3 of these units were occupied by households with higher incomes.

CHANGES IN RENTAL STOCK AFFORDABILITY

- Based on analysis conducted by Dupre + Scott, rental rates have fluctuated over the last six years. The table below illustrates the annual changes in rental rates:

Average Rental Rates in King County		
Year	Average Rent (2 BR/ 1 BA)	Annual Percent Change
1990	$537	
2000	$784	3.9%
2001	$826	5.4%
2002	$838	1.5%
2003	$821	-2.0%
2004	$803	-2.2%
2005	$810	0.9%
2006	$805	-0.6%

RENTS ARE MOST AFFORDABLE IN SOUTH KING COUNTY

- 2006 median rents are lowest in South King County while rents in the Rural Area are the highest according to a recent analysis completed by Dupre + Scott Apartment Advisors. The following table indicates that 75% of units in South King County are affordable to households earning less than 50% of median income while only 4.1% are similarly affordable in Rural Areas.

Complex Size: All Buildings (2006)

% of Surveyed Rentals Falling into Household Income Segments: By Region

	<30%	30-49%	50-79%	80-99%	100%+	Units Svyed	Median Rent
Total Units	**0.0%**	**46.4%**	**46.8%**	**4.5%**	**2.2%**	**117,117**	**$805**
Cumulative		***46.5%***	***93.2%***	***97.8%***	***100.0%***		
East King Co		14.6%	75.6%	7.6%	2.2%	30,750	**$943**
Rural		4.1%	67.8%	25.5%	2.7%	860	**$1,232**
Rural Cities	0.1%	47.0%	44.8%	7.6%	0.6%	699	**$1,167**
Sea-Shoreline	0.1%	40.1%	49.3%	5.9%	4.7%	40,634	**$800**
South King Co	0.0%	75.3%	24.0%	0.7%	0.1%	44,174	**$718**

Data provided by Dupre + Scott

- At $840, 2006 median rent in King County's urban centers exceeds that of the county median. Intended to accommodate dense commercial activity and housing opportunities, urban centers contain predominantly multifamily housing units. Affordability in urban centers varies greatly, with rents ranging from less that $600 to more than $1,200.

Complex Size: All Buildings (2006)

% of Surveyed Rentals Falling into Household Income Segments: By Urban Center

	<30%	30-49%	50-79%	80-99%	100%+	Units Svyed	Median Rent
Total Units	**0.0%**	**32.8%**	**51.4%**	**9.0%**	**6.7%**	**23,827**	**$840**
Cumulative		***6.5%***	***84.3%***	***93.3%***	***100.0%***		
Auburn		90.9%	9.1%			11	**$550**
Bellevue		5.3%	73.2%	18.2%	3.2%	1,499	**$1,013**
Burien		95.0%	5.0%			383	**$600**
First Hill/ Capitol Hill	0.0%	31.6%	63.8%	4.3%	0.3%	6,924	**$775**
Northgate		53.0%	47.0%			1,445	**$750**
Redmond		0.8%	81.8%	13.2%	4.2%	620	**$1,060**
Renton		17.3%	75.4%	7.3%		313	**$853**
SeaTac		92.8%	7.1%	0.1%		1,950	**$650**
Seattle CBD		9.1%	49.3%	16.8%	24.8%	5,355	**$1,054**
Seattle Center		42.0%	46.5%	7.2%	4.4%	2,014	**$771**
South Lake Union		11.3%	37.7%	39.8%	11.2%	681	**$1,264**
Totem Lake		30.6%	69.4%			824	**$857**
University District	0.2%	49.4%	41.0%	8.8%	0.6%	1,808	**$806**

Data provided by Dupre + Scott

RENTS FOR SINGLE FAMILY HOMES ARE MORE EXPENSIVE THAN RENTS FOR MULTI-FAMILY UNITS

- Rents for single family homes were significantly more expensive than rents for multi-family units. Only 4.1% of single family rental were affordable to households earning less than 50% of median income in 2006 based on research by Dupre + Scott.

King County: % of All Single Family Rentals Surveyed by Income Group by Year

Year		<30%	30-49%	50-79%	80-99%	100%+	Units Svyed	Median Rent
2006	Total Units	0.1%	4.7%	53.7%	27.2%	14.3%	1,697	$1,445
	Cumulative		*5.4%*	*58.5%*	*85.7%*	*100.0%*		
2003	Total Units	0.0%	10.5%	70.1%	14.4%	5.0%	2,026	$1,275
	Cumulative		*10.6%*	*80.7%*	*95.1%*	*100.0%*		
2000	Total Units	0.0%	9.3%	50.4%	27.7%	12.6%	2,309	$1,195
	Cumulative		*9.3%*	*59.7%*	*87.4%*	*100.0%*		

Data provided by Dupre + Scott

Due to a change in the calculation of the 80% median income level in 2000, this group is not directly comparable to the other years shown. Totals may not agree due to rounding. The increase in rentals affordable to lower income groups shown in 2000 and 2003, as well as the median rent, is possibly influenced by participation of two property management firms that handle a large number of rentals in south King County, where rents are lower than in Seattle or the Eastside. Totals may not agree due to rounding.

- Like multi-family rents, single family rents are most affordable in South King County and least affordable in East King County. The median 2006 rent in East King County was $1,650, compared to $1,295 in both South King County and the rural cities.

RENTAL AFFORDABILITY GAP PERSISTS

- Despite gains in the early years of this decade, the gap between median rental price and what a 3-person household earning 30% of median income can afford has returned to 2000 levels.

2000

- Very Low-Income Renters earning 30% of Median Income
- 3 Person Household Size ($17,750)
- 30% of monthly income available for rent

Affordable Rent	Median 2000 Rent	Affordability Gap
$444	$745	($301)

2003

- Very Low-Income Renters earning 30% of Median Income
- 3 Person Household Size ($21,050)
- 30% of monthly income available for rent

Affordable Rent	Median 2003 Rent	Affordability Gap
$526	$795	($269)

2006

- Very Low-Income Renters earning 30% of Median Income
- 3 Person Household Size ($20,100)
- 30% of monthly income available for rent

Affordable Rent	Median 2003 Rent	Affordability Gap
$503	$805	($302)

IMPLICATIONS OF MULTI- FAMILY HOUSING AFFORDABILITY TRENDS:

In the early years of this decade, high vacancy rates eased the pressure on rental prices. As a result, multi-family housing became slightly more affordable. Despite this, very low-income households (and low-income households to a slightly lesser extent) still faced tremendous difficulty in finding and securing affordable housing. Over half of very low income households paid more than half of their income for housing. With vacancy rates again decreasing, renter households may face greater difficulty in securing affordable housing.

While much of the housing stock for the lowest income households must be addressed through the continuing creation of public or non-profit units, efforts to increase the housing affordability of rental housing can be supplemented by the private market through innovative measures such as providing adequate capacity for multi-family development and through the creation of accessory dwelling units.

C. Housing Ownership Affordability Trends

AFFORDABLE OWNERSHIP HOUSING FOR LOW INCOME HOUSEHOLDS IS IN SHORT SUPPLY

- Based upon single family sales data reported to the King County Assessor's Office, only 3.4% of single family home sales were affordable to households earning 80% of median income in 2005.
- In 2005, fewer than 1% of all single family home sales were affordable to households earning 50% of median income. By comparison, almost 35% of multi-family home sales were affordable to households earning 80% of median income. Over 6% of multi-family sales were affordable to households earning 50% of median income.

SALES PRICES CONTINUE TO INCREASE

The 2006 Affordable Housing Benchmarks Report showed median sales prices for all homes continue to increase at an overall rate faster than household incomes.

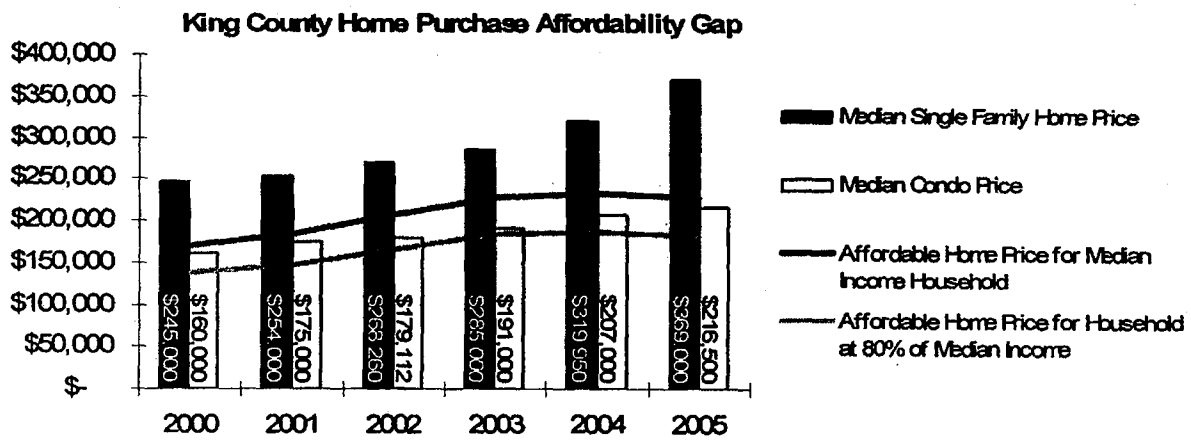
Rate of Increase in Income and Median Home Price

Year	Median Household Income	Annual Percent Increase in Median HH Income	Median Home Price	Annual Percent Increase in Median Home Price
2000	$53,200		$225,000	
2001	$55,900	5.1%	$235,000	4.4%
2002	$58,000	3.8%	$249,000	6.0%
2003	$59,200	2.1%	$265,000	6.4%
2004	$60,400	2.0%	$289,950	9.4%
2005	$60,700	0.5%	$332,000	14.5%

source: 2006 Affordable Housing Benchmark Report

CONDOMINIUMS PROVIDE MORE AFFORDABLE OWNERSHIP OPPORTUNITIES THAN SINGLE FAMILY HOMES

- The graph below illustrates the greater affordability of multi-family housing in King County.



HOMES ARE MOST AFFORDABLE IN SOUTH KING COUNTY

- The median sales price of single family homes in King County was $369,000 in 2005. This was significantly higher than the median multi-family sales price of $216,500. The table below shows the distribution of single family and multi-family home sales in 2005.

Percent of King County Housing Affordable to Moderate- and Low-Income Households (2005)									
	Single Family Sales			Condo/Townhome Sales			Rental Units		
	Total	Percent Affordable by Income Category		Total	Percent Affordable by Income Category		Est. Total	Percent Affordable by Income Category	
	#	<80%	<50%	#	<80%	<50%	#	<80%	<50%
SEA-SHORE	12,433	2.7%	0.4%	4,443	18.3%	0.6%	156,874	89.2%	39.3%
EAST	8,257	0.8%	0.1%	4,025	29.7%	4.8%	54,444	89.8%	14.5%
SOUTH	9,186	5.9%	0.6%	2,386	67.4%	18.4%	78,848	99.2%	78.9%
RURAL CITIES	1,147	3.4%	0.3%	115	16.5%	3.5%	3,840	94.4%	56.9%
UNINC. KC	8,605	3.9%	0.4%	1,111	47.3%	13.1%	28,857	96.0%	39.4%
KC TOTAL	**39,628**	**3.4%**	**0.4%**	**12,080**	**34.5%**	**6.7%**	**322,862**	**93.2%**	**46.4%**

source: 2006 Affordable Housing Benchmark Report

OWNERSHIP AFFORDABILITY GAP PERSISTS

- The gap between the median sales price of single family homes and what households at median income can afford is returning to historic levels, following greater affordability in the early years of this decade, partly due to favorable interest rates.

Home Purchase Affordability Gap for the Average King County Homebuyer

	Home Price		Affordability Gap	
	Median	Affordable	Dollars	Percentage
1970	$21,700	$26,900	($5,200)	*-19%*
1980	$71,700	$46,600	$25,100	*54%*
1990	$140,100	$95,500	$44,600	*47%*
1970-1990 figures are based on U.S. Census Survey data				
2000	$225,000	$171,000	$54,000	*32%*
2001	$235,000	$184,300	$50,700	*28%*
2002	$249,000	$206,600	$42,400	*21%*
2003	$265,000	$228,600	$36,400	*16%*
2004	$289,950	$233,300	$56,650	*24%*
2005	$332,000	$228,100	$103,900	*46%*
2000-2005 figures are based on King County Recorder data				

source: 2006 Affordable Housing Benchmark Report

IMPLICATIONS OF SINGLE FAMILY HOUSING AFFORDABILITY TRENDS:

Programs to promote home ownership are important to facilitate the ability of those who want to own their own home in achieving this goal. In addition, housing types such as manufactured housing, townhouses, condominium and cottage housing can provide ownership opportunities for households that may otherwise not be able to afford to buy a home.

D. Assisted Housing Trends

ASSISTED HOUSING UNITS CONTINUE TO BE CREATED

- The 2001 King County Benchmarks report estimated a total of 40,000 units in King County with some form of assistance. This estimate represents an increase of 1,400 units from the estimate in 1999 or an increase of 700 units per year.
- The table below shows the number of units created or preserved with CDBG and local public funds by the King County Consortium.

AFFORDABLE HOUSING FUNDED BY KING COUNTY CONSORTIUM

Year	Units funded	% Affordable to HH at or below 30% AMI	% Affordable to HH at 30-50% AMI	% Affordable to HH above 50% AMI
1999	874	32	63	5
2000	617	27	61	12
2001	739	38	51	11
2002	470	34	59	7
2003	767	-	-	-
2004	930	-	-	-
2005	1003	-	-	-

Source: King County Department of Community and Human Services

- Between 1990 and 2003 the King County Consortium funded 4,715 units of affordable housing in 188 projects through various fund sources.

FUNDING FOR ASSISTED HOUSING DEVELOPMENT REMAINS RELATIVELY STABLE

- Overall funding for affordable housing development by the King County Consortium has remained generally stable over the past five years however a decrease in funding is anticipated in CDBG and HOME funds beginning in 2004.
- It is anticipated that funding from the new Regional Affordable Housing Program (RAHP) will provide approximately $2.3 million each year in funding for affordable housing efforts throughout King County.
- Affordable Housing funding by King County and the Small Cities of the Consortium continues to be consistent, however, the contribution of local funds from King County's general fund will decrease significantly in the immediate future.

KING COUNTY & SMALL CITIES FUNDS FOR AFFORDABLE HOUSING

Year	CDBG $ for New Units	CDBG $ for Home Repair	Local Funds for New and Rehab
1998	$ 417,486	$ 1,069,108	$ 2,456,131
1999	$ 368,950	$ 829,222	$ 3,207,799
2000	$ 480,407	$ 850,000	$ 3,664,757
2001	$ 512,500	$ 700,000	$ 2,828,000
2002	$ 546,450	$ 633,500	$ 3,478,161

ADDITIONAL CONSORTIUM FUNDS FOR AFFORDABLE HOUSING

Year	CDBG $ for New Units	CDBG $ for Home Repair	Local Funds for New and Rehab	HOME funds in Consortium
1998	$ 406,375	$ 1,540,630	$ 2,038,400	$ 2.8 million
1999	$ 810,288	$ 1,365,149	$ 1,562,000	$ 1.3 million
2000	$ 428,312	$ 1,465,103	$ 1,975,677	$ 3.2 million
2001	$ 907,000	$ 1,484,888	$ 856,575	$ 4.3 million
2002	$ 1,266,834	$ 1,225,719	$ 1,277,166	$ 3.9 million

ASSISTANCE IS PROVIDED FOR HOMELESS AND SPECIAL NEEDS HOUSEHOLDS

- The King County Consortium has set specific targets for assistance to homeless and special needs households. These targets have helped create several hundred units over the past several years and provided assistance to thousands of households.

CONSORTIUM FUNDS FOR SPECIAL NEEDS AND HOMELESS

Year	Units for Households with Special Needs	Units for Emergency Shelter, Transitional Housing or Permanent Housing for Homeless	HH Provided Emergency Shelter and Transitional Housing Assistance	HH Provided with Homelese Prevention Services
1999	-	66	4,177	199
2000	99	52	5,142	208
2001	69	148	4,538	205
2002	162	123	4,809	206

INCENTIVE PROGRAMS AND OTHER STRATEGIES SUPPLEMENT AFFORDABLE HOUSING EFFORTS

- Jurisdictions including King County support a wide range of incentive programs to support housing affordability. King County provides impact fee waivers and density bonuses for affordable housing development. In addition, surplus property and master planned development provisions of the King County Code provide further support for housing affordability.
- The King County Consortium Consolidated Housing and Community Development Plan 2005-2009 guides the investment of approximately $12 million per year in federal housing and community development funds, and an additional $9 million per year in other federal or related state and local funds, to address housing, homeless and community development needs throughout the King County Consortium. The goals and objectives set forth in this Consolidated Plan for 2005-2009 are:
    - Goal 1: ensure decent affordable housing
    - Goal 2: end homelessness
    - Goal 3: establish and maintain a suitable living environment and economic opportunities for low- and moderate- income persons.
- King County and its jurisdictions continue to work with a variety of partners such as A Regional Coalition for Housing (ARCH), the Housing Development Consortium (HDC), the Housing Partnership, Threshold Housing and the four local Housing Authorities on endeavors including transit oriented development, the Accessory Dwelling Unit Homeowner Packet, demonstration projects and green building initiatives.
- The annual King County Benchmarks Report documents the range of actions supported by King County and other jurisdictions. Further efforts have been documented by the

King County Affordable Housing Bulletin as well as the Housing Toolkit and two Housing Surveys completed for the Growth Management Planning Council of King County.

- The Committee to End Homelessness is currently working on strategies to help resolve issues surrounding the homeless throughout King County.

IMPLICATIONS OF ASSISTED HOUSING TRENDS:

Jurisdictions throughout the King County Consortium continue to dedicate significant resources to affordable housing development and programs. These funds have helped secure hundreds of units for very-low, low and moderate-income households each year. Continued funding of affordable housing is essential to address housing needs that are not being addressed by the private sector. This is especially true for the homeless or those with special needs.

VI. Planning for Future Growth

Housing Capacity Trends

KING COUNTY IS ACHIEVING ITS 20-YEAR HOUSEHOLD GROWTH TARGETS

- The most current housing growth targets, for the period 2001-2022, call for King County's jurisdictions to accommodate 152,000 new households through 2022 within the Urban Growth Area. From 2001 to 2004, jurisdictions have added an average of 10,600 new housing units per year, a rate sufficient to meet the 2022 target.

New Housing Units Permitted in King County, 2001-2004

Subarea	net new units				total permits 2001-2004	2001-2022 adopted household target
	2001	2002	2003	2004		
SeaShore	3,896	3,376	2,697	2,509	12,478	54,699
South King County	1,848	2,295	2,309	1,853	8,305	37,420
East King County	2,630	2,352	2,167	2,938	10,087	40,844
Rural Cities	379	436	376	405	1,596	5,563
Uninc King County	1,844	2,377	3,117	2,573	9,911	13,406
Total	**10,597**	**10,836**	**10,666**	**10,278**	**42,377**	**151,932**

** source: 2005 Land Use Benchmark Report*

- According to the 2007 King County Buildable Lands Report, approximately half of all new units permitted from 2001 to 2005 in the Urban Growth Area were multifamily units. Those 25,000 units represent a decrease in multifamily permits from the 1996-2000 period. However, new multifamily units have become more concentrated in SeaShore during the most recent period, compared to a more even distribution of multifamily permitting among the three large subareas prior to 2001. Conversely, total single family permits, increased over 30% from the 1996-2000 period. Most of that increase happened in the East and South County subareas, which made up 80% of the single family units permitted 2001-2005.

LAND CAPACITY IS ADEQUATE FOR FUTURE GROWTH

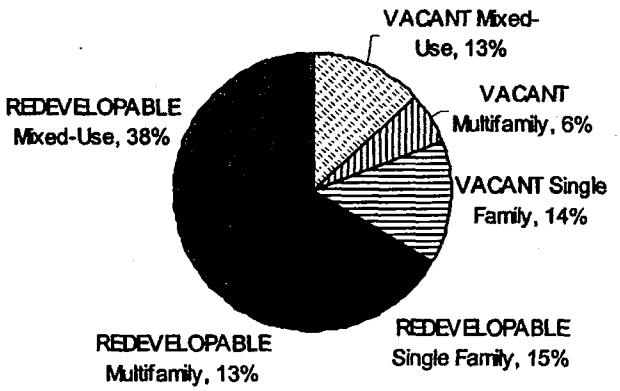
- Based on analysis in the 2007 King County Buildable Lands Report, the King County Urban Growth Area has capacity, based on current plans, for approximately 289,000 additional housing units accommodating an estimated 277,000 additional households—more than twice the capacity needed to accommodate the remainder of the Household Growth Target.
- The residential capacity as of 2006 was slightly greater than the capacity reported for 2001 in the 2002 Buildable Lands Report, despite the consumption of developable land in the intervening years. Among other things, the increase reflects higher realized densities from 2001 to 2005.

Housing Capacity (2006) vs. Household Growth Targets (2006-2022)				
	Development Capacity (2006)		Remaining Target 2006-2022	Surplus/ Deficit Capacity
Subarea	Housing Units	Households		
SeaShore	139,335	132,472	41,841	90,631
South King County	80,279	77,553	28,319	49,295
East King County	58,029	55,719	32,494	23,225
Rural Cities	11,812	11,506	3,698	7,808
Total	289,179	277,248	106,352	170,896

source: 2007 King County Buildable Lands Report

- The graph below shows the proportion of housing capacity in the UGA located on land in single-family, multifamily and mixed-use zones that was identified as either vacant or redevelopable. Overall, one-third of the capacity is on vacant land, two-thirds on redevelopable land. Half of the single-family is on vacant land, half on redevelopable land. Three-quarters of the capacity in mixed-use zones was located on redevelopable parcels.

Housing Capacity on Vacant vs. Redevelopable Land



Source: 2007 King County Buildable Lands Report

ADEQUATE CAPACITY EXISTS FOR AFFORDABLE HOUSING DEVELOPMENT

- Affordable housing can be created through a variety of housing types, however some types such as multi-family (apartments, townhouses, condominium), manufactured homes, group homes and accessory dwelling units will provide the bulk of housing affordable to very-low, low and moderate income households. The King County Countywide Planning Policies indicate that jurisdictions should plan for a number of housing units equal to approximately 40% of its projected net household growth. Capacity in multi-family and mixed-use zones will provide the bulk of capacity for housing development affordable to these households.
- Given the large proportion of the multifamily capacity located in mixed use zones within each sub-area in King County particular care should be taken to support housing development in mixed use zones. This can be supported through efforts such as transit-oriented development and five-story wood frame construction.

RESOURCES AVAILABLE TO ADDRESS THE GOALS OF THE KING COUNTY CONSORTIUM CONSOLIDATED PLAN

Revenue Outlook for 2005-2009: Following is an approximation of the amount that the Consortium will receive on an annual basis through the federal entitlement programs. Amounts can vary from year to year and are subject to annual appropriation by Congress. *Note that these are not the only funds dedicated to the creation and preservation of affordable housing, but are included here as provided by the Consolidated Plan.*

Entitlement Program	Average Amount Per Year
Community Development Block Grant	$7,000,000
HOME Investment Partnership	$4,500,000
American Dream Down Pymt Initiative	$330,000
Emergency Shelter Grant Program	$200,000
Total Federal Entitlement Programs	**$12,030,000**

In addition to the federal entitlement program funds made available to the Consortium, the King County Housing and Community Development Program administers other federal, state and local funds to address the goals established in the Consolidated Plan:

Fund Source	Average Amount Per Year
Housing Opportunity Fund*	$1,000,000
Regional Affordable Housing Program**	$2,300,000
McKinney Homeless Assistance Programs^	
Shelter Plus Care	$4,000,000
Supportive Housing Program	$844,000
Transitional Housing Operative and Rental Assistance Program (THOR) ^^	$1,000,000
Total Other Fund Sources	**$9,144,000**

*This is a local King County fund that is appropriated annually by the Metropolitan King County Council and can vary greatly from year to year. **This is a local fund source that is administered by King County pursuant to an interlocal agreement between the County and the cities that choose to participate, including the City of Seattle. ^McKinney funds are applied for annually in a competitive process. Seattle and King County apply together for the region. ^^State funds for operating support to transitional housing projects that serve homeless families and temporary rental assistance subsidies in private market housing for homeless families.

VII. Conclusions and Refined Strategies

A. Conclusions

- Households have become more diverse throughout King County since 1990. There are a higher percentage of non-family, over-85 and disabled households now and these trends appear to be continuing. The number of elderly will significantly rise over the coming years as the baby boom generation is nearing retirement. Racial and ethnic diversity has increased. In addition, one person and very large households (6 or more persons) have grown faster than the average growth rate. As King County's population has grown, fewer households are earning moderate incomes. These changes in King County's population will create growing demand for a wide variety of housing opportunities to serve King County's population.

- Growth continues to be strong in suburban areas and in urban centers. Half of all growth is in multi-family housing while mobile homes continue to shrink as a percentage of the housing stock. A significant number of homes are lost to redevelopment each year.

- Those earning 80% of median income and higher appear to have adequate affordable rental housing opportunities that will continue to be addressed by the private market. For those near median income, affordable homeownership continues to be a challenge, especially for first-time buyers.

- Housing for those earning between 50% and 80% of median income is primarily provided through private construction of multi-family housing. There appears to be sufficient capacity for multi-family and mixed-use development to serve the housing needs of these households. However, efforts must help ensure that this development is affordable, especially to those in the lower income brackets to minimize the amount that these households overpay for housing.

- Housing for those earning 30% of median income and below is not being adequately provided at affordable prices by the private market. Efforts to increase the supply of housing for this segment of the community through private and public efforts must be increased to reduce the burden of housing costs. This is a challenge in an era of tight budgets. In addition, efforts to prevent or resolve homelessness are particularly critical.

- There is adequate capacity in King County for a full range of housing types that will serve the housing needs of all segments of the community. King County's challenge is in assisting the development of this capacity in a manner that is affordable to the full spectrum of households. King County will continue to exert direct and indirect efforts guided by the King County Countywide Planning Policies, the King County Comprehensive Plan and the Consolidated Housing and Community Development Plan to achieve housing goals.

B. Refined Strategies

RETAIN EXISTING POLICIES

- The 1994 Comprehensive Plan as revised in 2004 provides a wide range of policies to support housing development and affordability. Each of these policies are still important in 2008 and should be retained. .

SUPPLEMENTAL ACTIONS

King County will supplement existing policies to more effectively address several issue areas. Among these refined strategies and policies, King County will:

- **ENCOURAGE AND SUPPORT INNOVATIVE DESIGN STANDARDS IN THE DEVELOPMENT OF AFFORDABLE HOUSING.** Existing policies are modified to reduce parking and open space requirements for affordable housing projects. New policies also promote universal design concepts and support the development of walkable and sustainable projects.

- **INCREASE THE QUANTITY OF AFFORDABLE HOUSING IN KING COUNTY.** Existing policies are strengthened to support Land Trusts, mobile home parks as a source of affordable housing and the use of surplus sites for affordable housing in a manner consistent with the 10 Year Plan to End Homelessness and King County Consortium Consolidated Plan.

- **CREATE MORE OPPORTUNITIES TO DIVERSIFY NEW HOUSING STOCK.** Existing policies are strengthened to promote the development of affordable housing through density bonuses and other incentives. New policies support the increase in development capacity in locations near core transit routes to promote walking and transit use; support employer assisted housing to provide affordable housing to workers living close to their employers; and promote the development in Accessory Dwelling Units in urban residential zones.

- **SUPPLEMENT EFFORTS TO CREATE AFFORDABLE HOUSING FOR LOW INCOME HOUSEHOLDS.** Through modification of policy U-402, King County supports higher income thresholds for incentives to promote affordable rental and ownership housing development and preservation.

- **REDUCE BARRIERS TO AFFORDABLE HOUSING DEVELOPMENT.** New and existing policies seek to minimize, or eliminate where possible, barriers to development; provide expedited building permit and plan reviews; and exempt payment of impact fees to promote development of affordable rental or ownership housing.

These policy revisions will help King County respond to current and foreseen economic and demographic changes that threaten the adequate provision of affordable housing choices for all residents of King County.

16263 Attachment D
2008-124

King County

KING COUNTY COMPREHENSIVE PLAN 2008

Technical Appendix C Transportation

March 1, 2008

King County Department of Development and Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98057-5212
http://www.metrokc.gov/permits/codes/CompPlan/2008/

16263

2008-124

Attachment E



Transportation Needs Report 2008

A Component of the Transportation Element of the King County Comprehensive Plan

Executive Recommended
March 2008

King County
Department of Transportation
Road Services Division

TRANSPORTATION NEEDS REPORT 2008

An Element of the King County Comprehensive Plan

Executive
Recommended
Draft

March 2008

King County
Department of Transportation
Road Sevices Division

King County

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Or on the world wide web at http://www.kingcounty.gov/roads

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Development and Summary Of the TNR

Transportation Needs Report 2008

Executive Recommended Draft
March 2008

Introduction

The Transportation Needs Report (TNR) is a long-term, comprehensive list of recommended improvements to serve unincorporated King County's transportation needs. It includes transportation needs in unincorporated King County and significant projects in cities, adjacent counties, and on state highways. The transportation needs are those currently known (existing) as well as those that are forecast due to regionally-adopted targets for growth and development.

The TNR is a functional plan of the King County Comprehensive Plan. Together with the Roads Six-Year CIP and the Roads annual budget, it fulfills the requirement of growth management legislation (RCW 36.70A.070) for a transportation capital facilities plan element of the King County comprehensive plan. The TNR was prepared consistent with all requirements of growth management legislation including:

1. It is based on the land use element of the comprehensive plan.
2. Its list of transportation needs and recommended improvements was developed using travel demand forecasts that are based on the regionally-adopted growth targets.
3. It includes a financial analysis that reflects the most recent land use changes, project amendments, costs, and financial revenue assumptions.

The TNR horizon year is 2022, which is consistent with regionally-adopted targets for population and employment growth.

The schedule for updating the TNR has been changed to coordinate with major updates to the Comprehensive Plan. Starting with TNR 2004, the update cycle will coincide with the four-year, comprehensive plan major amendment cycles. Beginning with this document, the TNR will be transmitted to Council for adoption with the comprehensive plan amendments instead of following later as has been the custom. If circumstances warrant, interim updates will be developed and transmitted with the annual comprehensive plan technical amendments.

PURPOSE

The TNR serves the following purposes:

Relationship to King County Comprehensive Plan 2004: A primary purpose of the TNR is to fulfill certain requirements of state growth management legislation for comprehensive planning. These requirements as outlined in state legislation (RCW 36.70A.070 (6)) are:

1. Specific actions and requirements for bringing into compliance locally-owned transportation facilities or services that are below an established level of service standard;
2. Forecasts of traffic for at least ten years based on the adopted growth targets and land use plan to provide information on the location, timing, and capacity needs of future growth;

3. Identification of state and local system needs to meet current and future demands;
4. An analysis of funding capability to judge needs against probable funding resources;
5. A multiyear financing plan based on the needs identified;

The TNR needs list and financial analysis fulfill these requirements. The needs list was developed using forecasts of traffic for the 2022 horizon year based on regionally-adopted growth targets and the land use element of the King County Comprehensive Plan 2004.

Transportation Planning and Funding: The TNR helps King County make decisions on planning and funding of transportation improvements. It provides guidance based on policies, strategies, and actions set forth in the comprehensive plan and the Roads Strategic Plan. It follows established processes linking land use planning with transportation needs.

The TNR plays a significant role in evaluating the difference between identified transportation needs and future expected revenues for King County. This analysis assesses the County's ability to keep pace with the demands of growth and assists in developing financial strategies to deal with unmet needs.

Coordination: The TNR helps to coordinate transportation improvements connecting King County with other jurisdictions including the Washington State Department of Transportation (WSDOT), adjacent cities, and counties. It also helps coordination between different divisions of the King County Department of Transportation. By clearly showing the location and scope of intended transportation improvements as well as the priority of these improvements, the TNR provides other jurisdictions with information to use in appropriately coordinating project implementation. Additionally, the private sector development community can use the TNR to identify areas where future growth could be accommodated by improved facilities.

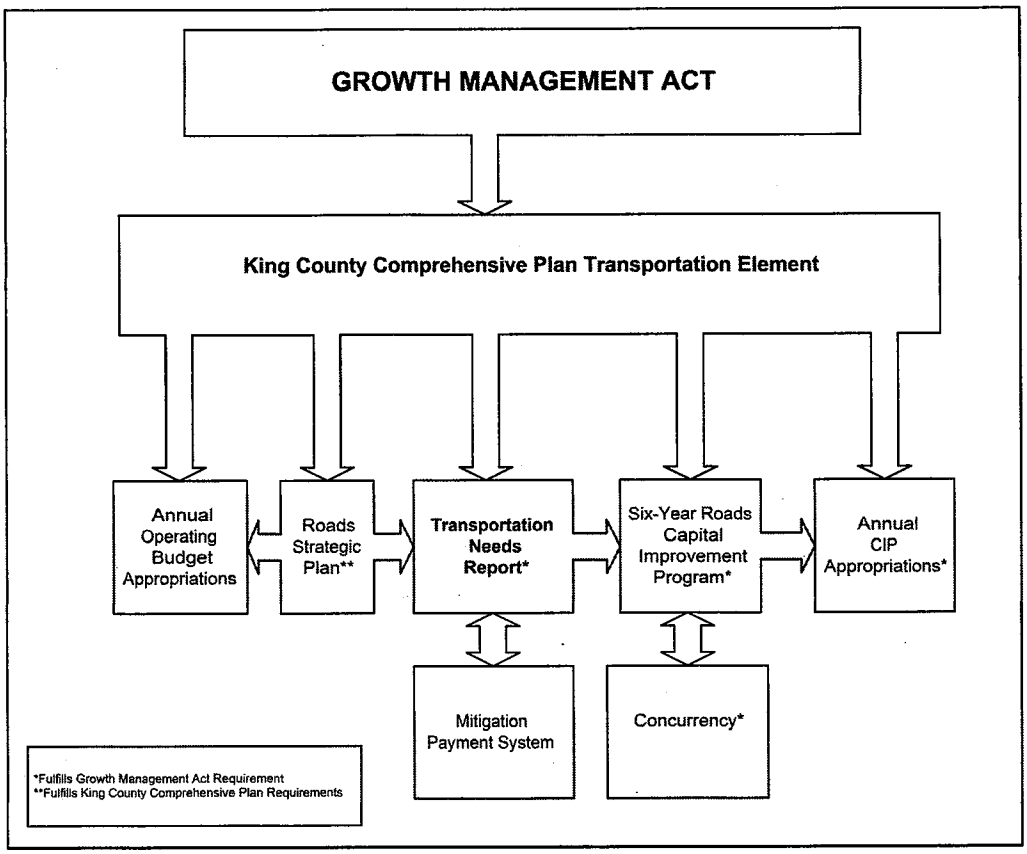
Development Review: The TNR serves as a major source of information in the review of proposed land developments and in determining appropriate mitigation measures required as a condition of new development approval. The County's Mitigation Payment System (MPS) uses the TNR to identify growth projects that will be part of the impact fee system.

Road Vacation: Property owners can petition King County to have portions of the County's unused road rights-of-way sold to them if the property is not needed for current or future transportation purposes. The TNR is used to indicate the location of future projects on the road system in this road vacation process.

PROCESS

The development of the TNR is part of a comprehensive planning process that is guided by state growth management legislation. This process, as depicted in the flow diagram, links the guidance of the King County comprehensive plan and the Roads Strategic Plan with the development of the TNR, the six-year Roads capital improvement program, and the Roads annual budget. The mitigation payment system, which is authorized by growth management legislation and required by King County ordinance, is used to collect impact fees to help build road capacity projects needed to support growth. Projects receiving MPS funding are included in the TNR. The concurrency program, which is required by growth management legislation, tests proposed development to make sure road capacity needed to support future growth will be

available when needed. If a project needed to support the travel needs of a proposed development is included in the Roads six-year capital needs program and if other requirements are met, the proposed development may be granted a concurrency certificate to proceed with permit application.



Development of the TNR 2008

As the Comprehensive Plan undergoes a major update each four years, a major TNR effort will accompany this work. In the two year mid period, the TNR will be limited to technical updates.

For this update to the TNR, the following changes were incorporated and itemized into the TNR 2008.

Vulnerable Road Segments

The Roads Services Division instituted the Vulnerable Roadway Segments (VRS) study in 2005 to identify and address specific roadway funding needs throughout the County. A vulnerable road segment was defined as a road segment that requires abnormally expensive and/or frequent repairs. This includes roads with failing retaining walls, seawalls, roads with chronic settlement problems, or roadways close to rivers with repetitive erosion problems. Most VRS projects were added to the TNR in 2006, but the last part of the analysis was completed after the TNR went to print. The TNR 2008 includes 18 additional VRS needs. The VRS priority description has also been changed since 2006 and is included in Appendix C.

Countywide Guardrail Program
Following a technical analysis, several dozen guardrail corridors were eliminated from the TNR as no longer meeting guardrail warrants. Other guardrail locations were merged into existing corridors.

TNR Advanced Scoping
The Division undertook a field review of unfunded projects which had previously only undergone planning-level environmental review. The objective was to verify environmental constraints and estimate project costs before projects became candidates for CIP funding. Road Division engineers visited each site and checked for required environmental permits, identified project scope elements and estimated construction costs for approximately three dozen planned projects. A number of projects had a higher calculated cost than had been shown previously, and these projects have been updated in this version.

Capital Project completions
Several dozen projects were completed since the adoption of the Transportation Needs Report 2006, and these completed projects are deleted from the needs list.

Annexations
Cities continue to annex portions of unincorporated King County and when the annexed properties include TNR project locations, they are removed from the County's Transportation Needs Report. The major annexations since 2006 were the Lea Hill and West Hill areas into the City of Auburn and the Benson Hill area into the City of Renton. Together, the projects in the annexed areas totaled 54 planned projects for an estimated cost of $110 million.

Pavement Testing 2007
In the spring of 2007, King County Roads contracted with a private consultant for the purpose of a structural evaluation study of King County pavement sections. Forty three miles of rural roads were sampled to determine what pavement structure should be built to provide 10-, 20-, and 30-year design lives. If pavement sections required more than a two-inch overlay, they were considered substandard and candidates for reconstruction or rehabilitation rather than overlay. From the test results, 24 locations were recommended for road reconstruction rather than overlay treatment. These 24 locations were added to the TNR.

School Pathways Program
The Traffic Engineering Section's School Pathways Program works with the sixteen school districts in unincorporated King County and over 100 public schools benefit from this program. Each school district submits a prioritized list of projects to the Traffic Engineering Section annually. The program implements safe walkway routes for students by constructing pathways, eliminating missing links, and improving existing school walkway facilities along unincorporated county roadways. This TNR contains 20 new school walkway needs and 29 school walkway projects were deleted due to project completion, locations no longer recommended by their school districts or projects annexed to a city.

Financial Analysis and Shortfall

A financial analysis was developed to balance projected needs with anticipated revenue. Revenues were projected to the horizon year for the Road Fund, Federal, State, and MPS revenues. Revenues were adjusted to take into account the recent annexations of Lea Hill and West Hill to Auburn and Benson Hill to Renton. Within the timeframe of the plan, to 2022, all urban annexations were assumed to have occurred.

Projected needs were expressed in constant 2008 dollars and were totaled for the TNR program through the year 2022.

Comparing projected revenues with projected needs reveals a shortfall of $697 million. Summary cost and revenue estimates are included in Appendix D of this document.

The shortfall is calculated by subtracting the total projected needs by total projected revenues for the TNR time period. Recent Transportation Needs Reports show a trend of increasing growth of the financial shortfall:

TNR	Amount of Shortfall
1998	$254 million
1999	$227 million
2000	$292 million
2001	$388 million
2004	$525 million
2006	$572 million
2008	$697 million

The financial shortfall is an indication of King County's ability (or lack of ability) to serve the unincorporated area. This shortfall must be addressed by delaying improvements or by finding new sources of revenue or by some combination of the two strategies.

There are several methods available to address this shortfall. Additional revenue sources could be pursued. Implementation of needed improvements could be phased or delayed. Future development could be delayed, phased, or scaled back to assure the timely availability of needed infrastructure. These and perhaps other strategies will be employed and incorporated into future TNRs, CIPs, and budgets to balance needs with available revenues.

TNR

NEEDS

LIST

NEEDS LIST for the Transportation Needs Report 2008

Needs are divided into chapters based on sub-areas of King County, in the following order:

1) Bear Creek
2) East King County
3) East Sammamish
4) Enumclaw
5) Federal Way
6) North Highline / West Hill
7) Newcastle
8) Northshore
9) Snoqualmie Valley
10) Soos Creek
11) Tahoma/Raven Heights
12) Vashon Island

LEGEND for Needs List

Number - Unique identifier for project
PAA - Potential Annexation Area (urban locations)
Location - Where project is located
Need - The primary purpose of the proposed project

PRIORITIES - determined by individual programs

ITS - Intelligent Transportation Systems
Safety - HAL HARS Signal programs
Bridge - Bridge and structure priorities
Reconst. - Major roadway maintenance
Guardrail - Guardrail installation and repair
Oper. - Traffic-oriented operational improvements
Capacity - Road Widening
Pedestrian - Sidewalks and Walkways

TBD- Priority To Be Determined as future work program item

Other data fields -

Equestrian - "X" indicates the location within the designated "Equestrian Communities" of Rural King County.

Cost-000 - Future cost to King County Road Services Division to complete the proposed project (2008 dollars in thousands)

Comments - Preliminary elements of the proposed project.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Bear Creek														
CORRIDOR: Avondale Rd														
ITS-3	Rural - N/O I-90	Avondale Road ITS Phase 2 From NE 132nd St to Woodinville-Duvall Road	ITS	High									$5,691	Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber connection
OP-INT-70	Rural - N/O I-90	Avondale Rd & Bear Creek Rd	Operations						Medium				$1,197	Realign Intersection--Improve Sight Distance
CP-13	Rural - N/O I-90	Avondale Road NE Ph II From NE 155th St to NE 168th St	Capacity Minor							Medium			$5,382	Widen roadway to 3 lanes including 2 eight foot shoulders and a walkway.
100209	Rural - N/O I-90	Bear Creek Bridge #480A On NE 116th St Crossing Bear Creek	Bridge			High							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100408	Rural - N/O I-90	Avondale Road ITS Phase 1 From Novelty Hill Rd to NE 132nd St	ITS										$1,643	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-16	Rural - N/O I-90	Woodinville-Duvall Rd & Avondale Rd NE	Capacity Major						TBD				$7,141	Widen the intersection for additional turn lanes, signal improvements, illumination, curb, gutter, sidewalks, bike lanes
OP-RD-8	Rural - N/O I-90	Avondale Road Phase III From NE 133rd St To NE 155th St	Capacity Minor						High				$14,420	Widen To Three Lanes--Construct Bridge

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
HAL-11	Rural - N/O I-90	Avondale Road NE & NE 159th St	Safety		Medium								$551	Preliminary suggested scope - Install signal. Add left-turn lane in NB/SB direction.
OP-INT-99	Rural - N/O I-90	Avondale Road & NE 165th St	Operations						Medium				$686	Provide North and South bound Left Turn Lanes
CORRIDOR: Misc														
OP-RD-45	Rural - N/O I-90	232nd Ave NE From NE 142 St To Old Woodinville-Duvall Rd	Capacity Minor						Low			X	$3,466	Reconstruct Roadway
100508	Rural - N/O I-90	Mink Rd From Bear Creek Rd To Woodinville-Duvall Rd	Nonmotorized								TBD	X	$482	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
B-14	Rural - N/O I-90	Paradise Lake Rd From Woodinville-Duvall Rd To County Line	Nonmotorized								TBD	X	$535	Provide Nonmotorized Facility
B-74	Rural - N/O I-90	Bear Creek Rd From Avondale Rd To Seidel Rd	Nonmotorized								TBD	X	$615	Provide Nonmotorized Facility
OP-INT-71	Rural - N/O I-90	Bear Creek Rd & Mink Rd	Operations						Medium				$1,628	Improve Sight Distance--Realign Intersection
GR-60	Rural - N/O I-90	208th Ave NE From NE Union Hill Rd To Novelty Hill Rd	Safety					Medium				X	$26	Construct Guardrail

Number	PAA	Location	Need	Priorities								Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	
CORRIDOR: NE 124 - NE 128 - NE 132													
OP-RD-51	Rural - N/O I-90	NE 133rd St From Bear Creek Rd to UPD W. Boundary	Capacity Minor							Low		$4,327	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-16	Rural - N/O I-90	NE 124th St. ITS Ph II From SR 202 to Avondale Road NE	ITS	Medium								$2,544	Provide Intelligent Transportation System improvements which could include cameras; fiber optic communications; vehicle detection; flood detection
N-89.10	Urban - Not in primary PAAs	172nd Ave NE From Redmond City Limits To NE 138 St	Safety								TBD	$389	Construct Neighborhood Pathway
BR-240A	Rural - N/O I-90	Cottage Lake Creek Bridge #240A On Bear Creek Rd Crossing Cottage Lake Creek	Bridge			High						$2,967	Replace Bridge
OP-INT-82	Rural - N/O I-90	NE 124th St & 162 Pl NE	Operations							Medium		$486	Turn Channels All Legs
BR-333A	Rural - N/O I-90	Bear Creek Bridge #333A On NE 133rd St Crossing Bear Creek	Bridge			High						$3,696	Replace Bridge
OP-RD-52	Rural - N/O I-90	NE 132nd St / NE 128th St From 184 Ave NE to 196 Ave NE	Capacity Minor							Medium		$7,622	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: NE 165 St														
100309	Rural - N/O I-90	Cottage Lake Creek Bridge #52B On NE 165th St Crossing Cottage Lake Creek	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-RD-7	Rural - N/O I-90	NE 165th St From 179 Pl NE To 183 Ave NE	Capacity Minor				Low					X	$3,985	Reconstruct Roadway
CORRIDOR: NE Union Hill Rd														
ITS-11	Rural - N/O I-90	Union Hill Road ITS Ph I From 196th Ave NE to Ames Lake Rd.	ITS	High									$4,091	Provide Intelligent Transportation System improvements which could include fiber optic communications; cameras; speed warning; vehicle detection
RC-44	Rural - N/O I-90	Union Hill Rd From 196 Ave NE to 206 Pl NE	Preservation				Medium						$145	10ft tall wall
B-73	Rural - N/O I-90	Union Hill Rd From 238 Ave NE To Ames Lake-Carnation Rd	Nonmotorized								TBD	X	$1,643	Provide Nonmotorized Facility
OP-RD-5	Rural - N/O I-90	Union Hill Rd From 208 Ave NE To 238 Ave NE	Capacity Minor						High			X	$5,478	Widen Travel Lanes--Pave Shoulders--Provide Equestrian Facility
HARS-23	Rural - N/O I-90	Union Hill Rd From 201st Ave NE To 201st Ave NE	Safety		Low								$2,306	Preliminary suggested scope - Horizontal and vertical realignment.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-952A	Rural - N/O I-90	Evans Creek Bridge #952A On NE Union Hill Rd Crossing Evans Creek	Bridge			High							$3,821	Replace Bridge
101101	Rural - N/O I-90	238th Ave NE & Union Hill Rd	Operations							High			$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-116	Rural - N/O I-90	Union Hill Rd From 238 Ave NE To 258 Ave NE	Reconstruction						Low			X	$1,327	Reconstruct roadway 1.5 miles
RC-51	Rural - N/O I-90	Union Hill Rd From 229 Ave NE to 238 Ave NE	Preservation						Medium				$1,976	20ft wall
SW-51	Rural - N/O I-90	238th Ave NE & NE 63rd PL	Operations	Low									$5,293	Improve intersection
CORRIDOR:	Novelty Hill Rd													
OP-INT-50	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Operations							TBD			$686	Evaluate for turn lanes
HARS-37	Rural - N/O I-90	Novelty Hill Rd From 243 Ave NE To 243rd Ave NE	Safety	Low									$5,817	Preliminary suggested scope - Horizontal and vertical realignment.
ITS-7	Rural - N/O I-90	Novelty Hill Road ITS, Ph I From 208th Ave NE to West Snoqualmie Road	ITS	High									$3,913	Provide Intelligent Transportation System improvements which could include fiber optic communication; signal synchronization; vehicle detection; cameras; pavement sensors; dynamic message signs

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
100992	Rural - N/O I-90	Novelty Hill Rd From Redmond C/L to 244 Ave NE	Capacity Major							High			$83,200	The EIS preferred alternative comprises three roads: Novelty Hill Road to 196th Avenue NE, at which point, the corridor continues southward to NE Union Hill Road. At the intersection of 196th Avenue NE and NE Union Hill Road, the project corridor extends to its western terminus of 192nd Avenue NE and NE Union Hill Road. See the CIP website for detailed project description.
100308	Rural - N/O I-90	Novelty Hill Rd & Redmond Rd	Safety		High								$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100901	Rural - N/O I-90	Novelty Hill Road From Avondale Road to Remond C/L	Capacity Minor							TBD			$966	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-11	Rural - N/O I-90	208th Ave NE & NE Union Hill Rd	Operations						Low				$686	Provide Southbound Right Turn Lane
CORRIDOR: Woodinville-Duvall Rd														
OP-RD-9	Rural - N/O I-90	Old Woodinville-Duvall Rd From Woodinville-Duvall Rd To Woodinville-Duvall Rd	Capacity Minor						Low			X	$4,238	Reconstruct Roadway
CP-12	Rural - N/O I-90	Woodinville-Duvall Rd From 171st Ave NE to Avondale Rd	Capacity Minor							Medium			$9,196	Widen roadway to increase capacity.

Number	PAA	Location	Need	Priorities								Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	
SW-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Safety		Low								$321 Traffic Signal
100106	Rural - N/O I-90	Woodinville-Duvall Rd & Mink Rd NE	Safety						Medium				$207 See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-6	Rural - N/O I-90	Woodinville-Duvall Rd ITS, Phase I From 168th Ave NE to 212th Ave NE	ITS	High									$3,735 Provide Intelligent Transportation System improvements which could include synchronized signals; cameras; vehicle detection; fiber optic communications; dynamic message signs.
OP-INT-63	Rural - N/O I-90	Saybrook Drive NE & Woodinville-Duvall Rd	Operations						TBD				$686 Evaluate for turn lanes
RC-43	Rural - N/O I-90	Woodinville-Duvall Rd From Old Woodinville-Duvall Rd to W. Snoqualmie Valley Rd	Preservation				High						$450 Walls both sides 10ft tall
HAL-35	Rural - N/O I-90	176th Ave NE & Woodinville Duvall Rd	Safety		Low								$585 Preliminary suggested scope - Add left-turn lane in EB/WB directions.
HARS-6	Rural - N/O I-90	Woodinville-Duvall Rd From NE 183 St To 185th Ave NE	Safety		Medium								$1,660 Preliminary suggested scope - Widen road for TWLTL.
100109	Rural - N/O I-90	Woodinville-Duvall Rd & 194th Ave NE	Safety		High								$1,393 See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
B-36.12	Rural - N/O I-90	Woodinville-Duvall Rd From Avondale Rd To SR-203	Nonmotorized								TBD	X	$13,902	Provide Nonmotorized Facility
ITS-13	Rural - N/O I-90	Woodinville-Duvall Rd ITS, Phase II From 212th Ave NE to SR-203	ITS	Medium									$3,735	Provide Intelligent Transportation System improvements which could include cameras; road weather information; data stations; dynamic message signs
101404	Rural - N/O I-90	Woodinville-Duvall Rd & 212th Ave NE	Safety						High				$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: East King County														
CORRIDOR: Misc														
RC-8	Rural - N/O I-90	North Fork Road Shoulder Repair	Reconstruction				High						$115	Long Term Fix which includes rebuilding of shoulder and perhaps installing nails is expensive. Drainage part of job needs done by Fall 2004.
BR-999X	Rural - N/O I-90	Cascade Scenic Highway Bridge #999X On Cascade Scenic Highway Crossing Miller River Slough	Bridge			Medium							$714	Construct short-span bridge
BR-3050A	Rural - S/O I-90	Greenwater River Bridge #3050A SE 496th Pl Crossing Packard Creek	Bridge			Low							$714	Construct short-span bridge

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: East Sammamish														
CORRIDOR: Issaquah-Fall City														
OP-RD-11	Urban - Sammamish PAA	Issaquah-Fall City Rd/Duthie Hill Rd From Klahanie Blvd To 272 Pl SE	Capacity Minor						High			X	$6,330	Provide Left Turn Lane
200108	Rural - N/O I-90	Patterson Creek Bridge #180L On SE 28 St Crossing Patterson Creek	Bridge			High							$2,472	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CP-17	Urban - Sammamish PAA	Issaquah-Fall City Rd Ph III	Capacity Major							High			$16,858	Widen roadway to 5 lanes with curb, gutter and sidewalks
ITS-31	Rural - N/O I-90	Issaquah Fall City Rd ITS From Issaquah-Pine Lake Rd to SR-202	ITS	Low									$4,980	Provide Intelligent Transportation System improvements which could include interconnected signals; fiber optic cable; vehicle detection; pavement sensors, cameras
SPP-4076	Urban - Sammamish PAA	Issaquah-Fall City Rd From 247th Ave SE to Klahanie Dr SE	Nonmotorized								TBD		$500	Construct walkway (South Side)
OP-INT-75	Urban - Not in primary PAAs	Issaquah-Beaver Lake Rd & Duthie Hill Rd	Operations						Low				$336	Traffic Signal
CORRIDOR: Misc														
BR-927B	Rural - N/O I-90	Patterson Creek Bridge #927B	Bridge			High							$3,443	Replace Bridge

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
200406	Rural - N/O I-90	Patterson Creek Bridge #5024A - Short Span - 264 Ave NE & Patterson Creek	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
100509	Rural - N/O I-90	Evans Creek Bridge #578A Redmond-Fall City Rd Crossing Evans Creek	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: NE 50 St														
OP-INT-36	Rural - N/O I-90	Sahalee Way NE & NE 50th St	Operations						TBD				$686	Evaluate for turn lanes
3P-9917	Rural - N/O I-90	NE 50th St From 192 Pl NE to Sahalee Way NE	Nonmotorized								Low		$1,245	Construct AC shoulder (South Side)
RC-35	Rural - N/O I-90	NE 50th St From 214 Ave NE to SR-202	Preservation				Medium						$64	Armor Shoulders @$100/cyd
SW-36	Rural - N/O I-90	Sahalee Way NE & NE 50th St	Safety		Low								$321	Traffic Signal

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Enumclaw														
CORRIDOR: 212 Ave SE														
OP-INT-74	Rural - S/O I-90	218th Ave SE & Green Valley Rd	Operations						Medium				$175	Reconstruct Intersection
GR-42	Rural - S/O I-90	212th Ave SE From Green Valley Rd To SR 410	Safety					High					$117	Construct Guardrail
EN-59	Rural - S/O I-90	212th Ave SE From SE 384 St To SE 358 St	Nonmotorized								TBD		$2,944	Provide Nonmotorized Facility
CORRIDOR: 244 Ave SE														
HAL-12	Rural - S/O I-90	244th Ave SE & SE 400th St	Safety		High								$271	Preliminary suggested scope - Install signal.
3P-0015	Rural - S/O I-90	SE 448th St From 244 Ave SE to Enumclaw City Limits	Nonmotorized								Medium		$264	Construct AC shoulder (North Side)
EN-10.10	Rural - S/O I-90	244th Ave SE From SR-164 To SE 456 St	Nonmotorized								TBD		$281	Provide Nonmotorized Facility
BR-3068	Rural - S/O I-90	Newaukum Creek Bridge #3068	Bridge			Medium							$3,443	Replace Bridge
EN-62	Rural - S/O I-90	244th Ave SE From SR-164 To SE 400 St	Nonmotorized								TBD		$9,146	Provide Nonmotorized Facility
OP-INT-73	Rural - S/O I-90	SE 448th St & 244 Ave SE	Operations						Medium				$122	Turn Channels - East & West Legs

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: 284 Ave SE														
EN-41	Rural - S/O I-90	Veazie-Cumberland Rd/Palmer Rd From SE 386 St To SE 416 St	Nonmotorized								TBD	X	$1,155	Provide Nonmotorized Facility
400210	Rural - S/O I-90	Newaukum Creek Bridge #3040A	Bridge			High							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
EN-80	Rural - S/O I-90	284th Ave SE From SE 416 St To SR-410	Nonmotorized								TBD	X	$751	Provide Nonmotorized Facility
400110	Rural - S/O I-90	284th Ave SE Bridge #3049 284th Ave SE Crossing Boise Creek	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-86	Rural - S/O I-90	284th Ave SE From Mud Mountain Dam Rd To SR-164	Safety					Low					$389	Construct Guardrail
CORRIDOR: Misc														
GR-92	Rural - S/O I-90	228th Ave SE From SE 400th St To SE 452ND St	Safety					Low					$515	Construct Guardrail
GR-96	Rural - S/O I-90	SE 456th Way From 196th Ave SE To 228th Ave SE	Safety					Low					$336	Construct Guardrail
EN-60	Rural - S/O I-90	Enumclaw-Franklin Rd From Franklin-Cumberland To SR-169	Nonmotorized								TBD	X	$2,885	Provide Nonmotorized Facility

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
3P-9983	Rural - S/O I-90	200th Ave SE From SE 400 St to 0.17 miles north	Nonmotorized								Low		$458	Construct gravel shouler (West Side)
GR-84	Rural - S/O I-90	SE 384th St From 160th Pl SE To 212th Ave SE	Safety					Low					$434	Construct Guardrail
BR-3188	Rural - S/O I-90	Newaukum Creek Bridge #3188 On SE 400th St Crossing Newaukum Creek	Bridge			Medium							$4,476	Replace Bridge
GR-104	Rural - S/O I-90	196th Ave SE From SE 400th St To SE 456th St	Safety					Low					$14	Construct Guardrail
GR-47	Rural - S/O I-90	Mud Mountain Rd From SR-410 To SR-410	Safety					Medium					$1,097	Construct Guardrail
BR-3051	Rural - S/O I-90	Boise Creek Bridge #3051 On 276th Ave SE Crossing Boise Creek	Bridge			Medium							$714	Construct short-span bridge
RC-53	Rural - S/O I-90	Mud Mountain Rd at 29000 block	Preservation				Medium						$193	30' High Wall Needed
BR-3060	Rural - S/O I-90	208th Ave SE Bridge #3060 208th Ave SE Crossing drainage ditch	Bridge			Low							$714	Construct short-span bridge
EN-6	Rural - S/O I-90	SE 400th Way From SE 400 St To SE 392 St	Capacity Minor						Medium			X	$1,560	Reconstruct Roadway
BR-3056A	Rural - S/O I-90	SE 408th St Bridge #3056A On SE 408th St Crossing drainage ditch	Bridge			Medium							$714	Construct short-span bridge
BR-3052	Rural - S/O I-90	Boise Creek Bridge #3052 268th Ave SE Crossing Boise Creek	Bridge			Medium							$714	Construct short-span bridge

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
BR-3030	Rural - S/O I-90	SE 380 St Bridge #3030 SE 308th St Crossing slough	Bridge			Low							$714	Construct short-span bridge
400410	Rural - S/O I-90	SE 424th St Bridge #3201 On SE 424th St Crossing Watercress Creek	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: SE 416 St														
400208	Rural - S/O I-90	Newaukum Creek Bridge #3043 On SE 416th St Crossing Newaukum Creek	Bridge			Medium							$554	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
400310	Rural - S/O I-90	Newaukum Creek Bridge #3042 On SE 416th St Crossing Newaukum Creek	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: SE 432 St														
GR-103	Rural - S/O I-90	SE 432nd St From 268th Ave SE To 284th Ave SE	Safety					Low					$150	Construct Guardrail
EN-53	Rural - S/O I-90	SE 432nd St From 284 Ave SE To 268 Ave SE	Nonmotorized								TBD	X	$751	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
County SUBAREA: Federal Way														
CORRIDOR: 51 Ave S														
300311	Urban - E. Federal Way PAA	51st Ave S & S 288th St.	Safety										$857	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-53	Urban - E. Federal Way PAA	48th Ave S & S 288th St	Operations						Low				$686	Evaluate for turn lanes -- Left Turn Lane Eastbound
GR-36	Urban - E. Federal Way PAA	51st Ave S From S 288th St To S 321st St	Safety					High					$56	Construct Guardrail
300611	Urban - E. Federal Way PAA	48th Ave S & S 288th St	Safety		Medium								$803	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
300411	Urban - E. Federal Way PAA	51st Ave S & S 316th St.	Safety										$1,285	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Military Rd S														
OP-INT-10	Urban - E. Federal Way PAA	Military Rd S & S 374 St	Operations						Low				$686	Provide Two Way Left Turn Lane

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SW-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Safety		High								$321	Traffic Signal
300408	Urban - E. Federal Way PAA	Military Rd & S 342nd St	Safety		Medium								$1,393	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-57	Urban - E. Federal Way PAA	Military Rd & S 360th St	Operations						Medium				$686	Evaluate for turn lanes
CP-5	Urban - E. Federal Way PAA	Military Rd S From I-5 to S 272 St	Capacity Major							Low			$5,449	Widen to Four/Five lanes--Construct Curb, Gutter, Sidewalk--Construct Bike Lane
F-66.30	Urban - E. Federal Way PAA	Military Rd S From Peasley Canyon Way S To SR-161	Nonmotorized								TBD		$7,485	Provide Nonmotorized Facility
OP-INT-11	Urban - E. Federal Way PAA	Military Rd & S 320th St	Operations										$437	Add eastbound right turn lane
OP-RD-3	Urban - E. Federal Way PAA	Military Rd S From S 340 St to S 342 St	Operations						TBD				$686	Provide Two Way Left Turn Lane: Left Turn Lane at S 342 St
SW-66	Urban - E. Federal Way PAA	Military Rd S & S Star Lake Rd	Safety		High								$500	Traffic Signal
OP-INT-66	Urban - E. Federal Way PAA	Military Rd S & S Star Lake Rd	Safety										$686	Evaluate to extend turn lanes

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-INT-62	Urban - E. Federal Way PAA	Military Rd & S 342nd St	Operations						TBD				$686	Evaluate for turn lanes
CORRIDOR: Misc														
GR-71	Urban - Not in primary PAAs	28th Ave S From S 348th St To SR 161	Safety					Medium					$17	Construct Guardrail
RC-49	Urban - E. Federal Way PAA	58th Place S./56th Place S. From West Valley Rd to West Valley Rd	Preservation				Medium						$21,424	Major Roadwork Needed, Possible Re-alignement
SPP-4066	Urban - E. Federal Way PAA	28th Ave S From S 349 St to S360 ST	Nonmotorized								TBD		$250	Construct walkway
300110	Urban - E. Federal Way PAA	Star Lake Rd From Military Rd S to 42 Ave S	Nonmotorized								Low		$841	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-10	Urban - E. Federal Way PAA	S 321st St & Peasley Canyon Rd	Operations						High				$686	Reconstruct approaches to meet Road Standards; Lengthen Turn Lanes
OP-INT-11	Urban - Not in primary PAAs	Orillia Road S & S 204th St	Operations						TBD				$686	Evaluate for Turn lanes
SPP-4067	Urban - E. Federal Way PAA	32nd Ave S From S 360 St to S 368 St	Nonmotorized								TBD		$250	Construct walkway
3P-9976	Urban - E. Federal Way PAA	38th Ave S From S 344 St to Fishing Access Rd	Nonmotorized								Low		$190	Construct AC shoulder (West Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
RC-24	Urban - E. Federal Way PAA	S 304th St From 32nd Ave S To 37th Ave S	Preservation				Medium						$187	Armor Shoulders
SPP-4042	Urban - E. Federal Way PAA	38th Ave S From S 304 St to S 307 St	Nonmotorized								Low		$92	Pave shoulders (East Side)
CP-2	Urban - E. Federal Way PAA	S 32nd Ave S Study From S 312th St to Military Road (Federal Way Lead)	Capacity Major							TBD			$0	The City Center Access Project is a safety and mobility project addressing 2004 conditions as well as the city's forecasted 2030 transportation concurrency issues surrounding the South 320th Street and I-5 interchange
SPP-4043	Urban - E. Federal Way PAA	44th Ave S From S 308 St to S 313 St	Nonmotorized								Medium		$58	Pave shoulders (East Side)
3P-9970	Urban - E. Federal Way PAA	34th Ave S From S 288 St to S 298 St	Nonmotorized								Low		$470	Construct sidewalk (West Side)
CP-1	Urban - E. Federal Way PAA	S 312th St Study From 28th Ave S to 51st Ave S (Federal Way Lead)	Capacity Major							TBD			$0	The City Center Access Project is a safety and mobility project addressing 2004 conditions as well as the city's forecasted 2030 transportation concurrency issues surrounding the South 320th Street and I-5 interchange

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Peasley Canyon														
RC-42	Urban - E. Federal Way PAA	Peasley Canyon Way S From S. Peasely Canyon Rd to Military Rd. S	Preservation				High						$514	Retaining wall 10' high
300308	Urban - Not in primary PAAs	Peasley Canyon Rd S & Peasley Canyon Way S	Operations		Medium								$377	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-47	Urban - Not in primary PAAs	Peasley Canyon Rd S & Peasley Canyon Way S	Safety		Low								$720	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-8	Urban - E. Federal Way PAA	Peasley Canyon Road From Military Rd to West Valley Highway	ITS	High									$7,826	Provide Intelligent Transportation System improvements which could include coordinated signals; cameras; vehicle detection
CORRIDOR: S 277 St														
OP-INT-12	Urban - E. Federal Way PAA	40th Ave S & S 272nd St	Operations										$271	Add turn lanes on S 272nd St
300407	Urban - E. Federal Way PAA	S 272nd Way & 55th Ave S.	Safety										$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-8	Urban - E. Federal Way PAA	S 277th St & 55th Ave S	Safety		TBD								$1,000	WB LT pocket

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
300508	Urban - Not in primary PAAs	SE 277th St Bridge #3126 On SE 277th St Crossing Slough	Bridge			Medium							$880	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
300108	Urban - E. Federal Way PAA	S 277th St - ITS From 55 Ave S to SR-167	ITS	High									$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-5	Urban - E. Federal Way PAA	SE 272nd St /S 277th St ITS From Pacific Highway South to 55th Ave SE	ITS	High									$2,668	Provide Intelligent Transportation System improvements which could include fiber optic communication; synchronized signals; cameras; vehicle detection; transit signal priority
CORRIDOR: S 294 ST														
HARS-47	Urban - E. Federal Way PAA	S 288th St From 42 Ave S To 43 Pl S	Safety		Medium								$1,096	Preliminary suggested scope - Widen road for TWLTL and bike lanes.
3P-9971	Urban - E. Federal Way PAA	36th Pl S/ S 294 St/ 45 Pl S From S 298 St to S 288 St	Nonmotorized								Low		$718	Construct sidewalk (West Side)
CORRIDOR: S 360 St														
OP-RD-48	Urban - E. Federal Way PAA	S 360th St From SR-161 to 28th Ave S	Operations						TBD				$3,681	Operational road improvements

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SW-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Safety		High								$321	Traffic Signal
300109	Urban - E. Federal Way PAA	S 360th St From Enchanted Pkwy S to 21 Pl S	Nonmotorized								Medium		$1,018	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-61	Urban - E. Federal Way PAA	28th Ave SE & S 360th St	Operations						Medium				$686	Evaluate for turn lanes
HAL-36	Urban - E. Federal Way PAA	20th Ave S (Milton Rd S) & S 360th St	Safety		Low								$3,219	Preliminary suggested scope - Bring curve up to standards and improve sight distance.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Newcastle														
CORRIDOR: 156 Ave SE														
OP-INT-52	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Operations						TBD				$686	Evaluate for turn lanes
400407	Urban - East Renton PAA	156th Ave SE & SE 142nd PL	Safety		High								$2,272	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-RD-25	Urban - East Renton PAA	154th Pl SE / SE 142 Pl From SE Jones Rd To 156 Ave SE	Capacity Minor						Low				$2,608	Realign Roadway--Widen Roadway
NC-5.40	Urban - East Renton PAA	156th Ave SE From SE 142 Pl To SE 128 St	Nonmotorized								TBD		$468	Provide Nonmotorized Facility
ITS-19	Urban - East Renton PAA	156th Ave SE ITS From SE 128th St to SR 169	ITS	Medium									$184	Provide Intelligent Transportation System improvements which could include cameras; pavement sensors; speed warning system
CORRIDOR: Allen Rd														
NC-103	Urban - Eastgate PAA	Allen Rd (148 SE) North Side From 146 Ave SE To SE 36 St	Nonmotorized								TBD		$112	Provide Nonmotorized Facility
3P-9918	Urban - Eastgate PAA	Allen Rd From 13800 block (city limit) to 146 Ave SE	Nonmotorized								Low		$465	Construct sidewalk (North Side)

Number	PAA	Location	Need	Priorities								Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian / Equestrian		
CORRIDOR: Coal Creek Pkwy													
OP-INT-83	Urban - Not in primary PAAs	Coal Creek Parkway & May Valley Rd	Operations						Medium			$659	Provide Left Turn Lane
200891	Urban - Not in primary PAAs	Coal Creek Parkway From Renton City Limits to SE 72 St	Operations							Medium		$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: May Valley Rd													
OP-RD-24	Rural - S/O I-90	May Valley Rd From Coal Creek Parkway To SR-900	Capacity Minor						Low		X	$15,419	Widen Travel Lanes
OP-RD-26	Rural - S/O I-90	May Valley Road From SR-900 To SE 128 WY	Capacity Minor						Medium		X	$6,040	Reconstruct/Spot Pave Shoulders--Improve Sight Distance
OP-INT-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Operations						TBD			$686	Evaluate for turn lanes
OP-INT-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Operations						TBD			$686	Evaluate for turn lanes
BR-593C	Urban - Not in primary PAAs	May Creek Bridge #593C	Bridge			Medium						$714	Construct short-span bridge
BR-72A	Urban - Not in primary PAAs	May Creek Bridge #72A On 148th Ave SE Crossing May Creek	Bridge			Medium						$714	Construct short-span bridge
SW-29	Rural - S/O I-90	May Valley Rd & SE 128th Way	Safety		Low							$321	Traffic Signal
SW-54	Rural - S/O I-90	148th Ave SE & May Valley Rd	Safety		Low							$344	Traffic Signal

Number	PAA	Location	Need	Priorities								Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	
200308	Rural - S/O I-90	May Creek Bridge #5005 & May Valley Rd over May Creek	Bridge			High						$2,828	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-29	Rural - S/O I-90	May Valley Road ITS From SR 900 to Issaquah Hobart Rd	ITS	Low								$268	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; road weather info system
CORRIDOR: Misc													
3P-0109	Urban - Eastgate PAA	154th Ave SE From SE 39 St to SE 42 St	Nonmotorized								Low	$327	Construct sidewalke (West Side)
ITS-34	Urban - East Renton PAA	164th Ave SE ITS From SE 128th St. to SE May Valley Rd.	ITS	Low								$1,423	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection
3P-0115	Rural - S/O I-90	SE 159th St From 204 Ave SE to 205 Ave SE	Nonmotorized								Low	$75	Construct AC shoulder (North Side)
CORRIDOR: Newport Way													
OP-RD-20	Urban - Eastgate PAA	Newport Way From 138 Ave SE To Eastgate Park Entrance	Capacity Minor							High		$2,345	Provide Left Turn Lane
SPP-4010	Urban - Eastgate PAA	Newport Way From 152 Ave SE to 161 Ave SE	Nonmotorized								Low	$115	Improve pathway (South Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SPP-4009	Urban - Eastgate PAA	Newport Way From 13800 block(Bell. C/L) to 153 Ave SE	Nonmotorized											
OP-INT-84	Urban - Eastgate PAA	Newport Way & 164 Ave SE	Operations								Low		$115	Improve pathway -- North Side and South Side
201407	Urban - Eastgate PAA	Newport Way at 16630	Reconstruction							Low			$1,043	Traffic Signal--Turn Channels All Legs
CORRIDOR: SE 128 St							High						$0	Emergency Sinkhole repair
OP-INT-11	Urban - East Renton PAA	168th Ave SE & SE 128th St	Operations											
HAL-16	Urban - East Renton PAA	160th Ave SE & SE 128th St	Safety		High								$421	Add turn lanes on SE 128th St
OP-RD-21	Urban - Not in primary PAAs	SE 128th St From 168 Ave SE To E OF 169 Ave SE	Capacity Minor										$4,134	Preliminary suggested scope - Add left-turn lane in the WB/EB directions.
ITS-28	Urban - East Renton PAA	SE 128th St. ITS From 148th Ave SE to May Valley Road	ITS	Low					High				$1,147	Improve Sight Distance--Turn Channels
													$4,091	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; synchronize signals; communications

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: North Highline / West Hill														
CORRIDOR: 1 Ave S														
3P-0110	Urban - North Highline PAA	1st Ave S From S 102 St to S 108 St	Nonmotorized								Low		$390	Construct AC shoulder (West Side)
ITS-26	Urban - North Highline PAA	1st Ave S./Myers Way ITS From SW 100th St. to SW 112th St.	ITS	Low									$889	Provide Intelligent Transportation System improvements which could include synchronized signals; transit signal priority; cameras; fiber optic communications
CORRIDOR: 16 Ave SW														
HAL-46	Urban - North Highline PAA	16th Ave SW & SW 107th St	Safety	Medium									$119	Preliminary suggested scope - Upgrade lighting.
H-224	Urban - North Highline PAA	SW 104 St From 17 Ave SW To 28 Ave SW	Nonmotorized								TBD		$472	Provide Nonmotorized Facility
OP-INT-78	Urban - North Highline PAA	16th Ave SW & SW 106 St	Operations						Medium				$238	Provide Left Turn Lane--Pedestrian Crossing Signals
300210	Urban - North Highline PAA	16th Ave SW From SW Roxbury to SW 116th St.	ITS	High									$1,356	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
H-248	Urban - North Highline PAA	SW 104 St From 15 Ave SW To 17 Ave SW	Nonmotorized								TBD		$55	Provide Nonmotorized Facility

				Priorities										
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
H-247	Urban - North Highline PAA	SW 102 St From 11AVE SW To 17 Ave SW	Nonmotorized								TBD		$131	Provide Nonmotorized Facility
CORRIDOR: 76 Ave S														
3P-0004	Urban - West Hill PAA	76th Ave S From S 115 St to S 116 St	Nonmotorized								Low		$69	Construct AC walkway
3P-9939	Urban - West Hill PAA	76th Ave S From S 120 St to S 124 St	Nonmotorized								Low		$195	Construct sidewalk (East Side)
H-254	Urban - West Hill PAA	76th Ave S From S 124 St To S 128 St	Nonmotorized								TBD		$101	Provide Nonmotorized Facility
CORRIDOR: 78 Ave S														
OP-RD-13	Urban - West Hill PAA	78th Ave S From S 112 St To Renton Ave S	Capacity Minor						High				$1,299	Construct Curb, Gutter, Sidewalk
3P-9938	Urban - West Hill PAA	78th Ave S From S 120 St to S 124 St	Nonmotorized								Low		$190	Construct sidewalk (East Side)
SPP-4069	Urban - West Hill PAA	78th Ave S From S 116 St to S 118 St	Nonmotorized								TBD		$100	Improve pathway (West Side)
CORRIDOR: 8 Ave S														
HAL-43	Urban - North Highline PAA	8th Ave SW & SW 108th St	Safety		Low								$291	Preliminary suggested scope - Install signal.
H-251	Urban - North Highline PAA	8th Ave SW From SW 108 St To SW Roxbury St	Nonmotorized								TBD		$2,146	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-RD-12	Urban - North Highline PAA	8th Ave S From S Seatlle City Limit To Glendale Way S/S 112 St	Capacity Minor						Low				$2,952	Widen Roadway
CORRIDOR: Meyers Wy - 1 Ave S														
OP-RD-14	Urban - North Highline PAA	6th Ave S From Glendale Way/S112 St To Myers Way (1 Ave S)	Capacity Minor						Low				$2,166	Widen Roadway
OP-RD-50	Urban - North Highline PAA	1st Ave S. & Seattle C/L to Burien C/L	Operations						TBD				$6,493	Provide curb, gutter, sidewalk, drainage and landscaping
3P-0302	Urban - North Highline PAA	1st Ave S From SW 108 St to SW 112 St	Nonmotorized								Medium		$75	Construct sidewalk (West Side)
CORRIDOR: Military Rd S														
GR-50	Urban - North Highline PAA	Military Rd S From S 120th St To DES MOINES Way S	Safety					Medium					$77	Construct Guardrail
300506	Urban - North Highline PAA	Military Rd S From Des Moines Way To S 116 St	Nonmotorized						Low				$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Misc														
3P-9936	Urban - West Hill PAA	75th Ave S / S 122 St From Renton Ave S to 80 Ave S	Nonmotorized								Low		$310	Construct sidewalk (South Side)
OP-INT-79	Urban - West Hill PAA	87th Ave S & S 124 St	Operations						Low				$279	Realign Intersection

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SPP-4071	Urban - North Highline PAA	Roseberg Ave S/22nd Place S From Military Rd S to Des Moines Mem. Dr. S	Nonmotorized								TBD		$200	Improve walkway
SPP-4072	Urban - North Highline PAA	S 110th St From Roseberg Ave S to 26th Ave S	Nonmotorized								TBD		$75	Construct walkway
SPP-4073	Urban - North Highline PAA	S 124th St From 8 Ave S to Des Moines Mem. Dr. S	Nonmotorized								TBD		$125	Improve walkway
GR-58	Urban - North Highline PAA	SW 107th St From 22nd Ave SW To 12th Ave SW	Safety					Medium					$12	Construct Guardrail
H-250	Urban - North Highline PAA	15 Ave SW - east side From SW 106 St To SW 107 St	Nonmotorized								TBD		$46	Provide Nonmotorized Facility
3P-9944	Urban - North Highline PAA	SW 126th St From 4 Ave SW to Ambaum BLVD SW	Nonmotorized								Low		$465	Construct AC shoulder (South Side)
H-256	Urban - West Hill PAA	S 124th St From 76 Ave SW To Skyway Park	Nonmotorized								TBD		$277	Provide Nonmotorized Facility
3P-9935	Urban - North Highline PAA	Glendale Way S From S 118 St to Des Moines Mem Wy S	Nonmotorized								Low		$155	Construct sidewalk (West Side)
3P-9945	Urban - West Hill PAA	69th Ave S / S 125 St From S 128 St to 70 Pl S	Nonmotorized								Medium		$144	Construct sidewalk (South Side)
OP-INT-77	Urban - North Highline PAA	S 116th St & 24 Ave S	Operations						Medium				$272	Realign Intersection

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
SPP-4077	Urban - North Highline PAA	SW 112th St From Ambaum Blvd SW to 10 Ave SW	Nonmotorized								TBD		$200	Improve walkway
RC-41	Urban - West Hill PAA	68th Ave S From Martin Luther King Way to Renton City Limits	Preservation				Low						$2,037	Walls both sides 20ft tall @$30/psf
3P-9920	Urban - North Highline PAA	28th Ave SW From SW Roxbury St to SW 102 St	Nonmotorized								Low		$166	Construct AC shoulder (East Side)
300197	Urban - North Highline PAA	South Park Bridge #3179 RTID & 14th/16th Ave S.	Bridge			High					Low		$190	Construct sidewalk (South Side)
													$5,868	Bridge cost represents remainder of local share. See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-17	Urban - West Hill PAA	S 132nd St & S Langston Rd	Safety		Medium									
300406	Urban - North Highline PAA	28th Ave SW From SW 110 St to SW 112 St	Nonmotorized										$498	Improve intersection - possible roundabout location
											Low		$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4012	Urban - West Hill PAA	80th Ave S From S 114 St to S 118 St	Nonmotorized											
3P-9922	Urban - North Highline PAA	SW 112th St From 16 Ave SW to 26 Ave SW	Nonmotorized								Low		$29	Improve and widen shoulder (West Side)
											Low		$436	Construct AC shoulder (South Side)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
3P-9928	Urban - North Highline PAA	11th Ave SW From SW 102 St to SW 106 St	Nonmotorized								Low		$236	Construct AC shoulder (East Side)
3P-9934	Urban - North Highline PAA	10th Ave S From S 115 St to S 124 St	Nonmotorized								Low		$580	Construct AC shoulder (East Side)
GR-23	Urban - North Highline PAA	S 116th Way From Des Moines Way S To SR 99	Safety					High					$35	Construct Guardrail
OP-RD-2	Urban - North Highline PAA	Roxbury St From 4th Ave SW to 30th Ave SW	Operations						TBD				$2,000	Widen from 4 to 5 Lanes; Improve Sight Distance
300306	Urban - West Hill PAA	S 128th St From 69 Ave S to 71 Ave S	Nonmotorized								Low		$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4064	Urban - North Highline PAA	26th Ave S From S 111 St north to end	Nonmotorized								TBD		$50	Construct walkway
SPP-4070	Urban - North Highline PAA	Glendale Way S From Myers Wy S to S 112 St	Nonmotorized								TBD		$150	Improve walkway
3P-9929	Urban - North Highline PAA	SW 122th St From 4 Ave SW to Ambaum Blvd SW	Nonmotorized								Low		$436	Construct AC shoulder (North Side)
GR-48	Urban - West Hill PAA	Beacon Coal Mine Rd From S 129th St To S 138th St	Safety					Medium					$16	Construct Guardrail
HARS-29	Urban - North Highline PAA	Des Moines Way S From S 116 St To S 116th St	Safety		Low								$2,427	Preliminary suggested scope - Widen road for TWLTL.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
											TBD		$200	Improve walkway
SPP-4063	Urban - North Highline PAA	14th Ave SW From SW 110 St to SW 116 St	Nonmotorized											
											TBD		$150	Improve walkway
SPP-4062	Urban - North Highline PAA	14th Ave S From S 124 St to S 128th St	Nonmotorized											
											Low		$126	Construct sidewalk (North Side)
3P-9930	Urban - North Highline PAA	SW 112th St From 1 Ave S to 4 Ave SW	Nonmotorized											
CORRIDOR:	Rainier Ave S													
													$2,134	Provide Intelligent Transportation System improvements which could include synchronize signals; vehicle detection; cameras; transit signal priority
ITS-33	Urban - West Hill PAA	Rainier Ave S ITS From Seattle City Limits to Renton City Limits	ITS	Low										
													$686	Evaluate for turn lanes
										TBD				
OP-INT-55	Urban - West Hill PAA	Rainier Ave S & Lakeridge Dr S	Operations											
													$321	Traffic Signal
SW-55	Urban - West Hill PAA	Rainier Ave S & Lakeridge Dr S	Safety		Medium									
CORRIDOR:	Renton Ave S													
													$4,447	Provide Intelligent Transportation System improvements which could include synchronized signals; vehicle detection; cameras; transit signal priority
ITS-12	Urban - West Hill PAA	Renton Ave S ITS From Rainier Ave S to Rainier Ave N	ITS	High										
													$100	Construct Bus Pull-outs
										High				
OP-RD-47	Urban - West Hill PAA	Renton Ave S From 68th Ave S to S 132nd St	Operations											

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-76	Urban - West Hill PAA	Renton Ave S & 76 Ave S	Operations						TBD				$713	Turn Channels - North & South Legs
CORRIDOR: S 112 St - Glendale														
SW-25	Urban - North Highline PAA	8th Ave S & S 112th St	Safety		High								$321	Traffic Signal
3P-0205	Urban - North Highline PAA	4th Pl S From S 112 St to 5 Ave S	Nonmotorized									Low	$46	Construct AC shoulder (West Side)
OP-INT-25	Urban - North Highline PAA	8th Ave S & S 112th St	Operations						TBD				$686	Evaluate for turn lanes
CORRIDOR: SW 98 St														
300607	Urban - West Hill PAA	SW 98th Street From 11 Ave SW to 16 Ave SW	Nonmotorized										$670	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
H-289	Urban - North Highline PAA	SW 98th St From 17 Ave SW To 21 Ave SW	Nonmotorized									TBD	$168	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Northshore														
CORRIDOR: 100 Ave NE														
CP-10	Urban - Kirkland PAA	100th Ave NE From NE139 St to NE 145th St	Capacity Major							Medium			$4,447	Widen roadway to 5 lanes.
SW-38	Urban - Kirkland PAA	100th Ave NE & NE 140th PL	Safety		Medium								$4,151	Traffic Signal
OP-INT-38	Urban - Kirkland PAA	100th Ave NE & NE 140th PL	Operations						TBD				$686	Evaluate for turn lanes
HAL-34	Urban - Kirkland PAA	100th Ave NE & Simmons Rd	Safety		TBD								$2,000	Regrade hill north of intersection to improve sight distance
100210	Urban - Kirkland PAA	100th Ave NE ITS From NE 132nd St. to NE 145th St.	ITS	High									$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-26	Urban - Kirkland PAA	100th Ave NE & NE 137th St	Safety		High								$31	Preliminary suggested scope - Change from protected/permissive to exclusive protected left-turn phase in NB and SB directions.
HAL-30	Urban - Kirkland PAA	100th Ave NE & Juanita-Woodinville Rd	Safety		High								$58	Preliminary suggested scope - Add protected/permissive left-turn phase in SB direction (already exists NB).

Number	PAA	Location	Need	Priorities								Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	
CORRIDOR: 124th Ave NE													
ITS-21	Urban - Kirkland PAA	124th Ave NE ITS From NE 132nd St to NE 160th St.	ITS	Medium								$2,134	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; fiber optic communications
HAL-18	Urban - Kirkland PAA	124th Ave NE & NE 140th St	Safety		Medium							$403	Preliminary suggested scope - Add NB/SB left-turn lane. Addressed in CIP 101296.
CORRIDOR: 146 - 156 - 160 PL NE													
OP-INT-81	Rural - N/O I-90	NE 146th Pl & 155 Ave NE	Operations						High			$698	Reconstruct Intersection--Improve Sight Distance--Provide Equestrian Facility
RC-48	Rural - N/O I-90	146th Pl NE From SR-202 to 155 Ave NE	Preservation						Medium			$107	15ft tall wall
3P-9913	Rural - N/O I-90	168th Ave NE From NE 143 St to NE 145 St	Nonmotorized							Low	X	$264	Construct AC shoulder (West Side)
N-89.50	Rural - N/O I-90	168th Ave NE From NE 143 Pl To NE 140 St	Safety							TBD	X	$162	Construct Neighborhood Pathway
3P-0111	Rural - N/O I-90	NE 145th St From 160 Pl NE to 168 Ave NE	Nonmotorized							Low	X	$396	Construct AC shoulder (North Side)
CORRIDOR: 84 Ave NE													
OP-INT-80	Urban - Kirkland PAA	84th Ave NE & NE 138 St	Operations						Low			$547	Provide Left Turn Lane--Provide Right Turn Lane--Construct Curb, Gutter, Sidewalk

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
N-53.20	Urban - Kirkland PAA	NE 122nd Pl / NE 123 St / 84 Ave N From Juanita Drive To NE 125 Pl	Nonmotorized								TBD		$235	Provide Nonmotorized Facility
3P-0301	Urban - Kirkland PAA	NE 141st St From east of 84 Ave NE	Nonmotorized								Low		$115	Construct sidewalk (South Side)
CORRIDOR: Holmes Pt Dr														
3P-9906	Urban - Kirkland PAA	Holmes Point Dr From Denny Pk (N entrance) to NE 135 PL	Nonmotorized								Low		$780	Construct AC shoulder (East Side)
RC-52	Urban - Kirkland PAA	Holmes Point Drive NE From NE 118 St to NE 116 St	Preservation				Medium						$964	Walls both sides 10ft tall
RC-46	Urban - Kirkland PAA	Holmes Point Drive NE at 144 Ave NE	Preservation				Medium						$161	Wall on downhill side 10ft tall
CORRIDOR: Juanita Dr														
OP-INT-10	Urban - Kirkland PAA	Juanita Drive & NE 80th St/112th Ave NE	Operations						Medium				$686	Provide North and Southbound Left Turn Lanes
HAL-48	Urban - Kirkland PAA	Juanita Drive NE & NE 132nd St	Safety		High								$707	Preliminary suggested scope - Add left-turn lane in the SB direction. Install intersection advance warning flasher on existing intersection-related warning sign on SB approach.
CORRIDOR: Juanita-Woodinville Way														
HARS-43	Urban - Not in primary PAAs	Juanita-Woodinville Way From NE 149th St To 112th Ave NE	Safety		Medium								$1,000	Preliminary suggested scope - Coordinate signals. Add center turn lane.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
N-53.20	Urban - Kirkland PAA	NE 122nd Pl / NE 123 St / 84 Ave N From Juanita Drive To NE 125 Pl	Nonmotorized								TBD		$235	Provide Nonmotorized Facility
3P-0301	Urban - Kirkland PAA	NE 141st St From east of 84 Ave NE	Nonmotorized								Low		$115	Construct sidewalk (South Side)
CORRIDOR: Holmes Pt Dr														
3P-9906	Urban - Kirkland PAA	Holmes Point Dr From Denny Pk (N entrance) to NE 135 PL	Nonmotorized								Low		$780	Construct AC shoulder (East Side)
RC-52	Urban - Kirkland PAA	Holmes Point Drive NE From NE 118 St to NE 116 St	Preservation				Medium						$964	Walls both sides 10ft tall
RC-46	Urban - Kirkland PAA	Holmes Point Drive NE at 144 Ave NE	Preservation				Medium						$161	Wall on downhill side 10ft tall
CORRIDOR: Juanita Dr														
OP-INT-10	Urban - Kirkland PAA	Juanita Drive & NE 80th St/112th Ave NE	Operations						Medium				$686	Provide North and Southbound Left Turn Lanes
HAL-48	Urban - Kirkland PAA	Juanita Drive NE & NE 132nd St	Safety		High								$707	Preliminary suggested scope - Add left-turn lane in the SB direction. Install intersection advance warning flasher on existing intersection-related warning sign on SB approach.
CORRIDOR: Juanita-Woodinville Way														
HARS-43	Urban - Not in primary PAAs	Juanita-Woodinville Way From NE 149th St To 112th Ave NE	Safety		Medium								$1,000	Preliminary suggested scope - Coordinate signals. Add center turn lane.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CP-4	Urban - Not in primary PAAs	Juanita-Woodinville Way NE From 112 Ave NE to I-405	Capacity Major							High			$3,649	HOV highway access
CP-11	Urban - Not in primary PAAs	Juanita-Woodinville Way NE From 112th Ave NE to NE 145th St	Capacity Minor							High			$4,515	Widen the existing road from NE 145th St to 112th Ave NE. Provide curb, gutter, and sidewalk, street lighting, and a traffic signal at NE 145th St.
HARS-28	Urban - Not in primary PAAs	Juanita-Woodinville Way From NE 145 St To NE 147th St	Safety		Medium								$560	Preliminary suggested scope - Widen road for TWLTL.
100110	Urban - Kirkland PAA	Juanita-Woodinville/NE 160th St. ITS From 100th Ave NE to 124th Ave NE	ITS	High									$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Misc														
N-82	Urban - Not in primary PAAs	NE 140th St AND / OR NE 145 St Crossing I-405	Nonmotorized								TBD		$500	Provide Nonmotorized Facility
OP-RD-18	Rural - N/O I-90	NE 175 / NE 172 Pl From 155 Pl NE To Du Rocher Rd (174 NE)	Capacity Minor						High			X	$4,823	Reconstruct Roadway
CP-3	Urban - Not in primary PAAs	Lakepointe Dr - 175th St & 64th-68th/SR-522	Capacity Major							Low			$1,147	King County participation in Road Improvement District (RID)

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
ITS-10	Urban - Kirkland PAA	NE 132nd St From 100th Ave NE to 132nd Ave NE	ITS	High									$2,491	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronize signals; Transit signal priority; cameras; vehicle detection; fiber optic communications
CP-18	Urban - Kirkland PAA	Willows Road Extension From NE 124 St to NE 145 St	Capacity Major							TBD			$19,000	Construct missing arterial link
N-89.40	Rural - N/O I-90	176th Ave NE From Woodinville-Duvall Rd To NE 195 St	Nonmotorized								TBD	X	$192	Construct Neighborhood Pathway
ITS-17	Urban - Kirkland PAA	NE 144th St, ITS From 124th Ave NE to 148th Ave NE	ITS	Medium									$2,313	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; traveler information
3P-9901	Urban - Not in primary PAAs	88th Ave NE From NE 198 St to NE 205 St	Nonmotorized								Low		$626	Construct AC shoulder (East Side)
GR-91	Urban - Kirkland PAA	72nd Ave NE From Juanita Drive NE To end of route	Safety					Low					$147	Construct Guardrail
3P-0107	Urban - Not in primary PAAs	178th Ave NE From NE 131 St to NE 136 St	Nonmotorized								Medium		$63	Construct sidewalk (West Side)
N-89.30	Rural - N/O I-90	Du Rocher Rd From 172 Pl NE To Woodinville-Duvall Rd	Nonmotorized								TBD	X	$450	Provide Nonmotorized Facility



Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-RD-16	Urban - Kirkland PAA	NE 145th St From 100 Ave NE TO Juanita-Woodinville Rd	Capacity Minor						Medium				$3,990	Turn channels at major intersections
OP-RD-17	Urban - Kirkland PAA	90th Ave NE From NE 134 St To NE 138 PL	Capacity Minor						Medium				$2,312	Widen Travel Lanes
3P-9904	Rural - N/O I-90	148th Ave NE From NE 154 St to NE 167 St	Nonmotorized								Low	X	$350	Construct gravel shoulder (East Side)
3P-9903	Rural - N/O I-90	152nd Pl NE / 158 Ave NE From NE 160 St to NE 165 St	Nonmotorized								Low	X	$166	Construct gravel shoulder (West Side)
N-56	Urban - Not in primary PAAs	108 / 112 Pl NE From East Riverside Dr To NE 164 St	Nonmotorized								TBD		$337	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
ITS-10	Urban - Kirkland PAA	NE 132nd St From 100th Ave NE to 132nd Ave NE	ITS	High									$2,491	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronize signals; Transit signal priority; cameras; vehicle detection; fiber optic communications
CP-18	Urban - Kirkland PAA	Willows Road Extension From NE 124 St to NE 145 St	Capacity Major							TBD			$19,000	Construct missing arterial link
N-89.40	Rural - N/O I-90	176th Ave NE From Woodinville-Duvall Rd To NE 195 St	Nonmotorized								TBD	X	$192	Construct Neighborhood Pathway
ITS-17	Urban - Kirkland PAA	NE 144th St. ITS From 124th Ave NE to 148th Ave NE	ITS	Medium									$2,313	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; traveler information
3P-9901	Urban - Not in primary PAAs	88th Ave NE From NE 198 St to NE 205 St	Nonmotorized								Low		$626	Construct AC shoulder (East Side)
GR-91	Urban - Kirkland PAA	72nd Ave NE From Juanita Drive NE To end of route	Safety					Low					$147	Construct Guardrail
3P-0107	Urban - Not in primary PAAs	178th Ave NE From NE 131 St to NE 136 St	Nonmotorized								Medium		$63	Construct sidewalk (West Side)
N-89.30	Rural - N/O I-90	Du Rocher Rd From 172 Pl NE To Woodinville-Duvall Rd	Nonmotorized								TBD	X	$450	Provide Nonmotorized Facility



Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-RD-16	Urban - Kirkland PAA	NE 145th St From 100 Ave NE TO Juanita-Woodinville Rd	Capacity Minor						Medium				$3,990	Turn channels at major intersections
OP-RD-17	Urban - Kirkland PAA	90th Ave NE From NE 134 St To NE 138 PL	Capacity Minor						Medium				$2,312	Widen Travel Lanes
3P-9904	Rural - N/O I-90	148th Ave NE From NE 154 St to NE 167 St	Nonmotorized								Low	X	$350	Construct gravel shoulder (East Side)
3P-9903	Rural - N/O I-90	152nd Pl NE / 158 Ave NE From NE 160 St to NE 165 St	Nonmotorized								Low	X	$166	Construct gravel shoulder (West Side)
N-56	Urban - Not in primary PAAs	108 / 112 Pl NE From East Riverside Dr To NE 164 St	Nonmotorized								TBD		$337	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Snoqualmie Valley														
CORRIDOR: 308 Ave SE														
3P-9941	Rural - N/O I-90	308th Ave SE From SE 64 St to SE 87 Pl	Nonmotorized								Low		$1,147	Construct gravel shoulder (East Side)
GR-66	Rural - N/O I-90	308th Ave SE From SE 87th Pl To SE 64th St	Safety					Medium					$29	Construct Guardrail
CORRIDOR: 428 Ave SE-Reinig Rd														
SQ-29	Rural - N/O I-90	428th Ave SE/NE 12 St From Reinig Rd To North Bend Way	Nonmotorized								TBD	X	$844	Provide Nonmotorized Facility
GR-67	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 428th Ave SE	Safety					Medium				X	$39	Construct Guardrail
RC-37	Rural - N/O I-90	Mill Pond Rd From SE Stearns Rd to SE Reinig Rd	Preservation				Medium						$469	Armor Shoulders @$100/cyd
RC-16	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 396th Dr SE	Preservation				Medium						$294	Armor Shoulders
SQ-2	Rural - N/O I-90	Mill Pond Rd From SR-202 To Reinig Rd	Nonmotorized								TBD		$1,502	Provide Nonmotorized Facility
3P-9942	Rural - N/O I-90	428th Ave SE From SE Reinig Rd to SE 108 St	Nonmotorized								Low	X	$1,245	Construct AC shoulder (West Side)
CORRIDOR: Cedar Falls Rd														
3P-9968	Rural - S/O I-90	Cedar Falls Rd SE From near Rattlesnake Lake	Nonmotorized								Low		$689	Construct AC shoulder (West Side)

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Snoqualmie Valley														
CORRIDOR: 308 Ave SE														
3P-9941	Rural - N/O I-90	308th Ave SE From SE 64 St to SE 87 Pl	Nonmotorized								Low		$1,147	Construct gravel shoulder (East Side)
GR-66	Rural - N/O I-90	308th Ave SE From SE 87th Pl To SE 64th St	Safety					Medium					$29	Construct Guardrail
CORRIDOR: 428 Ave SE-Reinig Rd														
SQ-29	Rural - N/O I-90	428th Ave SE/NE 12 St From Reinig Rd To North Bend Way	Nonmotorized								TBD	X	$844	Provide Nonmotorized Facility
GR-67	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 428th Ave SE	Safety					Medium				X	$39	Construct Guardrail
RC-37	Rural - N/O I-90	Mill Pond Rd From SE Stearns Rd to SE Reinig Rd	Preservation				Medium						$469	Armor Shoulders @$100/cyd
RC-16	Rural - N/O I-90	Reinig Rd From Mill Pond Rd To 396th Dr SE	Preservation				Medium						$294	Armor Shoulders
SQ-2	Rural - N/O I-90	Mill Pond Rd From SR-202 To Reinig Rd	Nonmotorized								TBD		$1,502	Provide Nonmotorized Facility
3P-9942	Rural - N/O I-90	428th Ave SE From SE Reinig Rd to SE 108 St	Nonmotorized								Low	X	$1,245	Construct AC shoulder (West Side)
CORRIDOR: Cedar Falls Rd														
3P-9968	Rural - S/O I-90	Cedar Falls Rd SE From near Rattlesnake Lake	Nonmotorized								Low		$689	Construct AC shoulder (West Side)



Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
3P-9958	Rural - S/O I-90	SE 149th St / 442 Ave SE From 437 Pl SE to 443 Ave SE	Nonmotorized								Low		$482	Construct AC shoulder (North Side)
OP-RD-38	Rural - S/O I-90	436 Ave SE/Cedar Falls Rd From I-90 To Wilderness Rim	Capacity Minor						Medium			X	$7,658	Realign Roadway
CORRIDOR: Fay Rd														
GR-111	Rural - N/O I-90	Fay Road	Safety					TBD					$90	Construct Guardrail
RC-30	Rural - N/O I-90	Fay Road From SR-203 to 302nd Way NE	Preservation				High					X	$331	10ft wall @$30/psf
CORRIDOR: Middle Fork Rd														
SQ-94	Rural - N/O I-90	SE 140th St/Middle Fork Road From North Bend Way To Old Gravel Pit	Nonmotorized								TBD		$1,127	Provide Nonmotorized Facility
RC-45	Rural - N/O I-90	Lake Dorothy Rd At SE Middle Fork Rd	Preservation				Medium						$13,112	Walls both sides 10ft tall
GR-78	Rural - N/O I-90	Middle Fork Rd From 468th Ave SE To 496th Ave SE	Safety					Low					$12	Construct Guardrail
OP-INT-89	Rural - N/O I-90	468th Ave SE & SE 140 St	Operations						Medium				$193	Improve Sight Distance--Realign Intersection
CORRIDOR: Misc														
RC-38	Rural - N/O I-90	NE 100 St From West Snoqualmie Valley Rd to 284 Ave NE	Preservation				Medium						$546	Armor Shoulders @$100/cyd

Number	PAA	Location	Need	Priorities								Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
OP-INT-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Operations						TBD				$321	Evaluate for turn lanes
HAL-38	Rural - N/O I-90	436th Ave SE & SE North Bend W	Safety		Low								$272	Preliminary suggested scope - Install signal (currently No. 56 on signal priority array).
GR-98	Rural - N/O I-90	Fish Hatchery Rd From SR-202 To SR-202	Safety					Low				X	$281	Construct Guardrail
RC-122	Rural - N/O I-90	North Bend Wy From SE Mount Si Rd To 436 Ave SE	Reconstruction				Medium						$502	Reconstruct roadway .27 mile
GR-94	Rural - N/O I-90	NE 124th St From SR 203 To ENDRTE	Safety					Low				X	$254	Construct Guardrail
RC-55	Rural - N/O I-90	Money Creek Rd at Money Creek	Preservation				Low						$643	20ft tall wall
RC-57	Rural - N/O I-90	Old Cascade Highway at Miller River	Preservation				Low						$4,285	Overflow is working as designed
OP-RD-37	Rural - N/O I-90	Tolt Hill Rd From Tolt Hill Bridge To 500' WEST OF SR-203	Capacity Minor						Medium				$1,380	Reconstruct Roadway
GR-82	Rural - N/O I-90	384th Ave SE From SE 92ND St To North Bend Way	Safety					Low					$12	Construct Guardrail
SW-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Safety		Low								$686	Traffic Signal
RC-34	Rural - N/O I-90	284th Ave NE From NE 100 St to NE Carnation Farm Rd	Preservation					Low					$167	Armor Shoulders @$100/cyd

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-INT-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Operations						TBD				$321	Evaluate for turn lanes
HAL-38	Rural - N/O I-90	436th Ave SE & SE North Bend W	Safety		Low								$272	Preliminary suggested scope - Install signal (currently No. 56 on signal priority array).
GR-98	Rural - N/O I-90	Fish Hatchery Rd From SR-202 To SR-202	Safety					Low				X	$281	Construct Guardrail
RC-122	Rural - N/O I-90	North Bend Wy From SE Mount Si Rd To 436 Ave SE	Reconstruction				Medium						$502	Reconstruct roadway .27 mile
GR-94	Rural - N/O I-90	NE 124th St From SR 203 To ENDRTE	Safety					Low				X	$254	Construct Guardrail
RC-55	Rural - N/O I-90	Money Creek Rd at Money Creek	Preservation				Low						$643	20ft tall wall
RC-57	Rural - N/O I-90	Old Cascade Highway at Miller River	Preservation				Low						$4,285	Overflow is working as designed
OP-RD-37	Rural - N/O I-90	Tolt Hill Rd From Tolt Hill Bridge To 500' WEST OF SR-203	Capacity Minor						Medium				$1,380	Reconstruct Roadway
GR-82	Rural - N/O I-90	384th Ave SE From SE 92ND St To North Bend Way	Safety					Low					$12	Construct Guardrail
SW-43	Rural - N/O I-90	Meadowbrook Way & North Bend Way	Safety		Low								$686	Traffic Signal
RC-34	Rural - N/O I-90	284th Ave NE From NE 100 St to NE Carnation Farm Rd	Preservation				Low						$167	Armor Shoulders @$100/cyd

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
GR-28	Rural - N/O I-90	David Powell Rd From Preston-Fall City Rd SE To End of route	Safety					Low					$172	Construct Guardrail
3P-9915	Rural - N/O I-90	Big Rock Rd From Batten Rd NE to 296 Ave NE	Nonmotorized								Medium	X	$390	Construct AC shoulder (North Side)
OP-RD-4	Rural - N/O I-90	Ames Lake Rd From Union Hill To SR-202	Capacity Minor						Medium				$7,731	Realign Roadway--Widen Travel Lanes--Pave Shoulders
RC-19	Rural - N/O I-90	North Fork Rd SE From Wagners Bridge To Wagners Bridge	Preservation				Medium						$80	Construct 10ft wall
BR-122N	Rural - N/O I-90	Tate Creek Bridge #122N On SE 73RD St Crossing TATE Creek	Bridge			High							$1,939	Replace Bridge
OP-RD-46	Rural - N/O I-90	Stossell Creek Way From Swan Mill Road to the Snohomish County Line	Operations						TBD				$428	Environmental improvements to road to improve habitat and reduce maintenance costs
SQ-26	Rural - N/O I-90	Carnation Farm Rd From NE 80 St To SR-203	Nonmotorized								TBD		$7,030	Provide Nonmotorized Facility
BR-909B	Rural - S/O I-90	Clough Creek (Kimball Creek) Bridge #909B SE 141st St Crossing Clough Creek	Bridge			Medium							$714	Construct short-span bridge
SPP-4074	Rural - N/O I-90	SE 140 St / SE Middlefork Rd From 463 Ave SE to #46910	Nonmotorized								TBD		$200	Construct walkway (North Side)
BR-1086B	Rural - N/O I-90	Coal Creek Bridge #1086B On 378th Ave SE Crossing Coal Creek	Bridge			Low							$714	Construct short-span bridge

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-5034A	Rural - N/O I-90	Lake Joy Bridge #5034A	Bridge			Low							$714	Construct short-span bridge
200312	Rural - N/O I-90	Fish Hatchery Bridge #61B SE Fish Hatchery Rd Crossing drainage ditch	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-359C	Rural - N/O I-90	Lake Dorothy Overflow Bridge #359C SE Lake Dorothy Rd Crossing Overflow	Bridge			Low							$714	Construct short-span bridge
CORRIDOR: Mt. Si Rd														
OP-RD-39	Rural - N/O I-90	Mt Si Rd From 452 Ave SE To 800' E	Capacity Minor						Low				$388	Realign Roadway
SQ-93	Rural - N/O I-90	Mt Si Rd From North Bend Way To NW Corner of Section 8	Nonmotorized								TBD		$3,381	Provide Nonmotorized Facility
OP-INT-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Operations						TBD				$686	Evaluate for turn lanes
GR-75	Rural - N/O I-90	Mt Si Rd From SE North Bend Way To End of route	Safety					Low					$12	Construct Guardrail
SW-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Safety		Low								$321	Traffic Signal
CORRIDOR: NE 80 St														
RC-36	Rural - N/O I-90	NE 80th St From West Snoqualmie Valley Rd to Ames Lake-Carnation Rd	Preservation				Medium						$1,220	Armor Shoulders @$100/cyd

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-5034A	Rural - N/O I-90	Lake Joy Bridge #5034A	Bridge			Low							$714	Construct short-span bridge
200312	Rural - N/O I-90	Fish Hatchery Bridge #61B SE Fish Hatchery Rd Crossing drainage ditch	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-359C	Rural - N/O I-90	Lake Dorothy Overflow Bridge #359C SE Lake Dorothy Rd Crossing Overflow	Bridge			Low							$714	Construct short-span bridge
CORRIDOR: Mt. Si Rd														
OP-RD-39	Rural - N/O I-90	Mt Si Rd From 452 Ave SE To 800' E	Capacity Minor						Low				$388	Realign Roadway
SQ-93	Rural - N/O I-90	Mt Si Rd From North Bend Way To NW Corner of Section 8	Nonmotorized								TBD		$3,381	Provide Nonmotorized Facility
OP-INT-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Operations						TBD				$686	Evaluate for turn lanes
GR-75	Rural - N/O I-90	Mt Si Rd From SE North Bend Way To End of route	Safety					Low					$12	Construct Guardrail
SW-44	Rural - N/O I-90	Mt Si Rd & 432nd Ave SE	Safety		Low								$321	Traffic Signal
CORRIDOR: NE 80 St														
RC-36	Rural - N/O I-90	NE 80th St From West Snoqualmie Valley Rd to Ames Lake-Carnation Rd	Preservation				Medium						$1,220	Armor Shoulders @$100/cyd

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
OP-RD-40	Rural - N/O I-90	NE 80th St From West Snoqualmie Valley Rd To Ames Lake Rd	Capacity Minor						Low				$3,619	Reconstruct Roadway
CORRIDOR: NE Cherry Valley Rd														
SQ-70	Rural - N/O I-90	Kelly Rd From Cherry Valley Rd To Big Rock Rd	Nonmotorized								TBD	X	$1,971	Provide Nonmotorized Facility
BR-5007	Rural - N/O I-90	Kelly Rd Bridge #5007 On Kelly Rd NE Crossing drainage ditch	Bridge			Medium							$714	Construct short-span bridge
3P-9916	Rural - N/O I-90	322nd Ave NE From NE Big Rock Rd to NE 130 St	Nonmotorized								Medium	X	$458	Construct gravel shoulder (West Side)
CORRIDOR: Neal Rd SE														
RC-40	Rural - N/O I-90	Neal Rd SE From SR-203 to SR-203	Preservation				Low						$1,028	Armor Shoulders @$100/cyd
RC-7	Rural - N/O I-90	Neal Rd SE Sinkhole Repair	Reconstruction				High						$287	Work with WSDOT to realign road. Other possiblity includes vacating road.
200112	Rural - N/O I-90	C.W. Neal Road Bridge #249B On C.W. Neal Rd Crossing drainage ditch	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
200207	Rural - N/O I-90	C.W. Neal Bridge #249A	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
200212	Rural - N/O I-90	C.W. Neal Road Bridge #249C On C.W. Neal Rd Crossing drainage ditch	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Preston-Fall City Rd														
SQ-12.10	Rural - N/O I-90	Preston-Fall City Rd From SR-202 To I-90	Nonmotorized								TBD		$17,000	Provide Nonmotorized Facility
BR-186J	Rural - N/O I-90	Fire Station Bridge #186J On Preston-Fall City Rd Crossing Unimproved undercrossing	Bridge			High							$714	Construct short-span bridge
OP-INT-65	Rural - N/O I-90	Preston-Fall City / High Pt Way & SE 82nd St	Safety										$1,500	Evaluate for turn lanes, widening or realignment
GR-13	Rural - N/O I-90	316th Pl SE From SE 86th St To End of route	Safety					Low					$48	Construct Guardrail
SW-65	Rural - N/O I-90	Preston-Fall City / High Pt Way & SE 82nd St	Safety		High								$1,500	Traffic Signal
HARS-39	Rural - N/O I-90	Preston-Fall City Rd SE From 334 Ave SE To 334th Ave SE	Safety		Low								$3,266	Preliminary suggested scope - Realign horizontal curve.
OP-INT-88	Rural - N/O I-90	Preston-Fall City Rd & SE 43 St	Operations						Low				$607	Realign Intersection
ITS-14	Rural - N/O I-90	Preston Fall City Rd ITS From I-90 to SR 202	ITS	Medium									$5,158	Provide Intelligent Transportation System improvements which could include cameras; weather monitoring; vehicle detection

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
				Priorities										
200212	Rural - N/O I-90	C.W. Neal Road Bridge #249C On C.W. Neal Rd Crossing drainage ditch	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Preston-Fall City Rd														
SQ-12.10	Rural - N/O I-90	Preston-Fall City Rd From SR-202 To I-90	Nonmotorized								TBD		$17,000	Provide Nonmotorized Facility
BR-186J	Rural - N/O I-90	Fire Station Bridge #186J On Preston-Fall City Rd Crossing Unimproved undercrossing	Bridge			High							$714	Construct short-span bridge
OP-INT-65	Rural - N/O I-90	Preston-Fall City / High Pt Way & SE 82nd St	Safety										$1,500	Evaluate for turn lanes, widening or realignment
GR-13	Rural - N/O I-90	316th Pl SE From SE 86th St To End of route	Safety					Low					$48	Construct Guardrail
SW-65	Rural - N/O I-90	Preston-Fall City / High Pt Way & SE 82nd St	Safety		High								$1,500	Traffic Signal
HARS-39	Rural - N/O I-90	Preston-Fall City Rd SE From 334 Ave SE To 334th Ave SE	Safety		Low								$3,266	Preliminary suggested scope - Realign horizontal curve.
OP-INT-88	Rural - N/O I-90	Preston-Fall City Rd & SE 43 St	Operations						Low				$607	Realign Intersection
ITS-14	Rural - N/O I-90	Preston Fall City Rd ITS From I-90 to SR 202	ITS	Medium									$5,158	Provide Intelligent Transportation System improvements which could include cameras; weather monitoring; vehicle detection

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
				Priorities										
CORRIDOR: Upper Preston Rd														
GR-109	Rural - N/O I-90	Upper Preston Road	Safety					TBD					$30	Construct Guardrail
BR-1239A	Rural - N/O I-90	Upper Preston Bridge #1239A On Upper Preston Rd Crossing Echo Lake Creek	Bridge			Medium							$3,936	Replace Bridge
RC-33	Rural - N/O I-90	Upper Preston Rd From SE 97th St to SE 97th St	Preservation				High						$268	30ft wall @$30/psf
CORRIDOR: W Snoqualmie River Rd														
RC-32	Rural - N/O I-90	Tolt Hill Rd From Tolt Hill Bridge to SR-203	Preservation				Medium						$103	Armor Shoulders @$100/cyd
200306	Rural - N/O I-90	Patterson Creek Bridge #344A - Short Span -- SE 24th St & Patterson Creek	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-80	Rural - N/O I-90	West Snoqualmie River Rd From SE 24th St To Tolt Hill Rd	Safety					Low					$79	Construct Guardrail
200412	Rural - N/O I-90	312th Ave SE Bridge #228F On West Snoqualmie River Rd Crossing drainage ditch	Bridge			Low							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
201207	Rural - N/O I-90	308th Ave SE Bridge #344B On 308th Ave SE Crossing Patterson Creek	Bridge			Low							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
ITS-25	Rural - N/O I-90	West Snoqualmie River Road/Tolt Hill Road ITS From WSRR from SE 24th St to Tolt Hill and Tolt from SR-203 to SWRR	ITS	Low									$403	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; pavement condition sensors
BR-916A	Rural - N/O I-90	West Snoqualmie River Rd Bridge #916A West Snoqualmie River Rd Crossing slough	Bridge			Medium							$714	Construct short-span bridge
RC-18	Rural - N/O I-90	West Snoqualmie River Rd From NE Tolt Hill Rd To SE 24th St	Preservation				Medium						$5,715	Armor Shoulders
201107	Rural - N/O I-90	West Snoqualmie Road Bridge #228D On Snoqualmie River Road Crossing drainage ditch	Bridge			Medium							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-44	Rural - N/O I-90	308th Ave SE From SR 202 To SE 40th St	Safety					High				X	$34	Construct Guardrail
RC-17	Rural - N/O I-90	SE 24th St From 309th Ave SE To W. Snoqualmie River Rd	Preservation				Medium						$298	Armor Shoulders
CORRIDOR: W Snoqualmie Valley Rd														
RC-115	Rural - N/O I-90	West Snoqualmie Valley Rd From NE 80 St To Ames Lake Carnation Rd	Reconstruction				High						$823	Reconstruct roadway 1.18 miles
ITS-18	Rural - N/O I-90	West Snoqualmie Valley Rd NE ITS From NE Woodinville Duvall Road to Ames Lake Rd	ITS	Medium									$7,524	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; flood detection; weather monitoring station

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
ITS-25	Rural - N/O I-90	West Snoqualmie River Road/Tolt Hill Road ITS From WSRR from SE 24th St to Tolt Hill and Tolt from SR-203 to SWRR	ITS	Low									$403	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; pavement condition sensors
BR-916A	Rural - N/O I-90	West Snoqualmie River Rd Bridge #916A West Snoqualmie River Rd Crossing slough	Bridge			Medium							$714	Construct short-span bridge
RC-18	Rural - N/O I-90	West Snoqualmie River Rd From NE Tolt Hill Rd To SE 24th St	Preservation				Medium						$5,715	Armor Shoulders
201107	Rural - N/O I-90	West Snoqualmie Road Bridge #228D On Snoqualmie River Road Crossing drainage ditch	Bridge			Medium							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
GR-44	Rural - N/O I-90	308th Ave SE From SR 202 To SE 40th St	Safety					High				X	$34	Construct Guardrail
RC-17	Rural - N/O I-90	SE 24th St From 309th Ave SE To W. Snoqualmie River Rd	Preservation				Medium						$298	Armor Shoulders
CORRIDOR: W Snoqualmie Valley Rd														
RC-115	Rural - N/O I-90	West Snoqualmie Valley Rd From NE 80 St To Ames Lake Carnation Rd	Reconstruction				High						$823	Reconstruct roadway 1.18 miles
ITS-18	Rural - N/O I-90	West Snoqualmie Valley Rd NE ITS From NE Woodinville Duvall Road to Ames Lake Rd	ITS	Medium									$7,524	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; flood detection; weather monitoring station

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
RC-39	Rural - N/O I-90	West Snoqualmie Valley Rd From Snohomish County Line to Ames Lake-Carnation Rd	Preservation				High						$3,021	10ft wall@$30/psf (Length=4700ft)
RC-113	Rural - N/O I-90	West Snoqualmie Valley Rd From NE 124 St To NE Novelty Hill Rd	Reconstruction				Medium						$292	Reconstruct roadway .28 mile
200599	Rural - N/O I-90	Woodinville-Duvall Rd & W. Snoqualmie Valley Rd	Operations						High				$902	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-12	Rural - N/O I-90	NE 124th St & West Snoqualmie Valley Rd	Operations						High				$4,487	Construct right turn pocket and modify existing signalization.
BR-5009B	Rural - N/O I-90	Snoqualmie Valley Rd Bridge #5009B	Bridge			Medium							$714	Construct short-span bridge
B-41	Rural - N/O I-90	Ames Lake-Carnation Rd From Union Hill Rd To NE 80 St	Nonmotorized								TBD		$8,038	Provide Nonmotorized Facility
SQ-27	Rural - N/O I-90	West Snoqualmie Valley Rd From Woodinville-Duvall Rd To Carnation Rd	Nonmotorized								TBD		$27,667	Provide Nonmotorized Facility
CORRIDOR: Woodinville-Duvall Rd														
BR-1136D	Rural - N/O I-90	Woodinville-Duvall Bridges (3 Redecks) #1136D/#1136C/#1136E On Woodinville-Duvall Crossing Duvall Slough	Bridge			High							$1,372	Redeck Bridge(s)

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
200408	Rural - N/O I-90	Duvall Slough #1136B On Woodinville-Duvall Rd Crossing Duvall Slough	Bridge			High							$1,098	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
200408	Rural - N/O I-90	Duvall Slough #1136B On Woodinville-Duvall Rd Crossing Duvall Slough	Bridge			High							$1,098	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.



Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Soos Creek														
CORRIDOR: 124 Ave SE														
SPP-4031	Urban - Kent NE PAA	124th Ave SE From SE 192 St to SE 202 PL	Nonmotorized								Low		$310	enlose ditches and construct raised walkway (East Side)
400206	Urban - Kent NE PAA	124th Ave SE From SE 202 Pl to SE 208 St	Nonmotorized								High		$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-4	Urban - Kent NE PAA	124th Ave SE From SE 192 St to SE 208 St	Reconstruction				High						$1,131	Road Reconstruction
CORRIDOR: 132-140 Ave SE														
300511	Urban - Kent NE PAA	132nd Ave SE & SE 224th St	Safety		Medium								$107	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
ITS-23	Urban - Kent NE PAA	140th Ave SE/132nd Ave SE ITS From SE 240th St. to SE 192nd St.	ITS	Medium									$3,913	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronized signals; cameras; vehicle detection
OP-RD-36	Urban - Kent NE PAA	132 Ave SE Phase IV From SE 224th St To SE 242nd St	Capacity Minor							Low			$8,507	Widen Roadway
OP-RD-43	Urban - Kent NE PAA	132 Ave SE Phase III From SE 208 St To SE 224 St	Capacity Minor							Low			$5,835	Widen Roadway

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
3P-9963	Urban - Kent NE PAA	SE 218th Pl From 132 Ave SE to Soos Creek Elem.	Nonmotorized								Low		$115	Construct AC shoulder (North Side)
OP-INT-18	Urban - Kent NE PAA	132nd Ave SE & SE 224th St	Operations						TBD				$686	Evaluate for turn lanes
400113	Urban - Kent NE PAA	Lake Youngs Way Bridge #3109B SE Lake Youngs Way Crossing Soos Creek	Bridge			Low							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: 148 Ave SE														
OP-INT-10	Rural - S/O I-90	148th Ave SE & SE 308th St	Operations						Low				$686	Improve Sight Distance
OP-INT-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Operations						High				$686	Provide Left Turn Lane Northbound
SC-151	Rural - S/O I-90	SE 224th St From 132 Ave SE To 148 Ave SE	Nonmotorized								TBD	X	$562	Provide Nonmotorized Facility
400109	Rural - S/O I-90	148th Ave SE & SE 224th St	Operations		Medium								$887	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SW-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Safety		Medium								$321	Traffic Signal

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
3P-9963	Urban - Kent NE PAA	SE 218th Pl From 132 Ave SE to Soos Creek Elem.	Nonmotorized								Low		$115	Construct AC shoulder (North Side)
OP-INT-18	Urban - Kent NE PAA	132nd Ave SE & SE 224th St	Operations						TBD				$686	Evaluate for turn lanes
400113	Urban - Kent NE PAA	Lake Youngs Way Bridge #3109B SE Lake Youngs Way Crossing Soos Creek	Bridge			Low							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: 148 Ave SE														
OP-INT-10	Rural - S/O I-90	148th Ave SE & SE 308th St	Operations						Low				$686	Improve Sight Distance
OP-INT-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Operations						High				$686	Provide Left Turn Lane Northbound
SC-151	Rural - S/O I-90	SE 224th St From 132 Ave SE To 148 Ave SE	Nonmotorized								TBD	X	$562	Provide Nonmotorized Facility
400109	Rural - S/O I-90	148th Ave SE & SE 224th St	Operations		Medium								$887	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SW-17	Rural - S/O I-90	148th Ave SE & SE 208th St	Safety		Medium								$321	Traffic Signal

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Lk Holm Rd														
HARS-24	Rural - S/O I-90	Lake Holm Rd From Auburn-Black Diamond Rd To Auburn-Black Diamond Rd	Safety		Medium								$472	Preliminary suggested scope - Curve warning signs/chevrons; centerline RPMs (rumble treatment); improve pavement condition.
OP-RD-44	Rural - S/O I-90	Lake Holm Rd From Near Lake Holm (east)	Capacity Minor						Medium			X	$813	Widen Roadway
ITS-30	Rural - S/O I-90	Lake Holm Rd ITS From 148th Ave SE to Auburn Black Diamond Rd.	ITS Low										$46	Provide Intelligent Transportation System improvements which could include a speed warning system
CORRIDOR: Misc														
300213	Urban - Kent NE PAA	Soos Creek Bridge #3109A SE 216th St Crossing Soos Creek	Bridge			Low							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4057	Urban - Kent NE PAA	S 200th St From 92nd Ave S to 100 Ave SE	Nonmotorized								TBD		$175	Construct raised walkway
SPP-4075	Urban - Kent NE PAA	SE 204th St From 104 Ave SE to 108 Ave SE	Nonmotorized								TBD		$100	Construct raised walkway (North Side)
OP-RD-27	Rural - S/O I-90	164th Ave SE From SE 240 St To SE 248 St	Capacity Minor						Medium			X	$125	Pave Shoulders
HAL-23	Urban - Kent NE PAA	116th Ave SE & SE 223rd Dr	Safety		Medium								$181	Preliminary suggested scope - Add left-turn lane in NB/SB directions.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
GR-88	Rural - S/O I-90	156th Ave SE From SE 240th St To CITY LIMIT	Safety					Low					$12	Construct Guardrail
3P-9966	Urban - Fairwood PAA	Lake Youngs Pipeline Pathway From vicinity of 155 Pl SE	Nonmotorized								Low		$34	Construct AC walkway
3P-9965	Urban - Fairwood PAA	SE 183rd St From 142 Ave SE to 147 Ave SE	Nonmotorized								Low		$219	Construct sidewalk (South Side)
SC-160	Rural - S/O I-90	SE 296th / 148 Ave SE From SR-18 To S.I.R.	Nonmotorized								TBD		$2,493	Provide Nonmotorized Facility
G-16	Urban - Not in primary PAAs	Green River Rd SE From S 258 St To SE 277 St	Nonmotorized								TBD		$8,211	Provide Nonmotorized Facility
300313	Rural - S/O I-90	Soos Creek Bridge #3109 On SE 224th St Crossing Soos Creek	Bridge			High							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-90	Rural - S/O I-90	196th Ave SE & SE 192 St	Operations						Medium				$1,720	Reconstruct Intersection--Improve Sight Distance--Turn Channels
RC-50	Rural - S/O I-90	196th Ave SE From SE 161 St to SE 170 St	Preservation				Medium						$868	Retaining wall 10' high
CORRIDOR: Petrovitsky Rd														
RC-3	Urban - Fairwood PAA	Petrovitsky Rd From 134 Ave SE to 143 Ave SE	Reconstruction				High						$2,302	Road Reconstruction
OP-INT-85	Rural - S/O I-90	Petrovitsky Rd SE & SE 184 St Crossing	Operations						Low				$366	Pedestrian Crossing Signals

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
				Priorities										
GR-88	Rural - S/O I-90	156th Ave SE From SE 240th St To CITY LIMIT	Safety					Low					$12	Construct Guardrail
3P-9966	Urban - Fairwood PAA	Lake Youngs Pipeline Pathway From vicinity of 155 Pl SE	Nonmotorized								Low		$34	Construct AC walkway
3P-9965	Urban - Fairwood PAA	SE 183rd St From 142 Ave SE to 147 Ave SE	Nonmotorized								Low		$219	Construct sidewalk (South Side)
SC-160	Rural - S/O I-90	SE 296th / 148 Ave SE From SR-18 To S.I.R.	Nonmotorized								TBD		$2,493	Provide Nonmotorized Facility
G-16	Urban - Not in primary PAAs	Green River Rd SE From S 258 St To SE 277 St	Nonmotorized								TBD		$8,211	Provide Nonmotorized Facility
300313	Rural - S/O I-90	Soos Creek Bridge #3109 On SE 224th St Crossing Soos Creek	Bridge			High							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
OP-INT-90	Rural - S/O I-90	196th Ave SE & SE 192 St	Operations						Medium				$1,720	Reconstruct Intersection--Improve Sight Distance--Turn Channels
RC-50	Rural - S/O I-90	196th Ave SE From SE 161 St to SE 170 St	Preservation				Medium						$868	Retaining wall 10' high
CORRIDOR:	Petrovitsky Rd													
RC-3	Urban - Fairwood PAA	Petrovitsky Rd From 134 Ave SE to 143 Ave SE	Reconstruction				High						$2,302	Road Reconstruction
OP-INT-85	Rural - S/O I-90	Petrovitsky Rd SE & SE 184 St Crossing	Operations						Low				$366	Pedestrian Crossing Signals

Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
				Priorities										
OP-INT-11	Urban - Fairwood PAA	116th Ave SE & SE Petrovitsky Rd	Operations										$437	Add southbound right turn lane
SW-64	Rural - S/O I-90	Petrovitsky & 162nd Pl SE	Safety		High								$800	Traffic Signal
OP-INT-64	Rural - S/O I-90	Petrovitsky & 162nd Pl SE	Safety										$800	Evaluate for turn lanes or center turn lane
CP-15	Urban - Fairwood PAA	140th Ave SE & Petrovitsky Rd	Capacity Major						TBD				$13,482	Widen all legs of intersection to increase capacity
SW-13	Rural - S/O I-90	Petrovitsky Rd & Sweeney Rd	Safety		Low								$321	Traffic Signal
OP-INT-10	Urban - Fairwood PAA	Petrovitsky Rd & SE 192nd St	Operations						Low				$686	Provide SE Bound Left Turn Lane
OP-INT-13	Rural - S/O I-90	Petrovitsky Rd & Sweeney Rd	Operations						Medium				$686	Evaluate for turn lanes - Northbound Left Turn Lane
CORRIDOR:	SE 192 St													
GR-51	Urban - Not in primary PAAs	SE 192nd St From SR 515 To 148th Ave SE	Safety					Medium					$32	Construct Guardrail
401004	Urban - Fairwood PAA	124th Ave SE & SE 192nd St	Safety		TBD								$4,987	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-42	Urban - Fairwood PAA	129th Pl SE & SE 192nd St	Safety		Medium								$543	Preliminary suggested scope - Add left-turn lane in WB and EB directions.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SC-216	Urban - Kent NE PAA	SE 192nd St & SR-515	Operations						TBD				$3,625	Turn Channels - East & West Legs
3P-0113	Urban - Kent NE PAA	SE 192nd St From 99 Pl S to 102 Ave SE	Nonmotorized								High		$115	Construct AC shoulder (North Side)
CORRIDOR: SE 208-212 St														
ITS-4	Urban - Kent NE PAA	SE 212th Way/SE 208th St ITS From SR 167th Ramps to 132nd Ave SE	ITS	High									$3,024	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronized signals; cameras; vehicle detection
CP-14	Urban - Kent NE PAA	SE 212th Way / SE 208 St From SR-515 To SR-167	Capacity Major							Medium			$34,426	Widen to Six Lanes--Turn Channels--Provide Transit/HOV Preferential Treatment/Operating Improvements--Construct Bike Lane
HARS-33	Urban - Kent NE PAA	SE 208th St From 100 AV SE To 101st Ave SE	Safety		High								$58	Preliminary suggested scope - Adjust signal timing along corridor.
SC-35	Rural - S/O I-90	SE 208th St From 132th Ave SE To 148th Ave SE	Nonmotorized								TBD	X	$281	Provide Nonmotorized Facility
300113	Urban - Kent NE PAA	Soos Creek Bridge #3110 On SE 208 St Crossing Soos Creek	Bridge			High							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-97	Urban - Kent NE PAA	SE 208th St & 105th Pl SE	Safety		TBD								$2,164	Vertical curve not included with CIP project

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SC-216	Urban - Kent NE PAA	SE 192nd St & SR-515	Operations						TBD				$3,625	Turn Channels - East & West Legs
3P-0113	Urban - Kent NE PAA	SE 192nd St From 99 Pl S to 102 Ave SE	Nonmotorized								High		$115	Construct AC shoulder (North Side)
CORRIDOR:	SE 208-212 St													
ITS-4	Urban - Kent NE PAA	SE 212th Way/SE 208th St ITS From SR 167th Ramps to 132nd Ave SE	ITS	High									$3,024	Provide Intelligent Transportation System improvements which could include fiber optic communications; synchronized signals; cameras; vehicle detection
CP-14	Urban - Kent NE PAA	SE 212th Way / SE 208 St From SR-515 To SR-167	Capacity Major							Medium			$34,426	Widen to Six Lanes--Turn Channels--Provide Transit/HOV Preferential Treatment/Operating Improvements--Construct Bike Lane
HARS-33	Urban - Kent NE PAA	SE 208th St From 100 AV SE To 101st Ave SE	Safety		High								$58	Preliminary suggested scope - Adjust signal timing along corridor.
SC-35	Rural - S/O I-90	SE 208th St From 132th Ave SE To 148th Ave SE	Nonmotorized								TBD	X	$281	Provide Nonmotorized Facility
300113	Urban - Kent NE PAA	Soos Creek Bridge #3110 On SE 208 St Crossing Soos Creek	Bridge			High							$72	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
HAL-97	Urban - Kent NE PAA	SE 208th St & 105th Pl SE	Safety		TBD								$2,164	Vertical curve not included with CIP project

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
HAL-31	Urban - Kent NE PAA	110th Ave SE & SE 208th St	Safety		Low								$2,390	Preliminary suggested scope - Regrade roadway to improve sight distance.
SPP-4023	Urban - Kent NE PAA	SE 208th St & 111 Ave SE	Nonmotorized								Low		$115	Construct bus pull-off
HAL-6	Urban - Kent NE PAA	96th Ave S & S 212th Way	Safety		Medium								$467	Preliminary suggested scope - Add right-turn lane.
CORRIDOR:	SE 224 St													
RC-23	Urban - Kent NE PAA	SE 224th St From Soos Creek east to End of Road (1300 ft)	Preservation				Low						$43	Re-grade to end of road and possibly vacate road
SPP-4036	Rural - S/O I-90	SE 224th St From 172 Ave SE to 180 Ave SE	Nonmotorized								Medium	X	$46	Widen walkway
T-113	Rural - S/O I-90	Peter Grubb Rd / SE 232 St From SE 224 St To SR-18	Nonmotorized								TBD	X	$1,464	Provide Nonmotorized Facility
CORRIDOR:	SE 240 St													
SW-56	Rural - S/O I-90	164th Pl SE & SE 240th St	Safety		Medium								$1,577	Traffic Signal
300608	Urban - Not in primary PAAs	Soos Creek Bridge #3106 On SE 244 St Crossing Soos Creek	Bridge			High							$554	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SC-15	Rural - S/O I-90	SE 240th St From 196 Ave SE To SR-18	Nonmotorized								TBD	X	$1,689	Provide Nonmotorized Facility

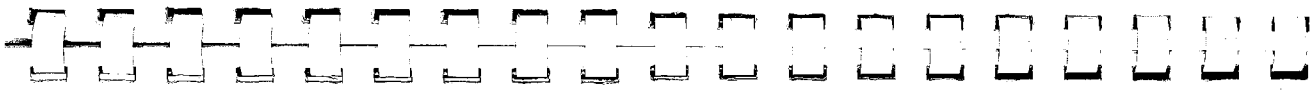
Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4033	Rural - S/O I-90	164th Ave SE From SE 224 St to SE 240 St	Nonmotorized								Low	X	$80	Widen pathway and improve lighting
400108	Rural - S/O I-90	Soos Creek Bridge #3205 On 172nd Ave SE Crossing Soos Creek	Bridge			Low							$554	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4041	Rural - S/O I-90	SE 240th St From 156 Ave SE to 172 Ave SE	Nonmotorized								Medium	X	$22	Widen walkway
SC-91	Rural - S/O I-90	196th Ave SE From SE 240 St To SE 232 St	Nonmotorized								TBD	X	$375	Provide Nonmotorized Facility
OP-INT-56	Rural - S/O I-90	164th Pl SE & SE 240th St	Operations						TBD				$686	Evaluate for turn lanes
SC-28	Rural - S/O I-90	SE 240th St From 148 Ave SE (south side) To 180 Ave SE	Nonmotorized								TBD	X	$1,127	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SPP-4033	Rural - S/O I-90	164th Ave SE From SE 224 St to SE 240 St	Nonmotorized								Low	X	$80	Widen pathway and improve lighting
400108	Rural - S/O I-90	Soos Creek Bridge #3205 On 172nd Ave SE Crossing Soos Creek	Bridge			Low							$554	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
SPP-4041	Rural - S/O I-90	SE 240th St From 156 Ave SE to 172 Ave SE	Nonmotorized								Medium	X	$22	Widen walkway
SC-91	Rural - S/O I-90	196th Ave SE From SE 240 St To SE 232 St	Nonmotorized								TBD	X	$375	Provide Nonmotorized Facility
OP-INT-56	Rural - S/O I-90	164th Pl SE & SE 240th St	Operations						TBD				$686	Evaluate for turn lanes
SC-28	Rural - S/O I-90	SE 240th St From 148 Ave SE (south side) To 180 Ave SE	Nonmotorized								TBD	X	$1,127	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
County SUBAREA: Tahoma/Raven Heights														
CORRIDOR: 276 Ave SE														
SPP-4065	Rural - S/O I-90	276th Ave SE From SE 231 ST to 300' north	Nonmotorized								TBD		$50	Construct pathway (West Side)
OP-INT-45	Rural - S/O I-90	276th Ave SE & SE 216th St	Operations						Medium				$686	Evaluate for turn lanes, realign intersection
SW-45	Rural - S/O I-90	276th Ave SE & SE 216th St	Safety		Medium								$321	Traffic Signal
RC-126	Rural - S/O I-90	276 Ave SE From SE 200 St To SE 216 St	Reconstruction				Medium					X	$1,174	Reconstruct roadway 1.0 mile
RC-127	Rural - S/O I-90	276 Ave SE From SE 216 St To SE Summit Landsburg Rd	Reconstruction				Medium					X	$3,311	Reconstruct roadway 2.59 miles
RC-125	Rural - S/O I-90	276 Ave SE From SR 18 To SE 200 St	Reconstruction				Medium					X	$1,016	Reconstruct roadway 1.18 mile
CORRIDOR: Auburn-Black Diamond Rd														
RC-138	Rural - S/O I-90	Auburn Black Diamond Rd From SE Green Valley Rd To SE Lake Holm Rd	Reconstruction				High					X	$236	Reconstruct roadway .23 mile
RC-137	Rural - S/O I-90	Auburn Black Diamond Rd From SR 18 To SE Green Valley Rd	Reconstruction				High						$212	Reconstruct roadway .18 mile
RC-139	Rural - S/O I-90	Auburn Black Diamond Rd From SE Lake Holm Rd To 148 Way SE	Reconstruction				Medium					X	$3,116	Reconstruct roadway 2.18 miles

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Issaquah-Hobart Rd														
HARS-30	Rural - S/O I-90	Issaquah-Hobart Rd From SE 125 St To SE 127th St	Safety		Medium								$493	Preliminary suggested scope - Widen road for TWLTL.
CP-6	Rural - S/O I-90	Issaquah-Hobart Rd From Issaquah to SR-18	Capacity Major							Low			$79,408	Widen roadway to increase capacity
RC-118	Rural - S/O I-90	Issaquah-Hobart Rd SE From City Limit To SE May Valley Rd	Reconstruction				Medium					X	$593	Reconstruct roadway 1.86 miles
ITS-15	Rural - S/O I-90	Issaquah-Hobart/Front St. ITS From Issaquah City Limits to SR 18	ITS	Medium									$659	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; data stations; message signs; weather station
OP-INT-21	Rural - S/O I-90	Issaquah-Hobart Rd & Mirrormont	Operations						TBD				$321	Evaluate for turn lanes
CP-7	City	Issaquah Bypass Rd & Issaquah-Hobart Rd to Sunset I/C	Capacity Major							TBD			$0	Provide County funding to support cost of constructing City of Issaquah new SE Issaquah Bypass Road.
OP-RD-22	Rural - S/O I-90	May Valley Rd From SE 128 WY To Issaquah-Hobart Rd	Capacity Minor						Medium			X	$7,218	Widen Travel Lanes
RC-121	Rural - S/O I-90	Issaquah-Hobart Rd SE From SE 156 St To SR 18	Reconstruction				High					X	$2,594	Reconstruct roadway 2.27 miles

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Issaquah-Hobart Rd														
HARS-30	Rural - S/O I-90	Issaquah-Hobart Rd From SE 125 St To SE 127th St	Safety		Medium								$493	Preliminary suggested scope - Widen road for TWLTL.
CP-6	Rural - S/O I-90	Issaquah-Hobart Rd From Issaquah to SR-18	Capacity Major							Low			$79,408	Widen roadway to increase capacity
RC-118	Rural - S/O I-90	Issaquah-Hobart Rd SE From City Limit To SE May Valley Rd	Reconstruction				Medium					X	$593	Reconstruct roadway 1.86 miles
ITS-15	Rural - S/O I-90	Issaquah-Hobart/Front St. ITS From Issaquah City Limits to SR 18	ITS	Medium									$659	Provide Intelligent Transportation System improvements which could include cameras; vehicle detection; data stations; message signs; weather station
OP-INT-21	Rural - S/O I-90	Issaquah-Hobart Rd & Mirrormont	Operations						TBD				$321	Evaluate for turn lanes
CP-7	City	Issaquah Bypass Rd & Issaquah-Hobart Rd to Sunset I/C	Capacity Major							TBD			$0	Provide County funding to support cost of constructing City of Issaquah new SE Issaquah Bypass Road.
OP-RD-22	Rural - S/O I-90	May Valley Rd From SE 128 WY To Issaquah-Hobart Rd	Capacity Minor						Medium			X	$7,218	Widen Travel Lanes
RC-121	Rural - S/O I-90	Issaquah-Hobart Rd SE From SE 156 St To SR 18	Reconstruction				High					X	$2,594	Reconstruct roadway 2.27 miles



Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
BR-1384A	Rural - S/O I-90	Fifteen Mile Creek Bridge #1384A On Issaquah-Hobart Rd Over Fifteen Mile Creek	Bridge			High							$4,763	Conduct Feasibility/Needs Study--Replace Bridge
SW-21	Rural - S/O I-90	Issaquah-Hobart Rd & Mirrormont	Safety		Medium								$686	Traffic Signal
RC-120	Rural - S/O I-90	Issaquah-Hobart Rd SE From Cedar Grove Rd To SE 156 St	Reconstruction				High					X	$1,516	Reconstruct roadway 1.2 miles
200208	Rural - S/O I-90	Bandarct Bridge #493B & May Valley over Issaquah Creek	Bridge			High							$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-119	Rural - S/O I-90	Issaquah-Hobart Rd SE From SE May Valley Rd To Cedar Grove Rd	Reconstruction				High					X	$1,766	Reconstruct roadway .98 mile
CORRIDOR: Kent-Black Diamond Rd														
OP-INT-97	Rural - S/O I-90	Thomas Rd & Kent-Black Diamond Rd	Operations						Medium				$706	Realign Intersection
400211	Rural - S/O I-90	Covington Creek Bridge #3084	Bridge			High							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
400511	Rural - S/O I-90	Covington Creek Bridge #3082 Auburn-Black Diamond Road Crossing Covington Creek	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SC-16	Rural - S/O I-90	Kent-Black Diamond Rd From SR-18 To SE Lake Holm Rd	Nonmotorized								TBD	X	$1,878	Provide Nonmotorized Facility
400600	Rural - S/O I-90	Berrydale Overcrossing #3086OX & 290th	Bridge			High							$3,448	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Kent-Kangley Rd														
RC-133	Rural - S/O I-90	Kent Kangley Rd From Landsburg Rd SE To Retreat Kanaskat Rd SE	Reconstruction				Medium					X	$1,770	Reconstruct roadway 1.18 miles
OP-INT-92	Rural - S/O I-90	Kent-Kangley Rd & Kanaskat-Retreat Rd	Operations						High				$1,514	Realign Intersection--Turn Channels
RC-132	Rural - S/O I-90	Kent Kangley Rd From City Limit To Landsburg Rd	Reconstruction				Low					X	$1,756	Reconstruct roadway 1.14 miles
OP-INT-10	Rural - S/O I-90	Kent-Kangley Rd & Ravensdale Rd	Operations						Medium				$686	Provide Turn Channelization: Signal or Roundabout
OP-INT-12	Rural - S/O I-90	Kent-Kangley Rd & Landsburg Rd	Operations		High								$500	Traffic Signal and possible turn channels
GR-49	Rural - S/O I-90	Kent-Kangley Rd From SR 169 To Kanaskat-Kangley Rd	Safety					Medium					$52	Construct Guardrail
T-33	Rural - S/O I-90	Black Diamond-Ravensdale Rd From SR-169 To Kent-Kangley Rd	Nonmotorized								TBD	X	$2,028	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
SC-16	Rural - S/O I-90	Kent-Black Diamond Rd From SR-18 To SE Lake Holm Rd	Nonmotorized								TBD	X	$1,878	Provide Nonmotorized Facility
400600	Rural - S/O I-90	Berrydale Overcrossing #3086OX & 290th	Bridge			High							$3,448	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Kent-Kangley Rd														
RC-133	Rural - S/O I-90	Kent Kangley Rd From Landsburg Rd SE To Retreat Kanaskat Rd SE	Reconstruction				Medium					X	$1,770	Reconstruct roadway 1.18 miles
OP-INT-92	Rural - S/O I-90	Kent-Kangley Rd & Kanaskat-Retreat Rd	Operations						High				$1,514	Realign Intersection--Turn Channels
RC-132	Rural - S/O I-90	Kent Kangley Rd From City Limit To Landsburg Rd	Reconstruction				Low					X	$1,756	Reconstruct roadway 1.14 miles
OP-INT-10	Rural - S/O I-90	Kent-Kangley Rd & Ravensdale Rd	Operations						Medium				$686	Provide Turn Channelization: Signal or Roundabout
OP-INT-12	Rural - S/O I-90	Kent-Kangley Rd & Landsburg Rd	Operations	High									$500	Traffic Signal and possible turn channels
GR-49	Rural - S/O I-90	Kent-Kangley Rd From SR 169 To Kanaskat-Kangley Rd	Safety					Medium					$52	Construct Guardrail
T-33	Rural - S/O I-90	Black Diamond-Ravensdale Rd From SR-169 To Kent-Kangley Rd	Nonmotorized								TBD	X	$2,028	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Lake Sawyer Rd														
OP-RD-41	Rural - S/O I-90	Covington-Lake Sawyer Rd From Thomas Rd To 216 Ave SE	Capacity Minor						Medium			X	$7,733	Realign Roadway
400508	Rural - S/O I-90	Covington-Sawyer Rd From 164 Pl SE to 180 Ave SE	Nonmotorized								High	X	$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9974	Rural - S/O I-90	Covington-Sawyer Rd From east of 181 Ave SE	Nonmotorized								Medium	X	$178	Construct AC shoulder (North Side)
SW-58	Rural - S/O I-90	164th Pl SE & SE Covington-Sawyer Rd	Safety	Medium									$321	Traffic Signal
SW-59	Rural - S/O I-90	180th/181st Ave SE (Thomas Rd) & SE Covington-Sawyer Rd	Safety	Medium									$166	Traffic Signal
RC-6	Rural - S/O I-90	Covington-Lake Sawyer Rd From Covington C/L to 216 Ave SE	Reconstruction				High						$1,093	Road Rehabilitation
OP-INT-59	Rural - S/O I-90	180th/181st Ave SE (Thomas Rd) & SE Covington-Sawyer Rd	Operations						TBD				$686	Evaluate for turn lanes
BR-3085	Rural - S/O I-90	Covington Bridge #3085	Bridge			Medium							$3,443	Replace Bridge
OP-INT-58	Rural - S/O I-90	164th Pl SE & SE Covington-Sawyer Rd	Operations						Medium				$686	Realign Intersection; Improve Sight Distance; Left Turn Lane Westbound; Traffic Signal

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Lk Holm Rd														
SW-27	Rural - S/O I-90	Auburn-Black Diamond & Green Valley Rd	Safety		Low								$321	Traffic Signal
RC-140	Rural - S/O I-90	Lake Holm Rd From Auburn Black Diamond Rd To 147 Ave SE	Reconstruction				High					X	$1,625	Reconstruct roadway 1.64 miles
CORRIDOR: Maxwell Rd														
BR-3099	Rural - S/O I-90	Maxwell Rd Bridge #3099 225th Ave SE Crossing Gem Creek	Bridge			Low							$714	Construct short-span bridge
BR-3202	Rural - S/O I-90	Maxwell Rd Bridge #3202 225th Ave SE Crossing cattle UX	Bridge			Medium							$714	Construct short-span bridge
CORRIDOR: May Valley Rd														
BR-493C	Rural - S/O I-90	Fifteen Mile Creek Bridge #493C On SE May Valley Rd Crossing Fifteen Mile Creek	Bridge			Medium							$3,729	Replace Bridge
CORRIDOR: Misc														
RC-135	Rural - S/O I-90	Black Diamond Ravensdale From SE Kent Kangley Rd To 268 Ave SE	Reconstruction				Medium					X	$597	Reconstruct roadway .6 mile
GR-45	Rural - S/O I-90	Kanaskat-Kangley Rd From Cumberland-Kanaskat Rd To Kent-Kangley Rd	Safety					Medium				X	$31	Construct Guardrail

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
CORRIDOR: Lk Holm Rd														
SW-27	Rural - S/O I-90	Auburn-Black Diamond & Green Valley Rd	Safety		Low								$321	Traffic Signal
RC-140	Rural - S/O I-90	Lake Holm Rd From Auburn Black Diamond Rd To 147 Ave SE	Reconstruction				High					X	$1,625	Reconstruct roadway 1.64 miles
CORRIDOR: Maxwell Rd														
BR-3099	Rural - S/O I-90	Maxwell Rd Bridge #3099 225th Ave SE Crossing Gem Creek	Bridge			Low							$714	Construct short-span bridge
BR-3202	Rural - S/O I-90	Maxwell Rd Bridge #3202 225th Ave SE Crossing cattle UX	Bridge			Medium							$714	Construct short-span bridge
CORRIDOR: May Valley Rd														
BR-493C	Rural - S/O I-90	Fifteen Mile Creek Bridge #493C On SE May Valley Rd Crossing Fifteen Mile Creek	Bridge			Medium							$3,729	Replace Bridge
CORRIDOR: Misc														
RC-135	Rural - S/O I-90	Black Diamond Ravensdale From SE Kent Kangley Rd To 268 Ave SE	Reconstruction				Medium					X	$597	Reconstruct roadway .6 mile
GR-45	Rural - S/O I-90	Kanaskat-Kangley Rd From Cumberland-Kanaskat Rd To Kent-Kangley Rd	Safety					Medium				X	$31	Construct Guardrail

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
RC-142	Rural - S/O I-90	SE Green Valley Rd From 243 Ave SE To SR-169	Reconstruction				High						$1,423	Reconstruct roadway 1.3 miles
GR-68	Rural - S/O I-90	224th Ave SE From SE 296th St To 228th Ave SE	Safety					Medium				X	$81	Construct Guardrail
ITS-27	Rural - S/O I-90	Auburn-Black Diamond ITS From At Kent-Black Diamond Rd and SE Lake Holm Rd	ITS	Low									$135	Provide Intelligent Transportation System improvements which could include advanced intersection warning system; slide detection
GR-57	Rural - S/O I-90	SE 208th St From 276th Ave SE To ENDTRE	Safety					Low					$358	Construct Guardrail
GR-52	Rural - S/O I-90	Summit-Landsburg Rd From Landsburg Rd SE To Kent-Kangley Rd	Safety					Medium				X	$59	Construct Guardrail
GR-54	Rural - S/O I-90	Lake Francis Rd From Cedar Grove Rd To SE 192nd St	Safety					Medium				X	$16	Construct Guardrail
3P-9980	Rural - S/O I-90	168th Way SE & Covington Creek	Nonmotorized								Low	X	$51	Widen bridge and construct sidewalk (East Side)
GR-93	Rural - S/O I-90	SE 200th St From 276th Ave SE To 244th Ave SE	Safety					Low					$33	Construct Guardrail
400311	Rural - S/O I-90	Green Valley Rd Bridge #3020 SE Green Valley Rd Crossing drainage ditch	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.

				Priorities											
Number	PAA	Location	Need	ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
400411	Rural - S/O I-90	Green Valley Rd Bridge #3022	Bridge			Medium							$714	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
BR-3097	Rural - S/O I-90	Dorre Don Way Bridge #3097 Dorre Don Way Crossing drainage ditch	Bridge			Low							$714	Construct short-span bridge
SPP-4054	Rural - S/O I-90	Covington-Sawyer Rd From 188 Ave SE to 192 Pl SE	Nonmotorized								High		$150	Construct walkway (North Side)
GR-110	Rural - S/O I-90	SE 248th Street	Safety					TBD					$60	Construct Guardrail
OP-INT-98	Rural - S/O I-90	SE 235th Pl & 244 Ave SE	Operations						Low				$405	Improve Sight Distance
OP-INT-27	Rural - S/O I-90	Auburn-Black Diamond & Green Valley Rd	Operations						TBD				$686	Evaluate for turn lanes
GR-95	Rural - S/O I-90	Courtney Rd From Kanaskat-Kangley Rd To End of route	Safety					Low					$12	Construct Guardrail
T-31	Rural - S/O I-90	Sweeney Rd SE From 196 Ave SE To SE 232 St	Nonmotorized								TBD	X	$938	Provide Nonmotorized Facility
GR-87	Rural - S/O I-90	244th Ave SE From SE 224th St To SE 235th PL	Safety					High					$85	Construct Guardrail
RC-128	Rural - S/O I-90	Landsburg Rd SE From SE Summit Landsburg Rd To SE Kent Kangley Rd	Reconstruction				Medium					X	$1,444	Reconstruct roadway 1.27 miles

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
RC-131	Rural - S/O I-90	Summit-Landsburg Rd From City Limit To Landsburg	Reconstruction				High					X	$3,048	Reconstruct roadway 2.25 miles
T-104	Rural - S/O I-90	244th Ave SE From SR-18 To SE 196 St	Nonmotorized								TBD	X	$480	Provide Nonmotorized Facility
GR-35	Rural - S/O I-90	Black Diamond-Ravensdale Road From City limits To Ravensdale Way	Safety					High					$12	Construct Guardrail
SC-152	Rural - S/O I-90	168th Way (Ave) SE From Kent-Black Diamond Rd To Auburn-Black Diamond Rd	Nonmotorized								TBD	X	$676	Provide Nonmotorized Facility
3P-0202	Rural - S/O I-90	195th Ave SE From Lake Morton DR SE to SE 320 St	Nonmotorized								Low	X	$75	Construct AC shoulder (West Side)
CORRIDOR: Petrovitsky Rd														
ITS-24	Rural - S/O I-90	Petrovitsky/Sweeney Rd SE ITS From 151st Ave SE and SR 18	ITS	Medium									$7,880	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; fiber optic communications, weather station
CORRIDOR: Retreat-Kanaskat Rd														
GR-63	Rural - S/O I-90	Cumberland-Kanaskat Rd From Retreat-Kanaskat Rd To SE 352nd St	Safety					Medium					$119	Construct Guardrail

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
RC-136	Rural - S/O I-90	Retreat Kanaskat Rd SE From SE Kent Kangley Rd To Cumberland Kanaskat Rd	Reconstruction				High					X	$3,181	Reconstruct roadway 3.04 miles
OP-INT-91	Rural - S/O I-90	Stampede Pass Rail & Hudson Rd RR Crossing	Operations						Medium				$77	Reconstruct Intersection--Traffic Signal
OP-INT-72	Rural - S/O I-90	Stampede Pass Rail & Greenriver Headworks Rd	Operations						Low				$77	Reconstruct Intersection--Traffic Signal
GR-11	Rural - S/O I-90	SE 309th St From Cumberland-Kanaskat To End of route	Safety					Low				X	$104	Construct Guardrail
T-40	Rural - S/O I-90	Retreat-Kanasket Rd From Kent-Kangley Rd To Kanasket-Kangley Rd	Nonmotorized								TBD	X	$2,028	Provide Nonmotorized Facility
OP-INT-93	Rural - S/O I-90	Kanaskat-Kangley Rd & Cumberland-Kanaskat Rd	Operations						High				$375	Realign Intersection
CORRIDOR: SE 216 St														
RC-130	Rural - S/O I-90	SE 216 St From 244 Ave SE To 276 Ave SE	Reconstruction				High					X	$2,001	Reconstruct roadway 2.0 miles
400907	Rural - S/O I-90	SE 216th Way & SR-169	Operations										$0	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
RC-129	Rural - S/O I-90	SE 216 Way From SR 169 To 244 Ave SE	Reconstruction				High						$1,460	Reconstruct roadway 1.13 miles

Number	PAA	Location	Need	Priorities								Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	
OP-INT-95	Rural - S/O I-90	SE 216th Way & Dorre Don Way	Operations						Low			$291	Turn Channels
3P-9967	Rural - S/O I-90	SE 216th Way From SR-169 to Dorre Don Way SE	Nonmotorized								High	$86	Construct sidewalk (East Side)
T-13.20	Rural - S/O I-90	SE 216th St From Approx. 232 Ave SE To 276 Ave SE	Nonmotorized								TBD	X $1,014	Provide Nonmotorized Facility

Number	PAA	Location	Need	Priorities									Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian		
County SUBAREA: Vashon														
CORRIDOR: Dockton Rd														
GR-53	Rural - Vashon	Dockton Rd SW From 75th Ave SW To SW 248th St	Safety						Medium			X	$29	Construct Guardrail
300208	Rural - Vashon	Dockton Road Preservation From SW Ellisport Road to Portage Way SW	Preservation						High			X	$26,222	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
CORRIDOR: Misc														
RC-59	Rural - Vashon	Kingsbury Beach Rd From SW 234 St to 80 Ave SW	Preservation						Low				$536	Rebuild Roadway with New Base
GR-65	Rural - Vashon	Cove Road From Westside Highway SW To Vashon Highway SW	Safety						Medium			X	$21	Construct Guardrail
GR-102	Rural - Vashon	75th Ave SW From Dockton Rd SW To SW Point Robinson Rd	Safety						Low			X	$13	Construct Guardrail
GR-31	Rural - Vashon	Cedarhurst Rd From Vashon Highway SW To 121st Ave SW	Safety						High			X	$70	Construct Guardrail
RC-54	Rural - Vashon	Govenor's Lane From 99 Ave SW to 96 Ave SW	Preservation						Low				$2,598	Replace seawall @$2500/ft
RC-58	Rural - Vashon	Cresent Dr SW From West Side Highway to SW Cove Road	Preservation						Low				$536	Rebuild Roadway with New Base

Number	PAA	Location	Need	Priorities: ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian	Equestrian	Cost-000	Comments
GR-106	Rural - Vashon	SW 156th St From 91st Ave SW To Vashon Highway SW	Safety					Low				X	$12	Construct Guardrail
GR-41	Rural - Vashon	SW 275th St From 94th Ave SW To Sandy Shores DR SW	Safety					High				X	$36	Construct Guardrail
300310	Rural - Vashon	Vashon Highway Seawall From 115th Ave SW To SW 240th Pl	Preservation				High					X	$14,568	See King County Capital Improvement Program (CIP) document or website for detailed project description including scope.
3P-9959	Rural - Vashon	107th Ave SW From SW 228 St to SW 232 St	Nonmotorized								Low	X	$258	Construct AC shoulder (West Side)
SPP-4078	Rural - Vashon	SW 204th St From Vashon Island Hwy to Monument Rd SW	Nonmotorized								TBD		$75	Improve pathway (North Side)
SPP-4079	Rural - Vashon	Cemetery Rd From Beall Rd SW to # 9303	Nonmotorized								TBD		$75	Improve pathway (South Side)
V-24	Rural - Vashon	SW 240th St / Bay View DR From Vashon Highway SW To Burton Acres Park Entrance	Nonmotorized								TBD	X	$826	Provide Nonmotorized Facility
RC-27	Rural - Vashon	Quartermaster Drive Seawall From 1/4 mi. east of Monument Rd SW To Dockton Rd SW	Preservation				Medium					X	$354	Replace seawall
GR-33	Rural - Vashon	Ellisport Rd From Dockton Rd SW To Monument Rd SW	Safety					High				X	$42	Construct Guardrail

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
GR-79	Rural - Vashon	Cemetery Rd From Westside Highway SW To Vashon Highway SW	Safety					Low				X	$12	Construct Guardrail
GR-83	Rural - Vashon	Point Robinson Rd From Dockton Rd SW To End of route	Safety					Low				X	$393	Construct Guardrail
3P-9975	Rural - Vashon	Tahlequah Rd From near Tahlequah Ferry Dock	Nonmotorized								Low	X	$172	Construct AC shoulder (South Side)
GR-97	Rural - Vashon	91st Ave SW From SW 156th St To Gorsuch Rd	Safety					Low				X	$12	Construct Guardrail
3P-9960	Rural - Vashon	Burton Dr From Vashon Island Hwy to 95 Ave SW	Nonmotorized								Low	X	$470	Construct AC shoulder (South Side)
3P-0106	Rural - Vashon	Bank Rd From 97 Pl SW to Beall Rd SW	Nonmotorized								Low	X	$545	Construct AC shoulder (South Side)
GR-70	Rural - Vashon	Beall Rd SW From SW Cemetery Rd To SW Bank Rd	Safety					Medium				X	$17	Construct Guardrail
GR-69	Rural - Vashon	Wax Orchard Rd SW From SW 220th St To Vashon Highway SW	Safety					Medium				X	$509	Construct Guardrail
CORRIDOR: Vashon Island Highway-N														
SPP-4080	Rural - Vashon	Vashon Island Hwy From #20120 to Metro bus stop	Nonmotorized								TBD		$75	Construct separated pathway (East Side)
OP-INT-2	Rural - Vashon	Vashon Highway & SW Bank Rd	Operations						TBD			X	$686	Evaluate for turn lanes

Number	PAA	Location	Need	Priorities								Equestrian	Cost-000	Comments
				ITS	Safety	Bridge	Reconst.	Guardrail	Operational	Capacity	Pedestrian			
SW-2	Rural - Vashon	Vashon Highway & SW Bank Rd	Safety		Medium							X	$321	Traffic Signal
3P-0203	Rural - Vashon	Vashon Hwy SW / SW Bank Rd From SW 177 St to 98 Pl SW	Nonmotorized								High	X	$75	Construct sidewalk (East and South Sides)
V-31	Rural - Vashon	Bank Rd From 107 Ave SW To Vashon Highway	Nonmotorized								TBD	X	$562	Provide Nonmotorized Facility
CORRIDOR: Westside Highway														
GR-73	Rural - Vashon	Westside Highway SW From SW 144th St To SW 196th St	Safety					Low				X	$96	Construct Guardrail
RC-56	Rural - Vashon	Westside Highway SW From Cresent Dr SW to Cresent Dr SW	Preservation				Low						$428	Rebuild Roadway with New Base
GR-76	Rural - Vashon	Westside Highway SW From SW 220th St To SW 196th St	Safety					Low				X	$30	Construct Guardrail

TNR

Project

Maps

Map 1

Map 2

Map 3

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Map 5

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Map 7

Map 8

Map 9

Map 10

Index Map

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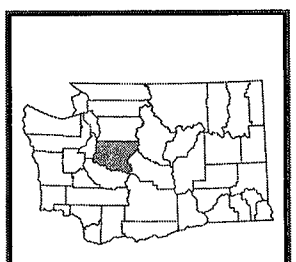
King County



Legend

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- Northshore-Map 1
- North Soos Creek-Map 6
- Bear Creek-Map 2
- Tahoma/ Raven Heights-Map 7
- Snoqualmie Valley-Map 3
- Enumclaw-Map 8
- Newcastle-Map 4
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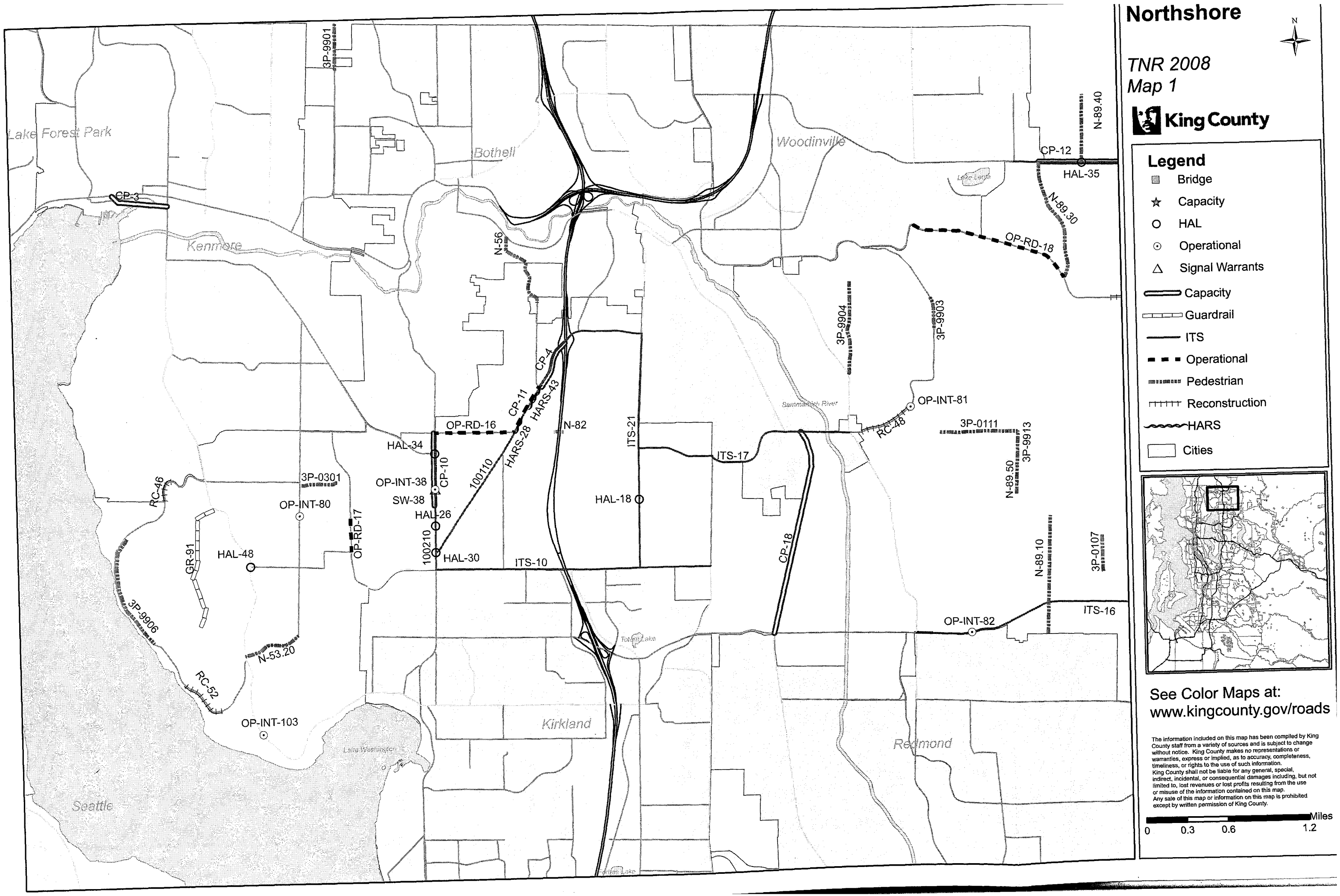
- Vashon-Map 10


Northshore
TNR 2008
Map 1
King County
Legend
Bridge
Capacity
HAL
Operational
Signal Warrants
Capacity
Guardrail
ITS
Operational
Pedestrian
Reconstruction
HARS
Cities
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Miles
0
0.3
0.6
1.2
Lake Forest Park
Bothell
Woodinville
Kenmore
Kirkland
Redmond
Seattle
Lake Washington
Totem Lake
Lake Leota
Sammamish River
CP-3
CP-4
CP-10
CP-11
CP-12
CP-18
HAL-34
HAL-35
HAL-26
HAL-30
HAL-48
HAL-18
OP-RD-16
OP-RD-17
OP-RD-18
OP-INT-80
OP-INT-81
OP-INT-82
OP-INT-103
OP-INT-38
SW-38
HARS-28
HARS-43
100110
100210
ITS-10
ITS-16
ITS-17
ITS-21
N-56
N-82
N-89.40
N-89.30
N-89.50
N-89.10
N-53.20
3P-9901
3P-9904
3P-9903
3P-0111
3P-9913
3P-0301
3P-0107
3P-9906
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RC-48
RC-52
GR-91

Bear Creek

TNR 2008
Map 2

King County

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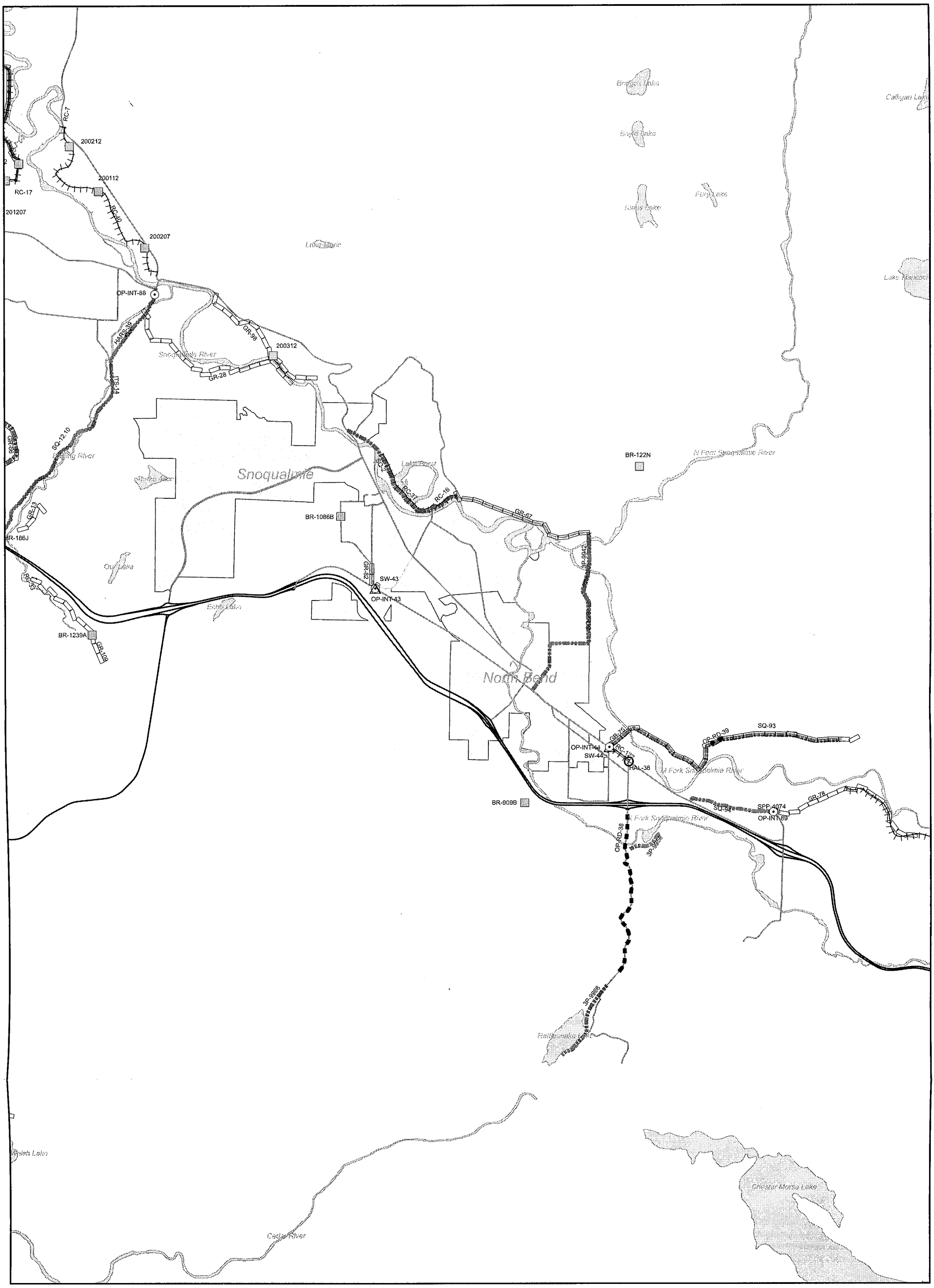
0 0.4 0.8 1.6 Miles

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

Redmond
Bellevue
Sammamish
Issaquah
Duvall
Carnation
Snoqualmie River
Lake Sammamish
Beaver Lake
Evans Creek
Bear Creek
Tibbetts Creek
Laughing Jacobs Lake
Yellow Lake
Long Lake
Pine Lake
Alice Lake
Tibbetts Lake
Walker Lake
Tuck Lake
Lake Marcel
Lake Joy
Tolt River
Langlois Lake
Ames Lake
Cottage Lake
Evans Creek
Swamp Creek
Issaquah Creek
Raging River
Patterson Creek
Lake Fork
Rutherford Slough
Snoqualmie River
Tolt River
Lake Joy
Lake Marcel
Langlois Lake
Ames Lake
Alice Lake
Tibbetts Lake
Walker Lake
Tuck Lake
Cottage Lake
Evans Creek
Bear Creek
Tibbetts Creek
Laughing Jacobs Lake
Yellow Lake
Long Lake
Pine Lake
Lake Sammamish



Snoqualmie Valley

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Map 3

King County

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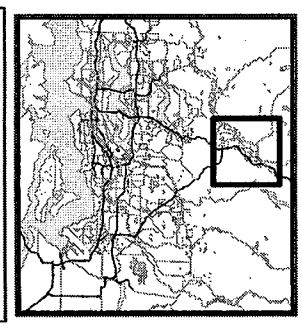
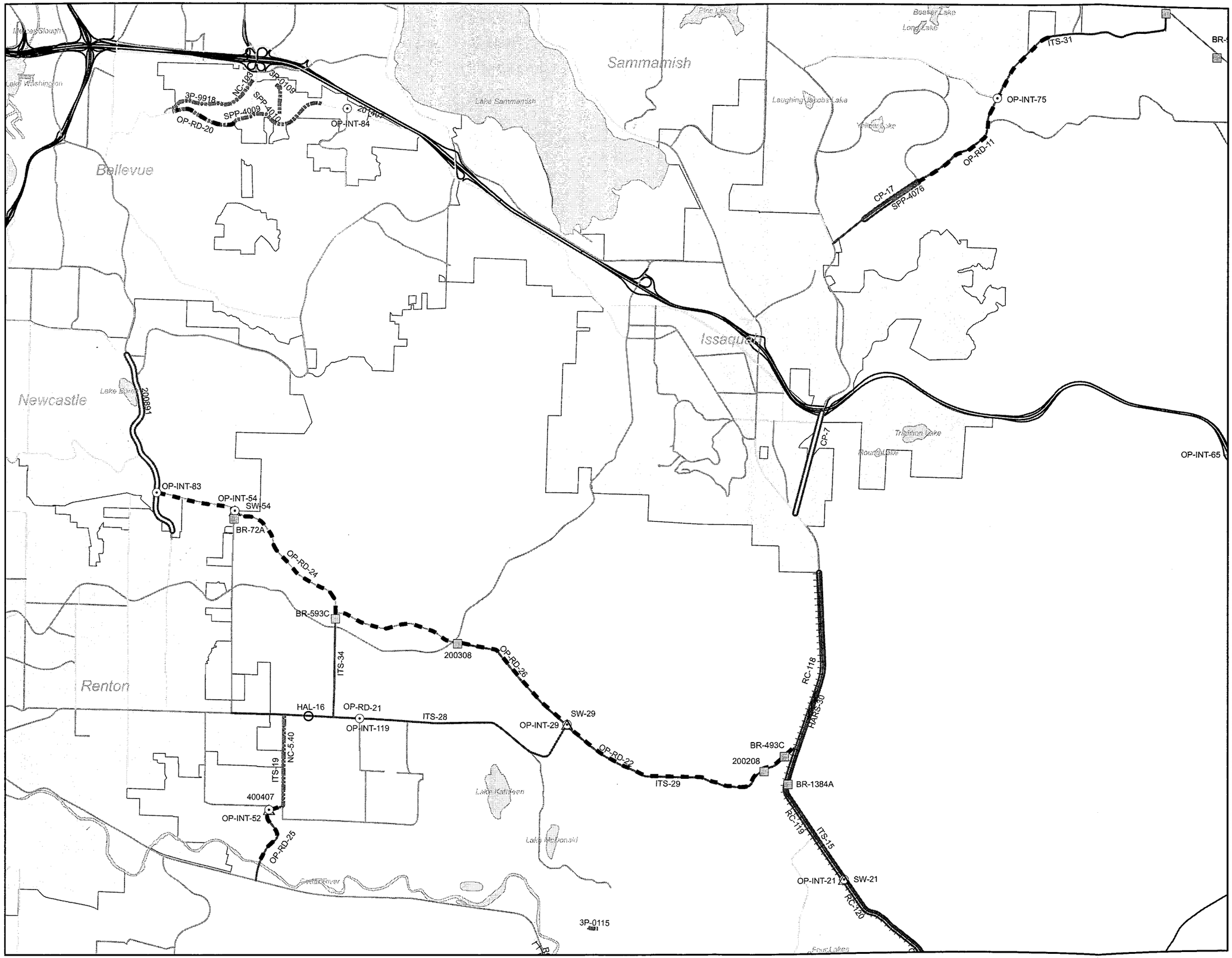
0 0.4 0.8 1.6 Miles



Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities



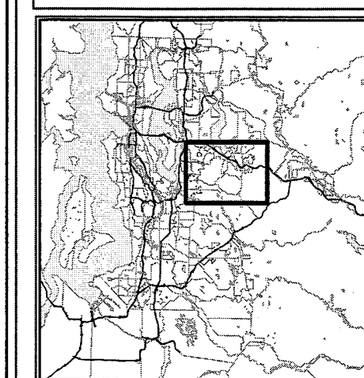
Newcastle

TNR 2008
Map 4

King County

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities



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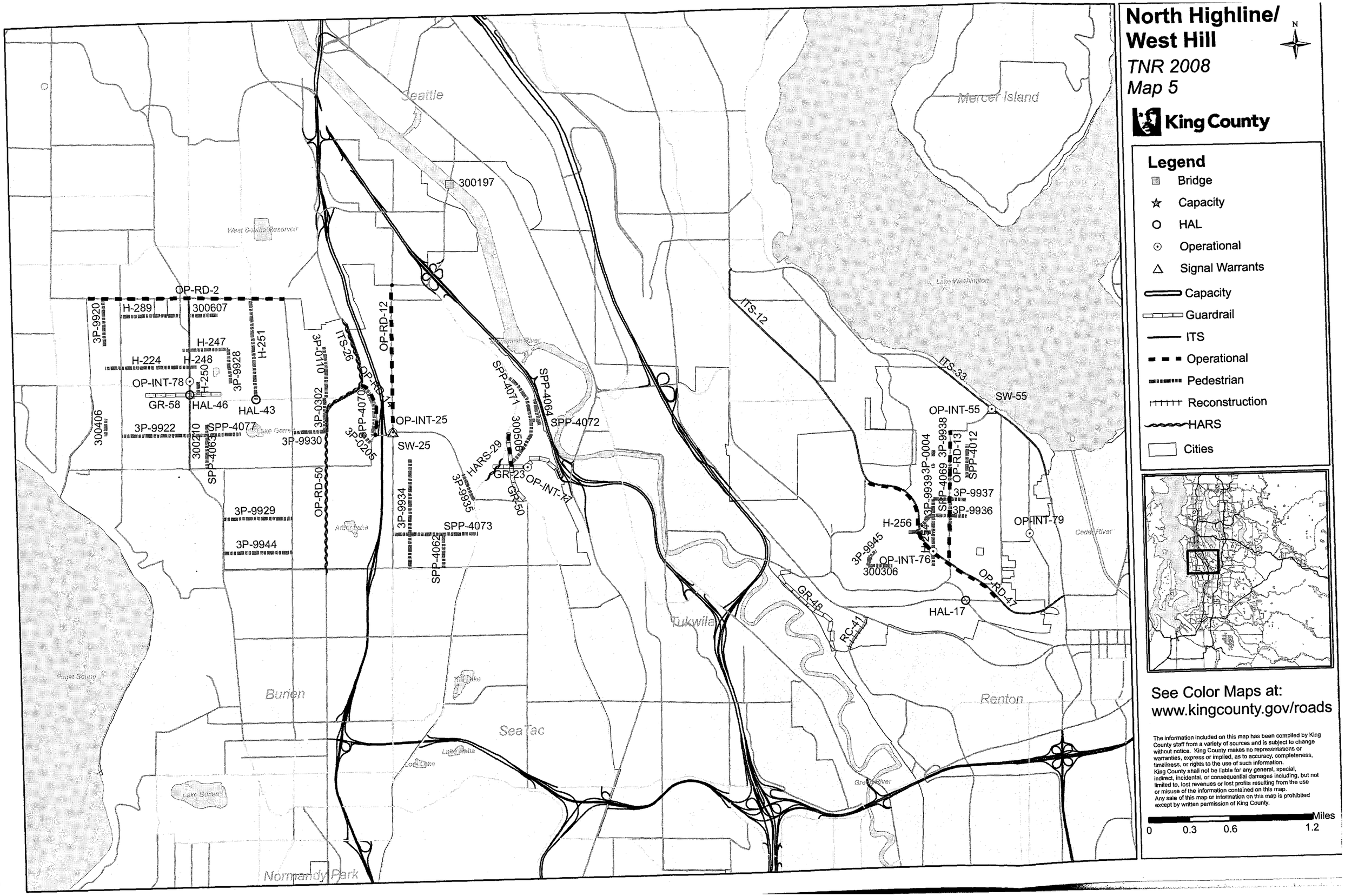
0 0.45 0.9 1.8 Miles


North Highline/
West Hill
TNR 2008
Map 5
King County
N
Legend
Bridge
Capacity
HAL
Operational
Signal Warrants
Capacity
Guardrail
ITS
Operational
Pedestrian
Reconstruction
HARS
Cities
See Color Maps at:
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Miles
0
0.3
0.6
1.2
Seattle
Mercer Island
Lake Washington
West Seattle Reservoir
Tukwila
Burien
SeaTac
Renton
Normandy Park
Puget Sound
Cedar River
Lake Burien
Lake Reba
Lake Garrett
Arbor Lake
Lake Deba
Lake Burien
Green River
300197
OP-RD-2
H-289
300607
3P-9920
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H-224
H-248
H-250
3P-9928
H-251
OP-INT-78
GR-58
HAL-46
HAL-43
300406
3P-9922
300210
SPP-4077
SPP-4063
3P-9930
3P-0110
ITS-26
OP-RD-12
3P-0302
SPP-4070
OP-INT-25
3P-0205
SW-25
OP-RD-50
3P-9929
3P-9944
3P-9934
SPP-4073
SPP-4062
HARS-29
3P-9935
GR-23
GR-50
OP-INT-11
300506
SPP-4071
SPP-4064
SPP-4072
ITS-12
ITS-33
SW-55
OP-INT-55
3P-0004
3P-9938
OP-RD-13
SPP-4012
3P-9939
SPP-4069
3P-9937
3P-9936
H-256
OP-INT-79
3P-9945
OP-INT-76
300306
OP-RD-47
HAL-17
GR-48
RC-41

North Soos Creek

TNR 2008
Map 6

King County

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N

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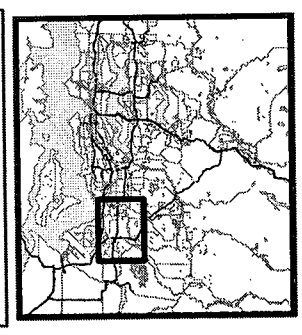
0 0.3 0.6 1.2 Miles



Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

Lake Wilderness
Renton
Lake Kathleen
Lake Desire
Otter Lake
Panther Lake
Lake Young
Shadow Lake
Lake Lucerne
Maple Valley
Covington
Lake Meridian
Kent
Clark Lake
Green River
Auburn

SW-55
SPP-4012
9937
9936
OP-INT-79
OP-RD-41
BR-593C
200308
OP-RD-26
ITS-34
HAL-16
OP-RD-21
OP-INT-119
ITS-28
SW-29
OP-INT-29
OP-RD-22
NC-5.40
ITS-19
400407
OP-INT-52
OP-RD-25
3P-0115
RC-50
RC-3
CP-15
SW-64
3P-9965
3P-9966
OP-INT-64
OP-INT-85
3P-0113
SC-216
OP-INT-118
401004
HAL-42
GR-51
OP-INT-106
OP-INT-90
SPP-4057
SPP-4031
400206
RC-4
ITS-23
ITS-24
SPP-4075
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400113
HAL-6
HARS-33
CP-14
HAL-97
HAL-31
ITS-4
300113
SC-35
OP-INT-17
SW-17
300213
3P-9963
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SC-15
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400108
300608
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OP-RD-27
OP-RD-36
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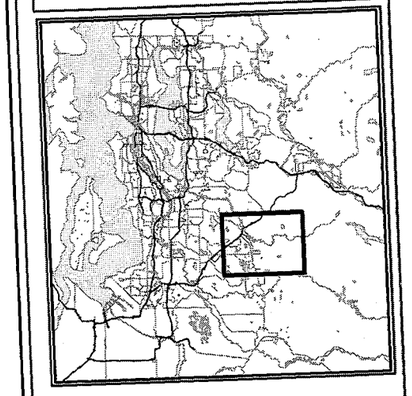
Raven Heights

TNR 2008
Map 7

King County

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities



See Color Maps at:
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0 0.4 0.8 1.6 Miles

INT-85
OP-INT-90
ITS-24
BR-3202
BR-3099
GR-54
GR-93
T-104
RC-125
RC-126
GR-57
OP-INT-45
SW-45
RC-129
RC-130
T-13.20
400907
3P-9967
T-31
SPP-4036
SW-13
OP-INT-13
BR-3097
GR-87
OP-INT-98
SPP-4065
RC-127
T-113
SC-91
SC-15
00108
GR-110
RC-131
GR-52
RC-128
Covington
Maple Valley
Kent
RC-132
OP-INT-121
OP-INT-108
RC-133
GR-49
OP-INT-92
T-33
RC-135
T-40
RC-136
GR-45
GR-35
SW-59
INT-59
3P-9974
SPP-4064
RC-6
OP-RD-41
GR-88
Black Diamond
OP-INT-93
GR-95
OP-INT-91
OP-INT-72
SC-16
OP-INT-97
ITS-27
3P-0202

Enumclaw

TNR 2008
Map 8

King County

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N

0 0.45 0.9 1.8 Miles

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

HAL-23
OP-INT-18
300313
RC-23
SC-151
300511
OP-RD-36
SeaTac
Des Moines
Kent
Lake Meridian
G-16
TS-5
OP-INT-120
HAL-8
SW-66
OP-INT-66
300110
300407
300508
300108
HARS-47
OP-INT-53
300311
300611
3P-9970
3P-9971
RC-24
SPP-4042
SPP-4043
GR-36
CP-1
Federal Way
300411
CP-2
OP-INT-116
OP-INT-100
ITS-8
Auburn
HAL-47
300308
OP-RD-3
RC-42
300408
OP-INT-62
3P-9976
SPP-4066
OP-RD-48
OP-INT-61
OP-INT-57
300109
HAL-36
SW-61
SW-57
SPP-4067
GR-71
F-66.30
OP-INT-105
RC-49
Algona
Pacific
Milton
White River
SC-160
RC-139
SW-27
RC-138
RC-140
ITS-30
OP-INT-27
HARS-24

Federal Way

TNR 2008
Map 9

King County

N

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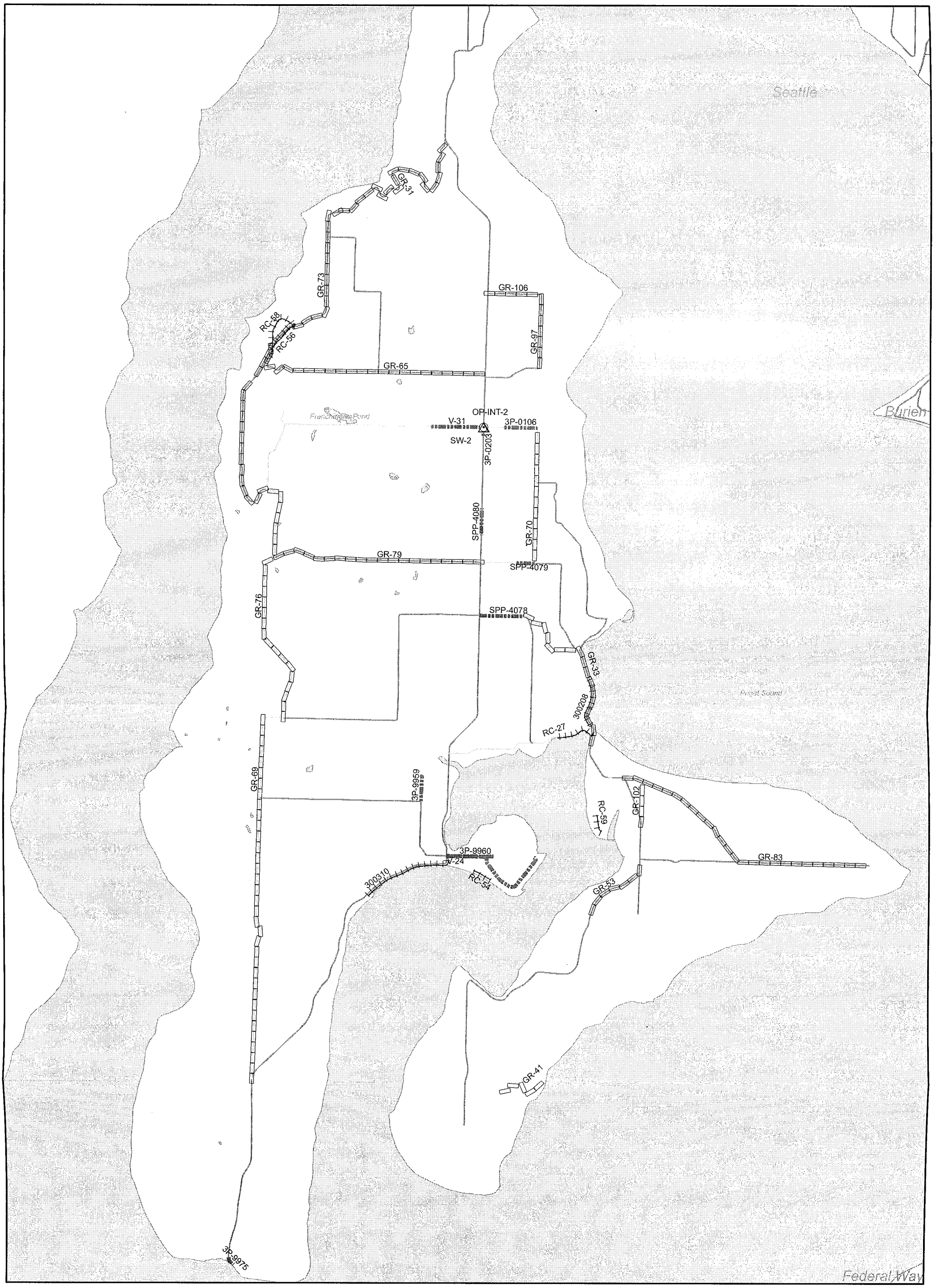
0 0.3 0.6 1.2 Miles

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities



Vashon

TNR 2008
Map 10

King County

N

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0 0.3 0.6 1.2 Miles

Legend

- Bridge
- Capacity
- HAL
- Operational
- Signal Warrants
- Capacity
- Guardrail
- ITS
- Operational
- Pedestrian
- Reconstruction
- HARS
- Cities

TNR

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200406	12
200408	52
200412	49
200599	51
200891	25
201107	50
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300110	19
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300197	32
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300306	33
300308	21
300310	73
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3P-9937	32
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3P-9945	31
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3P-9960	74
3P-9963	54
3P-9965	56
3P-9966	56
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400211	63
400310	16
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400407	24
400410	16
400411	68
400508	65
400511	63
400600	64
400907	70
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B-36.12	9
B-41	51
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BR-1086B	45
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BR-1239A	49
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BR-186J	48
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BR-3030	16
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BR-3068	13
BR-3085	65
BR-3097	68
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BR-3202	66
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EN-10.10	13
EN-41	14
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EN-6	15
EN-60	14
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EN-80	14
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GR-109	49
GR-11	70
GR-110	68
GR-111	43
GR-13	48
GR-23	33
GR-28	45
GR-31	72
GR-33	73
GR-35	69
GR-36	17
GR-41	73
GR-42	13
GR-44	50
GR-45	66
GR-47	15
GR-48	33
GR-49	64
GR-50	30
GR-51	57
GR-52	67
GR-53	72
GR-54	67
GR-57	67
GR-58	31
GR-60	3
GR-63	69
GR-65	72
GR-66	42
GR-67	42
GR-68	67
GR-69	74
GR-70	74
GR-71	19
GR-73	75
GR-75	46
GR-76	75
GR-78	43
GR-79	74
GR-80	49
GR-82	44
GR-83	74
GR-84	15
GR-86	14
GR-87	68
GR-88	56
GR-91	40
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GR-95	68
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GR-97	74
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H-224	28
H-247	29
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H-251	29
H-254	29
H-256	31
H-289	35
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HAL-12	13
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HAL-18	37
HAL-23	55
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HAL-30	36
HAL-31	59
HAL-34	36
HAL-35	8
HAL-36	23
HAL-38	44
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HAL-43	29
HAL-46	28
HAL-47	21
HAL-48	38
HAL-6	59
HAL-8	21
HAL-97	58
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HARS-24	55
HARS-28	39
HARS-29	33
HARS-30	62
HARS-33	58
HARS-37	6
HARS-39	48
HARS-43	38
HARS-47	22
HARS-6	8
ITS-10	40
ITS-11	5
ITS-12	34
ITS-13	9
ITS-14	48
ITS-15	62
ITS-16	4
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OP-RD-8	2
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RC-140	66
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RC-51	6
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RC-54	72
RC-55	44
RC-56	75
RC-57	44
RC-58	72
RC-59	72
RC-6	65
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RC-8	10
SC-15	59
SC-151	54
SC-152	69
SC-16	64
SC-160	56
SC-216	58
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SC-35	58
SC-91	60
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SPP-4031	53
SPP-4033	60
SPP-4036	59
SPP-4041	60
SPP-4042	20
SPP-4043	20
SPP-4054	68
SPP-4057	55
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SPP-4063	34
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SQ-93	46
SQ-94	43
SW-13	57
SW-17	54
SW-2	75
SW-21	63
SW-25	35
SW-27	66
SW-29	25
SW-36	12
SW-38	36
SW-43	44
SW-44	46
SW-45	61
SW-51	6
SW-54	25
SW-55	34
SW-56	59
SW-57	18
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SW-59	65
SW-61	23
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Appendix A

Growth Targets

King County 2001-2022 Household and Employment Targets						
Subareas	Household Target	Housing Capacity in PAA*	PAA HH Target	Job Target	Job Capacity in PAA*	PAA Job Target
South King County						
Algona	298			108		
Auburn	5,928	2,635	926	6,079	252	252
Black Diamond	1,099			2,525		
Burien	1,552			1,712		
Covington	1,173			900		
Des Moines	1,576	5	2	1,695		
Federal Way	6,188	3,754	1,320	7,481	134	134
Kent	4,284	1,763	619	11,500	44	44
Milton	50	106	37	1,054		
Maple Valley	300			804		
Normandy Park	100			67		
Pacific	996	127	45	108		
Renton	6,198	5,622	1,976	27,597	458	458
SeaTac	4,478	14	5	9,288	496	496
Tukwila	3,200	13	5	16,000	497	497
Unincorp King County	4,935			2,582	701	701
Total	**42,355**	**14,039**	**4,935**	**89,500**	**2,582**	**2,582**
East King County						
Beaux Arts Village	3			-		
Bellevue	10,117	184	178	40,000	27	27
Bothell	1,751	603	584	2,000	174	174
Clyde Hill	21			-		
Hunts Point	1			-		
Issaquah	3,993	827	802	14,000	1	1
Kenmore	2,325			2,800		
Kirkland	5,480	770	747	8,800	221	221
Medina	31			-		
Mercer Island	1,437			800		
Newcastle	863	1	1	500		
Redmond	9,083	402	390	21,760	21	21
Sammamish	3,842			1,230		
Woodinville	1,869			2,000		
Yarrow Point	28			-		
Unincorp King County	6,801	**4222	**4099	4,637	**4193	**4193
Total	**47,645**	**7,009**	**6,801**	**98,527**	**4,637**	**4,637**
Sea-Shore						
Lake Forest Park	538			455		
Seattle	51,510			92,083		
Shoreline	2,651			2,618		
Unincorp King County***	1,670	1,670	1,670	694	1,544	694
Total	**56,369**	**1,670**	**1,670**	**95,850**	**1,544**	**694**
Rural Cities*						
Carnation	246			75		
Duvall	1,037			1,125		
Enumclaw	1,927			1,125		
North Bend	636			1,125		
Skykomish	20			-		
Snoqualmie	1,697			1,800		
Total	**5,563**			**5,250**		
King County Total	**151,932**			**289,127**		

*PAA: Potential Annexation Area in Unincorporated King County Urban Area; **Bear Creek UPD; ***North Highline

****The Rural Cities' targets are for the current city limits and rural expansion area for each city. Thus the methodology for adjusting targets as annexations occur is not applicable to the rural cities.

Editor's Note: Source for 2001 housing and job capacity figures for PAAs is the 2002 King County Buildable Lands evaluation. Subarea unincorporated targets were allocated to PAAs based on proportional capacity.

Appendix B

City and State Projects

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
Auburn Way NE	2nd St NE	4th St NE	Widen to 5 lanes	Auburn	King County
M St NE	E Main	8th St NE	Widen to 5 lanes	Auburn	King County
M St SE	E Main	Auburn Way S	Widen to 4 lanes	Auburn	King County
S 277th St	Auburn Way N	Green River	Widen to 5 lanes	Auburn	King County
S 277th Street	SR-181	SR-167	Widen to 4 lanes	Auburn	King County
148th Ave SE	SE 24th St	I-90 WB on ramp	Add SB lane from SE 24 ST to the WB I-90 on-ramp	Bellevue	King County
Bellevue Way	South Bellevue P & R	I-90	Add HOV lanes	Bellevue	King County
Coal Creek Pkwy	I-405	Newport Way	Widen to 5 lanes	Bellevue	King County
Factoria Blvd	SE 36th St	SE 38th St	Construct SB Lane on 128TH from 36TH to 38TH	Bellevue	King County
Richards Road	SE 28th St	Lake Hill Connector	Widen to 4-5 lanes	Bellevue	King County
Ambaum Blvd SW	SW 128th St	SW 148th St	Widen to 5 lanes	Burien	King County
SR 99	S 216th St	Kent-Des Moines Road	Add HOV lanes	Des Moines	King County
SR-410	244th Ave SE	Enumclaw ECL	Widen to 3 lanes	Enumclaw	King County
16th Ave S	SR-99	SR-18	Add HOV lanes	Federal Way	King County
1st Ave S	S 348th St	S 356th St	Widen to 5 lanes	Federal Way	King County
1st Ave/Wy S	S 320th St	S 348th St	Widen to 6 lanes	Federal Way	King County
21st Ave SW	SW 344th St	SW 356th St	Widen to 5 lanes	Federal Way	King County
23rd Ave S	S 317th St	S 324th St	Widen to 5 lanes	Federal Way	King County
Military Rd S	S 288th St	S 304th St	Widen to 5 lanes	Federal Way	King County
S 288th St	18th Ave S	Military Rd	Add 1 GP lane in each direction	Federal Way	King County
S 320th St	1st Ave S	SR 99	Add HOV lanes	Federal Way	King County
S 336th / S 340th St	26th Pl SW	Hoyt Rd SW	Widen to 5 lanes	Federal Way	King County
S 336th/S 348th St	9th Ave S	13th Pl S	Add 1 GP lane in each direction	Federal Way	King County
S 336th/S 348th St	1st Ave S	21st Ave SW	Add 1 GP lane in each direction	Federal Way	King County
S 348th St	9th Ave S	SR 99	Add HOV lanes	Federal Way	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
S 348th St	1st Ave S	9th Ave S	Add HOV lanes	Federal Way	King County
S 356th St	SR 99	SR 161	Widen to 3 lanes	Federal Way	King County
S 356th St	21st Ave S	SR-99	Widen to 5 lanes	Federal Way	King County
SR 161	SR-18	S 352nd St	Add HOV lanes	Federal Way	King County
SR 99	S 312th St	S 324th St	Add HOV lanes	Federal Way	King County
SR 99	S 284TH ST	SR 509	Add HOV lanes	Federal Way	King County
SR 99	SR 509	S 312th St	Add HOV lanes	Federal Way	King County
SR 99	S 324th St	S 340th St	Add HOV lanes	Federal Way	King County
SR 99	S 340th St	S 356th St	Add HOV lanes, 2-way left-turn lane	Federal Way	King County
SR 99	S 312th St	S 324th St	Construct HOV lanes	Federal Way	King County
E Lake Sammamish Pkwy	SE 56th St	I-90	Widen to 5 lanes	Issaquah	King County
Issaquah bypass	Front St	I-90	Construct new 5 lane arterial	Issaquah	King County
Newport Way	W. Sunset Wy	NW Maple St	Widen to 3 lanes	Issaquah	King County
NW Maple St	SR 900	SE Newport Way	Extend NW Maple 650 ft from SR-900 to Newport Way, 5 lanes	Issaquah	King County
SE Newport Wy	Maple St extension	SE 54th St	Widen to 3 lanes	Issaquah	King County
SE Newport Wy	SR-900	SE 54th St	Widen to 3 lanes	Issaquah	King County
68th Ave NE	NE 175 St	NE 185 St	Widen to 6 lanes	Kenmore	King County
68th Ave NE	N 175th St	Samm River Bridge	Add 1 NB GP lane	Kenmore	King County
132nd Ave SE	SE 272ND ST	SE 256TH ST	Widen to 5 lanes	Kent	King County
132nd Ave SE	SE 240th St	SE 256th St	Widen to 3 lanes	Kent	King County
S 196th/S 200th St	SR-181	E Valley Hwy	Provide 5-lane roadway	Kent	King County
S 208th St	SR-167	108th Ave SE	Widen to 5 lanes	Kent	King County
SE 192nd St Corridor	SR 167 Bridge	Talbot Rd	Build new 5-lane arterial	Kent	King County
SR 99	Kent-Des Moines Road	South 252nd Street	Add HOV lanes	Kent	King County
SR 99	South 252nd Street	South 272nd Street	Add HOV lanes	Kent	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
W Valley Hwy	Hawley Rd	S 272 St	Widen to 5 lanes	Kent	King County
W Valley Hwy	James Street	Green River Bridge	Widen to seven lanes (two general purpose lanes, and one HOV lane in each direction, plus turn lanes) from Harrison St to SR-516, and four lanes S to the Green River Bridge	Kent	King County
124th Ave NE	NE 85th St	NE 124th St	Widen to 3 lanes	Kirkland	King County
NE 124th St	116th Ave NE	132nd Pl NE	New HOV lanes	Kirkland	King County
SR 169	SE 231 St	Wax Rd	Widen to 7 lanes	Maple Valley	King County
SR 169	SE 240 St	SE 253 St	Widen to 5 lanes	Maple Valley	King County
Newcastle Road/Lakemont Blvd	Coal Creek Parkway	164th Way SE	Widen to 3 lanes	Newcastle	King County
Avondale Rd	Novelty Hill Rd	Avondale Way	Add SB HOV lane	Redmond	King County
Bel-Red Rd	NE 30th ST	NE 40th ST	Widen to 5 lanes	Redmond	King County
East Lake Sammamish Pkwy	Redmond Way	187th AVE NE	Widen to 4 lanes	Redmond	King County
Redmond Way	148th Ave NE	I-405	Construct HOV lanes	Redmond	King County
Redmond-Woodinville Rd	160TH AVE NE	NE 124th ST	Widen to 5 lanes	Redmond	King County
Union Hill Road	Avondale Rd	178th Pl NE	Widen to 6 lanes	Redmond	King County
W Lk Sammamish Pkwy	Leary Way	SR-520	Widen to 5 lanes	Redmond	King County
W. Lk. Sammamish Pkwy. NE	Marymoor Park Entrance	NE 51st St	Widen roadway from 2 to 4 lanes	Redmond	King County
Duvall Ave NE	NE 4th St	NE 25th Ct	Widen to 5 lanes	Renton	King County
Oakesdale Ave SW	Monster Rd	SR 900	Widen to 5 lanes	Renton	King County
Park Dr-Sunset Blvd	Garden Ave	I-405	Add EB HOV lane	Renton	King County
SW 27th St	SR-167	SR 181	Construct HOV lanes on SW 27 St, and extend arterial to Strander Blvd	Renton	King County
228th Ave SE	SE 8th St	NE 4th St	Widen to 5 lanes	Sammamish	King County
244th Ave NE	SE 8th Street	Just s/o SR-202	Provide continuous 2-lane arterial	Sammamish	King County
Sahalee Way NE	NE 8th	NE 37th	Widen to 5 lanes	Sammamish	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
Sahalee Way NE	NE 37th	SR 202	Widen to 5 lanes	Sammamish	King County
28th/24th Ave S	S 188th St	S 216th St	Build new 5-lane road	Seatac	King County
International Blvd	S 152nd St	S 170th St	Widen to 6 lanes with turn channelization	Seatac	King County
International Blvd	S 200th Street	S 216th Street	Widen to 7 lanes	Seatac	King County
S 154th St	SR 518	24th Ave S	Widen to 4 lanes	Seatac	King County
S 188th St	16th Ave S	Des Moines Memorial Drive	Widen to 6 lanes	Seatac	King County
S 200th St	SR 509	Des Moines Memorial Drive	Widen to 3 lanes	Seatac	King County
South Airport Link	28th Ave S	S 188th St	New construction	Seatac	King County
Mercer Street Corridor	Queen Anne Ave	I-5	Convert to 2-way 4-6 lane road	Seattle	King County
Valley Street	Queen Anne Ave	I-5	Convert to 2-way 2-lane road	Seattle	King County
I-5/NE 185th St			Add HOV direct access ramp	Shoreline	King County
SR 99	N 205th St	N 145th St	Widen to 7 lanes for HOV	Shoreline	King County
I-405 @ NE 128th St			I-405 HOV direct access at NE 128th	Sound Transit	King County
I-405 @ NE 8th St			New HOV-access IC	Sound Transit	King County
E Marginal Way	Boeing Access Road	S 112th St	Widen to 3 lanes	Tukwila	King County
I-405	SR-522	I-5 Tukwila	Add 2 GP lanes in each direction	WSDOT	King County
I-405 @ NE 132nd St			Add half-diamond IC	WSDOT	King County
I-5	N 175th St	N 205th St	Add 1 NB lane	WSDOT	King County
I-5	Pierce CL	Kent	Complete 2-way HOV lanes	WSDOT	King County
I-5	Airport / Industrial Way Interchange Vicinity		HOV direct access to Industrial Way and the E-3 Busway	WSDOT	King County
I-5/SR-18/SR-161 Triangle			Connect SR-161 directly to I-5/SR-18	WSDOT	King County
I-90	Eastgate	Issaquah	Extend HOV lanes to Front Street and add auxiliary lanes from Eastgate to Front Street.	WSDOT	King County
I-90	I-5	I-405	Add one lane HOV each direction	WSDOT	King County
NE 85th St	148th Ave NE	Kirkland Way	Add HOV lanes	WSDOT	King County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
SR 161	Jovita Blvd	S 360th St	Widen to 5 lanes	WSDOT	King County
SR 167	15th St NW	County Line	Add HOV lanes	WSDOT	King County
SR 167	I-405	S 180th St	Add 2 lanes in each direction	WSDOT	King County
SR 167@ SW 27th St			HOV Direct Access Ramps at SW 27th St.	WSDOT	King County
SR 169	140th Way SE	I-405	Add HOV lanes	WSDOT	King County
SR 169	Black Diamond NCL	SR 516	Widen to 5 lanes	WSDOT	King County
SR 169	SR 516	SE Jones Road	Widen to 4 lanes	WSDOT	King County
SR 18	I-5 I/C	SR 164 I/C	Add a WB truck climbing lane from SR 167 to I-5	WSDOT	King County
SR 18	Maple Valley	I-90	Widen to 4 lanes	WSDOT	King County
SR 202	SR 522	NE 145th St./148th Ave NE	Widen to 5 lanes	WSDOT	King County
SR 202	E Lk Samm Pky	Sahalee Way	Widen to 5 lanes	WSDOT	King County
SR 509/I-5	S 188th Way	S 320th St	Extend SR 509 (4 GP + 2 HOV) to I-5 @ SW 210th, add 1 GP each way on I-5 from S 204th St to S 320th St	WSDOT	King County
SR 516	SR 18	SR 169	Widen to 5 lanes	WSDOT	King County
SR 518	SR 518/SR 509 I/C	I-5	Add GP Lanes each way. I/C improvements	WSDOT	King County
SR 519 Extenstion	I-90	1st Ave S	Extend freeway around ballpark	WSDOT	King County
SR 520	W Lake Sammamish Parkway	Avondale Road	Widen to 4 lanes	WSDOT	King County
SR 520	I-405	I-5	Add 1 HOV lane in each direction. Replace SR 520 bridge	WSDOT	King County
SR 520	W Lk Sammamish Pkwy	SR-202	Add 2-way HOV lanes	WSDOT	King County
SR 522	96th Ave NE	Woodinville	Realign SR-522 through Bothell. Complete full diamond I/C @ NE 195th St	WSDOT	King County
SR 900	I-90	SE 78th St St	Widen to 4 lanes	WSDOT	King County
SR 99	S 284th St	S 272nd St	Add 2-way Business, Access and Transit (BAT) lanes	WSDOT	King County
SR 99 (Pacific Highway South)	S 348th St	S 188th St	Provide continuous HOV lanes	WSDOT	King County
8th St E	E Valley Hwy E	W Valley Hwy	Widen to 5 lanes	Pierce County	Pierce County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
Lake Tapps Pkwy E	182nd Ave E	East Valley Hwy	Extend arterial from EVH to 182nd & widen to 4/5 lanes	Pierce County	Pierce County
Valley Ave E/70th Ave E	Freeman Rd E	20th St E	Widen to 5 lanes	Pierce County	Pierce County
SR-410	SR-167	Bonney Lake	Add 1 lane in each direction + EB hillclimb lane	Sumner	Pierce County
Norpoint Way	49th Ave NE	29th St NE	Provide 3-lane roadway	Tacoma	Pierce County
I-5	DuPont Rd U-xing	Fort Lewis Rd	Add HOV lanes in both directions, and NB GP lane	WSDOT	Pierce County
I-5	Fort Lewis Rd	Gravelly Lake Dr U-xing	Add HOV lane in both directions	WSDOT	Pierce County
I-5	Gravelly Lake Dr U-xing	Carlyle Rd U-xing	Add SB HOV lane & convert NB GP lane to HOV	WSDOT	Pierce County
I-5	Carlyle Rd U-xing	Pierce CL	Add HOV lanes in each direction	WSDOT	Pierce County
SR-16	I-5	SR-302	Add HOV lanes in each direction	WSDOT	Pierce County
SR-161	Jovita Blvd	36th St	Widen to 5 lanes	WSDOT	Pierce County
SR-161	176th St	234th St	Widen to 5 lanes	WSDOT	Pierce County
SR-167	I-5	Puyallup	Build new six-lane freeway (2 GP + 1 HOV each direction)	WSDOT	Pierce County
SR-167	SR-18	SR-161	Add HOV lanes in each direction	WSDOT	Pierce County
SR-167	I-5	Port of Tacoma	Build new four-lane freeway	WSDOT	Pierce County
SR-167 @ 24th Ave E			Build new interchange	WSDOT	Pierce County
SR-410	214th	234th	Add 1 lane in each direction	WSDOT	Pierce County
SR-410	214th Ave E	Park Ave Wy	Widen to 4 lanes	WSDOT	Pierce County
I-405	SR-522	I-5 Swamp Creek	Add 2 GP lanes in each direction	WSDOT	Snohomish County
I-5	SR-526	SR-2	Add HOV lanes	WSDOT	Snohomish County
I-5	44th Ave W	220th St SW	Add NB auxiliary lane	WSDOT	Snohomish County
I-5	SR-2	SR-528	Add 1 HOV lane in each direction	WSDOT	Snohomish County
SR-2	SR-522	City of Monroe ECL	Add new 2-lane bypass road	WSDOT	Snohomish County
SR-2	I-5	SR-204	Add 1 Hov lane in each direction	WSDOT	Snohomish County
SR-2	City of Monroe ECL	City of Sultan WCL	Widen to 4 lanes	WSDOT	Snohomish County
SR-2	City of Sultan WCL	Fir Rd (near Proctor Creek)	Widen to 4 lanes	WSDOT	Snohomish County

CITY AND STATE PROJECTS

Project Name	From	To	Description	Jurisdiction	County
SR-522	Snohomish River	SR-2	Widen to 4 lanes	WSDOT	Snohomish County
SR-522	Paradise Lake Rd	Snohomish River	Widen to 4 lanes	WSDOT	Snohomish County
SR-524	I-5	SR-527	Widen to 5 lanes	WSDOT	Snohomish County
SR-527	SR-524	SE 228th St	Add HOV lanes	WSDOT	Snohomish County
SR-9	SR-522	176th St E	Widen to 5 lanes	WSDOT	Snohomish County
SR-99	SR-104	204th	Add 1 HOV lane in each direction	WSDOT	Snohomish County

Appendix C

Priority Processes

Capacity
HAL / HARS
Bridges
Short-Span Bridges
Guardrail
Traffic Signals
Pedestrian
ITS
Vulnerable Road Segments
Small-Scale Operational Road and Intersection

King County Road Services Division
PROJECT PRIORITY PROCESSES

CAPACITY NEEDS

Forecast travel information was used to identify future capacity needs and potential improvements. The travel forecasting model was developed by King County DOT staff using EMME/2 travel demand forecasting modeling software.

The model was calibrated to base year 2000 conditions using 2000 census data, existing roadway information, and empirical traffic count data. Detailed documentation of this model resides in the offices of the King County Department of Transportation, Roads Services Division.

A forecast year of 2022 was chosen consistent with the land use element of the comprehensive plan as required by state growth management legislation (RCW36.70A.070(6)). The model was run with regionally-adopted, 2022 target land use data for population and employment distributed to the model's zonal system. Growth targets and land use assumptions are included in Appendix A of this document. The model road network was developed to represent existing conditions plus a limited number of capacity projects that were considered committed for development and therefore certain to be in place by 2022. The Washington State Department of Transportation's 20-year list of transportation improvements to the state highway system was included in the network as were city projects that were listed in the 20-year time horizon of the regional plan, Destination 2030. City and state projects are listed in Appendix B.

By forecasting future year travel demand on a roadway network comprised of only existing and committed projects, it is possible to highlight areas that lack the capacity needed to accommodate the travel demand associated with the target year.. This capacity needs information was identified by analyzing model results using forecast traffic volumes and forecast ratios of traffic volumes to roadway capacity.

Once the areas of forecast needs were identified, additional capacity was coded into the network to represent projects that might accommodate those needs. The model was run again using 2022 land use data. The results were analyzed using forecast traffic volumes, forecast ratios of traffic volumes to roadway capacity, and existing traffic count data. Additional adjustments were made to model network capacity to optimize performance. This process was repeated several times to identify the best set of capacity projects for meeting forecast needs based on the assumptions and conditions represented in the model.

The resulting needs represents the network capacity increases added to the final or optimum model run. This list represents the roadway capacity needs for 2022 assuming the regionally-adopted land use forecasts for population, households, and employment used to develop the land use component of the King County Comprehensive Plan 2004. All needs identified through this process are included in the needs list section of this document. Needs are also shown on maps included in Section III.

Since the capacity needs clearly exceeded available revenues, a priority scoring methodology was developed to help balance needs with available revenue. This methodology incorporated existing, empirical data; forecast data for 2022 without an improved roadway network; and forecast data for 2022 with an improved roadway network. The following data elements were collected, calculated, and scored:

- Average weekday traffic
- Existing traffic volume to roadway capacity ratios
- 2022 forecast volume to capacity ratios (without capacity improvement)
- 2022 forecast traffic volumes with capacity improvements
- Ratio between 2022 traffic volumes to roadway capacity for the unimproved network compared with the volume to capacity ratio for the improved network
- Arterial Classification of the project need

A description of this scoring system is included in the following table.

Priority Scoring for Capacity Projects

EXISTING Average Daily Traffic (ADT) for project
5 groupings based on magnitude of ADT – from Count Station locations

ADT Value	Score
>20,000	5
15,000 – 20000	4
10,000 – 15,000	3
5,000 – 10,000	2
<5,000	1

EXISTING Volume to Capacity Ratio (V/C) problem in 2000 – from the model
5 groupings based on severity of V/C

V/C Value	Score
>1.2	5
1.0 – 1.2	4
8. – 1.0	3
.6 - .8	2
<.6	1

Yr 2022 V/C problem without improvements
5 groups rated on severity of V/C problem

V/C Value	Score
>1.4	5
1.2 – 1.4	4
1.0 – 1.2	3
.6 – 1.0	2
<.6	1

Year 2022 ADT with final recommended improvements

ADT Value	Score
>40,000	5
30,000 to 40,000	4
20,000 to 30,000	3
10,000 to 20,000	2
<10,000	1

Year 2022 Improvement in V/C, Recommended Improvement verses no action

Value	Score
> .6 V/C change	5
.5 to .6 V/C change	4
.4 to .5 change	3
.3 to .4 V/C ratio	2
.2 to .3 V/C ratio	1

SYSTEM-Level ratings

Arterial Classification

Value	Score
Principal	3
Minor	2
Collector	1
Local	0

FINAL SCORES AND GROUPING

Score 27 to 24 = High Priority Group
Score 23 to 20 = Medium Priority Group
Score 19 and below = Low Priority Group

NON-CAPACITY NEEDS

Non-capacity needs are prioritized by groups of like needs. Existing prioritization processes have been developed either in-house or by consultants for various categories including bridge, guardrail, high accident location, traffic signals, and others.

Existing prioritization processes used to develop the TNR are summarized below.

HIGH ACCIDENT LOCATION (HAL) AND HIGH ACCIDENT ROAD SEGMENT (HARS) NEEDS

In 2002-2003 the King County Department of Transportation list of prioritized High Accident Location (HAL) and High Accident Road Segment (HARS) Needs was updated. The first step in this process was to develop a list of candidate HAL and HARS locations for review and analysis. An initial list was compiled based on accident data from the three-year period 1998-2000. The list was made up of locations that had eight or more recorded accidents in the three-year period.

Certain locations were eliminated from consideration for inclusion in the final list of HAL and HARS locations and needs. These include:

- Locations where recent improvements were judged likely to have a significant effect on the predominant accident patterns were omitted as were locations slated for near-term improvements judged likely to have a significant effect on the predominant accident patterns.
- Locations requiring additional data or analysis were identified and eliminated.
- Any locations that had been recently annexed by other jurisdictions were excluded.
- Sites with no clear accident pattern and no noted deficiencies were excluded.
- Several locations have accident rates considered normal for their ADT. This is a result of their being selected based on the number of accidents in a 3-year period as opposed to accident rate. Sites with normal accident rates, no clear accident pattern, and no noted deficiencies were excluded.
- A few locations were eliminated because the only countermeasures that could be determined were deemed infeasible based upon their impact on traffic flow.

Relevant data were collected for each HAL and HARS location. Field trips were made to collect site-specific data. Site diagrams were sketched, and sites were photographed. This information was added to traffic volume data and accident data from King County's database and was used in the subsequent location-specific analysis. Accident data were used to identify predominant accident patterns.

Although each HAL and HARS location is unique, certain accident patterns are indicative of site deficiencies that can be addressed by specific countermeasures. Countermeasures are improvements that address the accident patterns at a given location. The purpose of a countermeasure is to reduce the occurrence of accidents. There is a broad range of

countermeasures, with approaches ranging from changing roadway geometrics to altering traffic signal timing.

Countermeasures were developed for each of King County's HAL and HARS locations based on predominant accident patterns, field observations, County practices, and the experience of the review team.
General assumptions were made based on average daily traffic (ADT) as to the general suitability of certain countermeasures such as the installation of new signals and left-turn channelization.

Although safety is a primary objective when developing countermeasures, other factors, such as level of service impacts, must be considered. Consideration also was given to the County's standard practices and procedures. County practices deemed applicable to the countermeasure selection process are:

- At signalized intersections, the use of split phasing is discouraged.
- Where no left-turn phasing exists, County practice is generally to first implement protected/permissive left-turn phasing prior to exclusive protected left-turn phasing.
- Where advance-warning signs already exist and accidents still occur, the next step is to install flags to warning signs on tangents and flashing beacons to warning signs on curves.
- Warrants need to be met for application of certain countermeasures such as installation of new signals, stop signs, and left-turn channelization.

Each countermeasure is associated with a corresponding accident reduction factor. Accident reduction factors are a measure of the potential effectiveness of a particular countermeasure. (Actual factors used were based on the Kentucky Transportation Center's *Development of Accident Reduction Factors, Research Report, KTC-96-13.*) There are different ways in which accident reduction factors can be applied. Some reduction factors are broken out by accident severity, for example, property damage only, injury, or fatality. Some are broken out by accident type, for example, left-turn, right angle, nighttime. Some general reduction factors are applied to all accidents. In general, when both accident-specific reduction factors and general reduction factors were given for the same countermeasure, the accident-specific reduction factors were applied. This decision was made to avoid over estimation of potential accident reduction resulting from applying multiple general countermeasures addressing the same accident pattern. The accuracy of the predicted accident reduction is a combination of the selection of both appropriate countermeasures and appropriate reduction factors based on individual site circumstances.

Benefit/cost analysis
Once countermeasures were developed and potential accident reductions were calculated, a benefit-cost analysis was prepared for each location. The benefit/cost ratio accounts for economics and therefore is frequently used to prioritize safety improvements. This method was also used to prioritize the 1996 HAL and HARS projects.

Quantification of the benefit of accidents avoided was based on accident cost figures compiled by WSDOT and derived from national sources. The probable number of reduced accidents was multiplied by the estimated WSDOT accident cost and divided by three (corresponding to three years of accident data) to determine an annual benefit. Countermeasure benefits were converted to a present value normalized over 20 years to account for projects with different service lives.

Planning-level countermeasure cost estimates were developed for use in the benefit/ cost analysis. Since the cost estimates could not be based on an actual design, it was necessary to make general assumptions in determining total project costs. To help simplify the cost estimating process, some of the countermeasures and components of countermeasures were assigned lump sum costs.

The benefit/cost ratio is equal to the benefit of the probable accident reduction divided by the project cost. A benefit/cost ratio greater than 1 indicates the benefits of a proposed countermeasure are greater than the costs. For HALs, the benefit/cost ratio ranged from 0.1 to 76 with six countermeasures resulting in a benefit/cost ratio of less than 1.0. For HARSs, the benefit/cost ratio ranged from 0.1 to 211, with ten countermeasures resulting in a benefit/cost ratio less than 1.0.

The results of the benefit/cost analysis and detailed documentation of the process used are contained in the report, *High Accident Locations and Road Segments Analysis, King County, Washington*; Jacobs Civil Inc.; July 2003.

BRIDGE NEEDS

Assessment of bridge needs begins with inspection. The inspection system, which is based on the National Bridge Inspection Standards (NBIS), calculates a sufficiency rating based on such factors structural adequacy and safety, serviceability and functional obsolescence, and how essential the bridge is for public use. The rating ranges from zero (worst) to 100 (best). Under this system, all bridges having a sufficiency rating less than or equal to 50 are either functionally obsolete or structurally deficient and are equally eligible for federal replacement funds. Any bridge with a sufficiency rating less than or equal to 80 that is functionally obsolete or structurally deficient is also eligible for rehabilitation funds.

Sufficiency rating alone establishes eligibility for federal funding, but it is inadequate to prioritize bridges for replacement or rehabilitation. It does not give enough weight to important criteria such as load limitations, hydraulics, geometric deficiency, and expected useful life. The priority process establishes the need for individual bridge replacement by score and rank using criteria approved by the King County Council (Ord. 11693).

The bridge seismic study completed in 1994 ranks the relative need of seismic retrofits for each bridge included in the study. Bridges scheduled for replacement or rehabilitation within 10 years were excluded. The study assigned equal weights to four criteria: structural vulnerability, importance, seismicity, and life hazard. The final assessment of which bridges to retrofit

considers the potential for the bridge to become a viable replacement candidate and to be replaced within ten years. Consideration is given to such factors as whether the bridge provides a sole access and if the cost of the retrofit is a reasonable amount to invest for a limited period of protection prior to replacement.

Priority process rankings are used in the development of the annual six-year CIP. Highest priority projects are in the current CIP. Consideration for additions are guided by the following goals: add the highest priority bridges to the replacement program, continue with existing seismic retrofit program, establish a routine painting program, and provide for major maintenance and repairs that cannot be accomplished by Maintenance Operations.

The methodology for prioritizing bridge needs is documented in, "Proposed Prioritization Process for King County Bridge Needs," King County Department of Public Works, Roads and Engineering Division, July 1994 and "2002 Annual Bridge Report of the King County Department of Transportation, Road Services Division, Structural Design and Bridge Inspection Unit," April 2003.

SHORT-SPAN BRIDGE NEEDS

The Short-Span Bridge Program was started in 2006 to address the needs of short bridges nearing the end of their useful life. These bridges are less than twenty feet in length, and ineligible for federal or state bridge funds. The Road Services Division has identified over 50 bridges for this new program. The bridges have been inventoried and assigned a priority. It is expected that the bridge replacement program will last for a number of years, as several of the top ranked bridges will be will be implemented each year in a two year, design -- build schedule.

The priority array used for the Short-Span Bridge Program is the same priority array used for the other bridge needs.

ROADSIDE BARRIER (GUARDRAIL) NEEDS

The methodology for identifying and ranking potential sites for safety mitigation using roadside barriers, specifically guardrails and bridge rails, was revised in 2002-2003. The new methodology is quantitative and was used to develop priority arrays for each of three categories of barriers: new barriers, retrofits to existing barriers, and bridge rail upgrades.

The methodology has two principal considerations—risk potential and severity. The risk potential factor is a function of parameters that quantify the exposure and probability associated with vehicles running off the road. Severity is a function of parameters that quantify and rate personal injury potential. These factors were derived from current statistics and existing roadside features. Factors are based on accidents, average daily traffic (ADT), road functional classification, corridor geometry, bridge geometry, speed limit, need as defined by embankment

slopes, and roadside obstacles. The algorithms for retrofit barriers and bridge rail upgrades also incorporate parameters for existing barrier and rail deficiencies.

The primary source for establishing potential new barrier locations was the existing barrier priority array initially established in 1988. All locations remaining on the list were included in the array. In addition, a comprehensive roadside hazard inventory was completed for the King County arterial roadway system and analyzed to identify locations that might require barriers. Twenty-one sites were identified for further investigation. Additional non-arterial sites suggested by citizens and county employees were also included.

All sites with existing roadside barriers that are not compliant with standards were included as candidates for barrier retrofit. About have the existing barriers are non compliant and were therefore included as candidates. Risk exposure and degree of deficiency were the primary considerations in the prioritization process. Severity was less of a concern than for new barriers because it was assumed that all barrier locations were warranted.

All bridges and culvert crossings maintained by King County were included as candidates for bridge rail upgrades. Many of the candidate bridges were built prior to 1964 and do not have bridge railings designed to current safety standards. The bridge rail array identifies locations with safety deficiencies and prioritizes their upgrade. Three specific bridge deficiency and difficulty factors were established: structural deficiency, difficulty of upgrade, and end transition deficiency. In addition, a risk potential factor (average daily traffic) and a severity factor (posted speed limit) were included.

Priority arrays were developed for each of the three categories of barrier using the appropriate factors and algorithms. Each priority array was fully tested following development. Statistically valid sample sizes were developed for each array, and engineers field reviewed and ranked the sites. In each case, rankings correlated 90% or better with the results of the priority arrays.

Detailed documentation of priority array development and methodology is available in the document, *King County Roadside Barrier Program Priority Array Development;* September 2003; Jacobs Civil Inc., TransCore ITS, Inc., Garry Struthers Associates, Inc.; for King County Department of Transportation Traffic Engineering Section.

TRAFFIC SIGNAL PRIORITY PROCESS

The process to prioritize signals conforms to the laws set forth by the federal government, adopted with amendments by state government, and presented in the *Manual on Uniform Traffic Control Devices* (MUTCD) published by the Federal Highway Administration and the U.S. Department of Transportation. The prioritization process evaluates signal warrants (tests) set forth in the MUTCD and assigns rating values to each warrant. The rating values assign weights to the individual warrants. The sum of the individual warrant rating values provides a basis for comparison to other potential signal locations.

Prioritization and selection of intersections for signalization starts with data collection. Traffic Engineering staff members collect data on vehicle and pedestrian volumes, prevailing speeds, and accident history at each intersection over the most recent three-year period. Each intersection is then evaluated using MUTCD warrants based on the number of approach lanes and the collected data.

The MUTCD states that the signal warrants define the minimum conditions under which installing a traffic control signal might be justified. However, selection and use of traffic control signals should be based on careful analysis of traffic operations, pedestrian and bicyclist needs and other factors, coupled with engineering judgment. Traffic signals should not be installed unless one or more of the eight signal warrants is met. Three of these warrants are based on traffic volumes at several periods during the day: the peak hour, the fourth highest hour, and the eighth highest hour. Another warrant examines the traffic accident history, focusing attention of accidents correctable by signalization (left-turn and right-angle types). Two warrants examine pedestrian activity to determine if pedestrian volumes warrant signalization. The final two warrants examine whether signalization would improve traffic flow in a coordinated signal system or roadway network.

Four primary warrants are used in the evaluation of all intersections. The remaining warrants are most applicable to urban sites with frequent pedestrian activity. Such sites are less common in unincorporated King County.

The four primary warrants are:

1. Warrant #1 – Eight-Hour Vehicular Volume
   Condition A: Minimum Vehicular Volume
   Condition B: Interruption of Continuous Traffic
2. Warrant #2 – Four-Hour Vehicular Volume
3. Warrant #3 – Peak-Hour Vehicular Volume
4. Warrant #7 – Crash Experience

To the MUTCD warrants, King County adds a factor for proximity to school site. This additional factor does not replace the pedestrian-related warrants. For locations near schools, shopping, and other pedestrian attractors, the volume of pedestrian activity is examined as well as pedestrian warrants. The proximity to school factor addresses the potential for pedestrian activity outside the average-day activities.

Rating values representing the degree to which signal warrants are met are calculated for each warrant. Values are summed by intersection, and the list of intersections is sorted to separate those that meet signal warrants from those that do not. Intersections that meet warrants are sorted by rating value from the largest to the smallest and are then numbered according to their order in the list. The resulting list of rank-ordered intersections is commonly called the priority array. It provides a starting point for determining the locations to signalize.

Intersections on the top of the priority array undergo extensive evaluation of alternatives including existing and forecast traffic operational analyses to determine the effectiveness of each

alternative, turn pocket lengths, and cost comparisons. Alternative measures to signalization include, but are not limited to, the construction of additional lanes, revising the intersection geometrics to channelize movements, installing street lighting, improving sight distance, roundabouts, measures to reduce approach speeds, changing lane use assignments, restricting movements, adding stop controls or intersection flashers. Particular attention is given to the predominant type of accident recurring at the intersection. A committee of signal design and maintenance staff reviews the information developed from these analyses and selects the improvement providing the safest, most cost-effective, long-term solution.

Detailed documentation of the signal prioritization process is contained in the report, *King County Countywide Signal Program, Signal Priority Process*, King County Road Services Division, Traffic Engineering Section, July 2004.

PEDESTRIAN NEEDS

The Pedestrian Priority Process (PPP) focuses on improving the most critical pedestrian facilities in unincorporated King County. This process helps the County identify and prioritize pedestrian walkway improvements for construction. PPP was initiated in response to concerns expressed by the King County Council regarding pedestrian safety. The program uses a rating process developed in 1990-1991.

There are four main steps to the process:

Identification of Candidate Locations – A list of potential improvements is compiled from recommendations by Road Services Division personnel, business and community groups, and the general public.

Preliminary Screening and Scoping of Candidate Locations – Road Services Division employees field check each location to eliminate those that are not significant safety hazards or that are infeasible.

Determination of Priority Process Score – Potential improvements are rated based on the following eight evaluation criteria:

1. auto traffic volume (TV)
2. auto speed limits (Sp)
3. pedestrian volume (PV)
4. physical safety of existing pedestrian facilities (EF)
5. accident history (Ac)
6. appearance on other plans (Pl)
7. linkage to other pedestrian trails and pathways (L)
8. benefits to other travel modes: bicyclists, equestrians, bus riders, and the disabled (M)

Values for these criteria are used in the following formula to derive a total priority score:

$2 \times \{(TV \times Sp \times PV \times EF) + Ac\} + Pl + L + M = \text{Priority Score}$

Evaluation of Candidate Locations – Potential projects are reviewed. Low-scoring projects and those with prohibitive costs are given less consideration. The highest scoring projects are considered candidate projects for inclusion in the Road Services Division capital facilities plans.

Documentation of this process is contained in the report, *The Pedestrian Priority Process,* 1991, King County Roads and Engineering Division.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) NEEDS

The corridor projects provide an overall ITS improvement program for key regional corridors. The key corridors were identified from the 2004 Transportation Needs Report (TNR) and from stakeholder feedback regarding transportation needs in unincorporated King County. ITS improvements proposed for the identified corridors include cameras, vehicle detection, traffic signal equipment and timing upgrades, pavement conditions sensors, and other devices where needs warrant, as well as communications infrastructure to support these devices. For the most part, these corridors are linked to each other or to other King County ITS projects, allowing for communications continuity and the establishment of a regional ITS corridor network. The corridors include both urban arterials and smaller-capacity rural roads.

A total of 34 corridor projects were identified. As with any planned improvement program, all of the projects cannot begin at once, and a prioritization process is needed to determine which projects best meet the needs of the County based upon their ability to meet key criteria. Criteria for analyzing the project priorities were established based upon examples from the 2004 Transportation Needs Report (TNR), as well as other criteria specific to ITS projects and the needs of the County. Each criterion was analyzed on a scale of 1 – 5 points; no single criterion was weighted more heavily than another. Priorities were established by totaling the points received by each project. A general priority level (Low, Medium, High) was then assigned by comparing the scores each project received.

It is recognized that actual project deployments are likely to be affected by such factors as funding availability and dependence on other projects, as well as require additional investigation into overall project feasibility. Therefore, the intent of the exercise was to provide a relative analysis of King County's ITS priorities, and not to establish a set order for deployment.

ITS Corridor Projects

The corridor projects include a broad cross-section of both urban and rural corridors, dispersed across the county. This section describes the process and criteria that was used to assign a relative (high, medium, low) priority to each project. These criteria were established with the purpose of providing a quantitative assessment of each project's alignment with King County needs and priorities. To the extent possible, the prioritization method was based upon criteria used in the 2004 TNR. The criteria include:

Average Daily Traffic (ADT): This criterion used the same traffic volume scale as capacity projects to assign priority to corridor projects along roads with the highest average daily traffic counts.

ADT Value	Score
>20,000	5
15,000 – 20,000	4
10,000 – 15,000	3
5,000 – 10,000	2
<5,000	1

Volume to Capacity Ratios: This criterion gave priority to roads whose volumes were approaching or exceeding capacity, based upon the following scale used in the TNR:

V/C Value	Score
> 1.2	5
1.0 – 1.2	4
.8 – 1.0	3
.6 -- .8	2
<.6	1

Accident Rates: Corridors with high accident rates were considered higher priority, using the following scale:

Accident Rate	Score
> 4.1	5
Below 4.0	4
Below 3.0	3
Below 2.0	2
Below 1.0	1

Transit Ridership: Corridors with greater volume of transit ridership were considered higher priority, using the following scale:

Average Weekday Ridership	Score
>400	5
300 – 400	4
200 – 300	3
100 – 200	2
1 -- 100	1

Potential for Annexation: Proposed and approved land annexations for 2004 and 2005 were reviewed as well as proposed future annexations. Corridors with little probability of annexation were considered higher priority using the following scale:

Proposed Annexation Year	Score
Rural	5
>2010	4
2009 – 2010	3

2007 – 2008	2
2005 -- 2006	1

Availability of Communications: Corridors with access to communications infrastructure were considered higher priority, using the following scale:

Communications	Score
King County fiber existing on corridor	5
King County or WSDOT fiber nearby	4
INET Hub Nearby	3
Other	2
None / Unknown	1

Links to Other Existing/Planned Projects: Higher priority was given to corridor projects that could coordinate or build off of other county ITS corridor projects, as follows:

Projects	Score
Links to Funded / Existing King County Corridor Project	5
Links to Other Strategic Plan Project	3

Hazard Areas: King County has identified a number of hazards along county roadways,including High Accident Road Segments (HARS), High Accident Locations (HAL), and areas prone to flooding, ice, and landslides. Corridors with two or more of these hazard locations were given a score of 5; corridors with one identified hazard were given a score of 3.

Hazard Areas	Score
Two or more hazards in corridor	5
One identified hazard in corridor	3

Final Priority Ranking

Total Corridor Priority	Total Score
High	Score > 23
Medium	Score 22 – 17
Low	Score <16

VULNERABLE ROAD SEGMENTS (VRS) STUDY

The Vulnerable Roadway Segments (VRS) study was instituted in 2005 to identify and address specific roadway funding needs throughout the County. A vulnerable road segment was defined as a road segment that requires abnormally expensive and/or frequent repairs. This includes roads with failing retaining walls, seawalls, roads with chronic settlement problems, or roadways close to rivers with repetitive erosion problems.

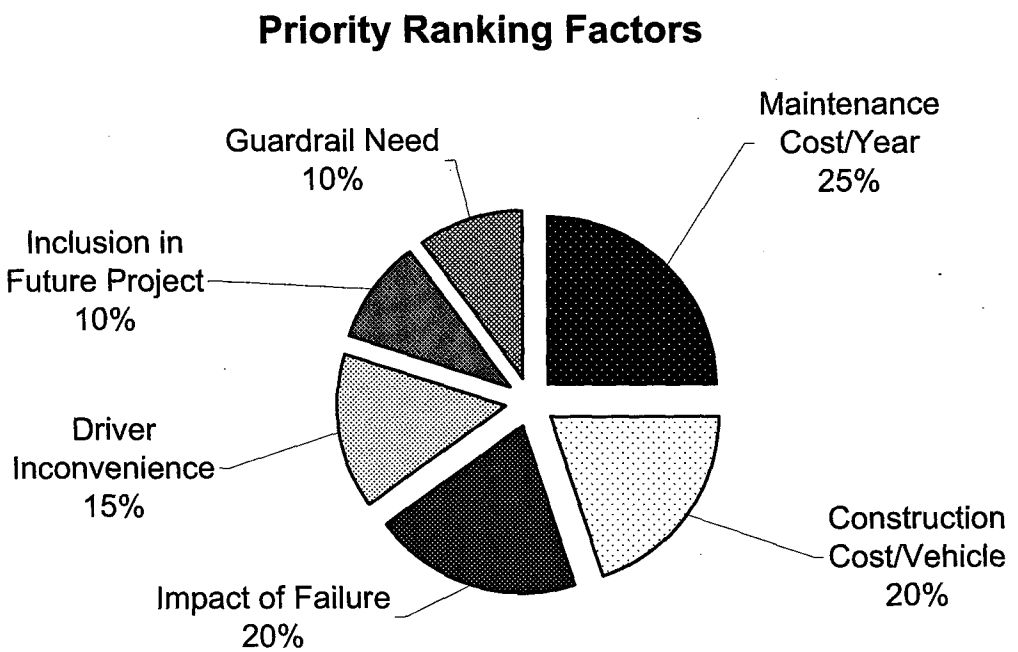
The first step of the study was to identify the vulnerable road segments throughout the County. The identification process consisted of a two-pronged effort; researching existing lists of

problem roads as well as finding new segments. The data collected from researching existing lists and working with the Road Services Division Maintenance Section provided enough information to start compiling a comprehensive list of the roadway segments found.

Priority Array Description

The factors shown in the pie chart below were used in developing the priority rank formula for vulnerable roadway segments. The value assigned to each of the factors was either calculated or collected from various data sources. The percentage of influence each category has in producing the priority rank is shown in the pie chart below.

The factors were chosen by the project team and refined through an iterative process. After each iteration, the values and percentages of the factors, as well as the segment rankings were studied for reasonableness. The overall goal was achieved when the full numerical range of each factor was well distributed among the segments and the weighting percentage of each factor seemed to result in a logical ranking of segments.



The Maintenance Cost / Year is the average estimated amount of money spent each year *repairing* the road segment to correct the identified problem in the short term. Projects with higher annual maintenance costs are given more priority.

$$Factor = \frac{M \times f}{20{,}000} \times 25$$

where M = estimated maintenance cost/year (in thousands of dollars)
f = the frequency of the maintenance each year
20,000 = the maximum maintenance cost/year
25 = the maximum number of points possible for this factor

The Construction Cost / Vehicle factor divides the cost of the *permanent* construction fix (i.e., not a maintenance repair) by the average daily number of vehicles that travel the road. Projects with a lower cost benefiting a higher number of vehicles are given a higher priority.

$$Factor = 20 - \frac{C / ADT}{1500} \times 20 \quad (Factor = 0 \text{ if formula results in negative value})$$

where C = *cost of permanent construction fix*
ADT = *average daily traffic count on segment*
1500 = highest C/ADT ratio, except for a few outliers (1500 chosen to keep this factor well distributed among segments)
20 = maximum number of points possible for this factor

The Impact of Failure factor accounts for the importance in correcting a vulnerable roadway segment. The project team made many field visits evaluating the majority of the vulnerable roadway segments, classifying the roadway problem, and performing a preliminary engineering assessment to score the roadway vulnerabilities. Each of the road segments was scored 1 to 5 addressing the predicted consequences if no action were taken to correct the problem. The scoring is as follows:

Score = 1 If problem is left uncorrected, total failure would likely occur, resulting in closure of the entire road.
Score = 2 If problem is left uncorrected, partial (or possibly total) failure of the road could occur, closing half (or all) of the road.
Score = 3 If problem is left uncorrected, partial failure of road could occur, closing a shoulder and/or possibly a lane of the road.
Score = 4 If problem is left uncorrected, minor loss of road function could occur in near future.
Score = 5 If problem is left uncorrected, maintenance would be necessary with no foreseeable loss of road function.

If Score = 1, Factor = 20	*Values of factors determined by an*
If Score = 2, Factor = 11	*exponential function (as opposed to a*
If Score = 3, Factor = 6	*linear function), to weigh full or partial*
If Score = 4, Factor = 3	*road closures much more heavily than a*
If Score = 5, Factor = 0	*minor loss of road function.*

The Driver Inconvenience factor of each road segment measures the overall level of driver inconvenience if a vulnerable road segment is closed. The detour length and the traffic volume on the segment is considered in this factor. Segments involving longer detours with higher traffic volumes are given more priority.

$$Factor = \frac{l \times ADT}{95{,}000} \times 15$$

where l = *length of detour caused by closed road segment*
ADT = *average daily traffic on segment*
95,000 = maximum l/ADT ratio (except for one outlier)
15 = maximum number of points possible for this factor

If a segment is part of a planned project in the CIP or TNR, the Inclusion in Future Project factor gives priority to such segments to account for the opportunity to complete two needs with one project.

Factor = 10 if segment included in other project
Factor = 0 if segment not included in other project

The Guardrail Need factor is a yes or no toggle identifying the need for guardrail on the vulnerable segment. Road segments slated for future guardrail projects are given more priority to account for the opportunity to fulfill two needs with one project.
Factor = 10 if guardrail is needed on segment
Factor = 0 if guardrail is not needed on segment
All of the priority ranking factors are then weighted to the percentages shown in the pie chart above and summed to produce a score between 0 and 100, ranking the different road segments and identifying the best project candidates. The road segments with the lower scores are the best candidates for road projects.

Sample calculation

The following sample calculation for vulnerable segment of NE Woodinville Duvall Road (steep slopes above and below roadway) will help illustrate how the final rating scores were calculated:

Maintenance Cost / Year (25 points max.)

$$Factor = \frac{M \times f}{20{,}000} \times 25 = (\$10{,}000 \text{ x } 0.5 \text{ times/year}) / 20{,}000 \text{ x } 25 = \mathbf{6}$$

Score is only 6 out of 25 due to relatively inexpensive repairs at infrequent frequency - once every two years.

Construction Cost / Vehicle (20 points max.)

$$Factor = 20 - \frac{C / ADT}{1500} \times 20 = 20 - (\$420{,}000 / 11{,}100 \text{ vehicles / day}) / 1500 \text{ x } 20 = \mathbf{19}$$

Score is a high 19 out of 20 due to relatively inexpensive permanent fix for large volume of vehicles.

Impact of Failure (20 points max.)

If Score = 3, Factor = ***6***

Score is only 6 out of 20 due to lower impact of problem, which would close a shoulder of the segment, or one lane at worst. Traffic would not need to be detoured.

Driver Inconvenience (15 points max.)

$$Factor = \frac{l \times ADT}{95{,}000} \times 15 = (8.5 \text{ mile detour x } 11{,}100 \text{ vehicles / day}) / 95{,}000 \text{ x } 15 = \mathbf{15}$$

Score is a full 15 out of 15 due to lengthy detour affecting a large volume of vehicles.

Inclusion in Future Project (10 points max.)

Factor = **10** (segment included in operational project identified in TNR)

Score is a full 10 points because it has also been identified as a need in another study.

Guardrail Need (10 points max.)

*Factor = **0** (guardrail is not needed on segment)*

Factor is zero since there is no need for guardrail on this segment, meaning two projects cannot be completed due to action on this segment.

Total Score

6 + 19 + 6 + 15 + 10 + 0 = 56

Total Rating (lower score is better candidate for action)

*100 – 56 = **44** (actually 43 due to rounding in spreadsheet)*

SMALL SCOPE OPERATIONAL PROJECTS

Program Description

Historically, small scope operational projects have been a lower consideration in the Road Services Division's CIP project development process, as these project are typically developed on an as-needed basis. In September 2005, the Division recognized the need to establish a program for these types of projects -- those that do not rate high enough to be funded from other prioritized program project lists. The goal for this program is to identify and support high benefit cost ratio projects that could address small scope traffic flow and safety issues. The focus of this effort is to develop a comprehensive list of pedestrian facilities, non-signal intersection improvements and roadway location projects with recommended improvements to serve unincorporated King County's transportation and pedestrian needs.

Program Development Process

As a new program and process, a statement of the programs goals and objectives was developed. A project recommendation and evaluation process was introduced that satisfied these goals and objectives. The project selection process used an objective methodology for ranking potential sites for safety and traffic improvements. Finally, a budget element was applied to make sure the most deserving projects are achieved first.

Goals and Objectives

The goal of this Small Scope Operational Program is to identify locations within unincorporated King County that could be enhanced by operational improvements, yet have not been implemented due to funding constraints. There are needs that have been identified for pedestrian facilities, non-signal intersection improvements and roadway locations that either do not fit the criteria of existing improvement programs or do not score high enough to be funded.. The objective of this program is to develop a prioritized list of small scale projects showing description of proposed work scope, limits and costs. Another common element of these projects

is their short design and construction schedules, which makes this program highly responsive to emerging needs.

Project Selection Process
The staff from the Road Services Division's Traffic Engineering Section developed a logical, project-selection process for identifying, selecting and prioritizing projects. There are four tiers to this process:

- Identification of a candidate project
- Preliminary screening and scoping of candidate locations
- Determination of priority process score
- Evaluations of candidate locations

Identification of Candidate Projects
A list of potential improvements is compiled from recommendations by a number of sources including KCDOT engineering staff, businesses, community groups, and members of the general public.

Preliminary Screening and Scoping of Candidate Locations
A field review was conducted for candidate projects for scope verification, cost estimating, and identification of unique constraints and challenges. Field trips were made to most sites to collect relevant, up-to-date field information, site-specific data, create site diagrams and sketches and take photographs. In addition, King County traffic volume and accident data was included as part of the location-specific analysis.

The evaluation for each project was based on a preliminary screening of the project information obtained during data collection. Preliminary screening/feasibility analysis was undertaken prior to project development to assure a candidate project is feasible and satisfies program goals and criteria before it is evaluated. As each project was screened, it was assigned a relative (high, medium, low) priority to develop a preliminary ranking and determination of whether to advance formal prioritization process.

Determination of Priority Process Score
The priority process was developed with the purpose of providing a quantitative assessment of each project's merits for comparison with similar projects. Prioritization and selection of projects begins with project screening/feasibility analysis and ends with the prioritized project list. Data on vehicle and pedestrian volumes, vehicle speeds, existing and planned facility capacities and accident history at each location over the most recent three or five year period was also collected as part of the analysis process.

Each project is unique due to the specific issues addressed. Certain concerns are indicative of site deficiencies that can be addressed by specific countermeasures. Countermeasures are the improvements that address problems at a given location to improve the safety or traffic

operations. Countermeasures at each location were developed for the three separate categories (pedestrian facilities, non-signal intersection improvements and roadway locations) based on the predominant problems, field observations, King County practices and standards, and the experience of the review team.

Pedestrian-oriented projects used the existing pedestrian priority array (see Pedestrian Priority Process earlier in this appendix). . The algorithm for non-signal intersection improvements and roadway location projects was developed specifically by the Traffic Engineering staff to score projects in these categories. The potential improvements for these projects were rated on the following criteria:

NON-SIGNAL INTERSECTION IMPROVEMENT PROJECTS

Volume to Capacity Ratio

Volume to Capacity Ratio	**Score**
Greater than 1.0	15
.5 to .99	10
.25 to .49	5
Less than .25	0

Volume to Capacity Ratio relative to number of hours it exceeds various thresholds

Volume to Capacity Ratio	**Score**
V/C > .8 for 8 + hours	10
V/C > .8 for 5 - 7 hours	7
V/C > .6 for 8 + hours	5
V/C > .6 for 7 hours or less	0

SAFETY CRITERIA

Accidents per million Entering vehicles -average of 5 most recent years (ACC/MEV)

Accidents / MEV	**Score**
Greater than 1.0	30
.5 to .99	25
.25 to .49	15
.10 to .24	10
Less than .10	0

SAFETY CRITERIA

Intersection Geometrics with respect to King County Road Standards-1993 for angle of intersection, horizontal curvature of approach, vertical curvature of approach, and stopping sight distance

Road Design Standards Met	**Score**
4 Criteria Not Met	30
3 Criteria Not Met	20
2 Criteria Not Met	15
1 Criteria Not Met	10
Meets KCRS Criteria	0

SAFETY CRITERIA
Speeding
85th Percentile Speed in excess of the posted speed limit

Speed greater than posted speed	Score
Greater than 10 MPH	15
7 MPH to 10 MPH	10
5 MPH to 7 MPH	5
Less than 5 MPH	0

ROADWAY LOCATIONS PROJECT CRITERIA

Level-0f-Service (congestion)

Level-of-Service	Score
A	0
B	0
C	5
D	15
E	20
F	25

SAFETY CRITERIA
Accidents per million vehicles (average of 5 most recent years)

Accidents per Million Vehicle miles traveled – 5 years	Score
Greater than 3.0	30
3.0 to 2.5	20
2.5 to 1.5	10
Less than 1.5	0

SAFETY CRITERIA
Roadway geometrics with respect to King County Road Standards 1993

Road Design Standards Met	Score
Meets none	30
Meets 1	25
Meets 2	15
Meets all	0

Speeding

Speed greater than posted speed	Score
Greater than 10 MPH	15
7 MPH to 10 MPH	10
5 MPH to 7 MPH	5

Less than 5 MPH	0

Evaluations of Candidate Locations

Scores for each location ranged from 0 to 100, with the following levels:

0 to 30	Low
31 to 50	Medium
51 to 100	High

Potential projects were reviewed with planning-level cost estimates and then subjected to a basic financial analysis. Low scoring projects or those with prohibitive costs are given less consideration. The highest scoring projects are prioritized and considered as best candidates for the Road Services Division's Small Scope Operational Projects program.

Project Selection

The small scope operational projects include a broad cross-section of both urban and rural locations, and priority arrays were developed for each of the three categories. The final project selection will be based on the priority scores weighted based on an assessment of each project's potential effectiveness. Consideration and higher priority was also given to such factors as whether the project could coordinate with or enhance other King County transportation needs and priorities.

Appendix D

Financial Analysis

Transportation Needs Report 2008
Executive Recommended Draft
March, 2008
Financial Forecast in Constant 2008 Dollars

	Road Fund	Fed BRAC	Federal	State	MPS	Other
2009	$40,368,551	$2,000,000	$2,500,000	$2,000,000	$1,500,000	$150,000
2010	$18,079,447	$1,500,000	$2,000,000	$1,350,000	$1,400,000	$150,000
2011	$28,274,647	$1,500,000	$2,000,000	$1,350,000	$1,300,000	$150,000
2012	$38,052,448	$1,500,000	$2,000,000	$1,350,000	$1,200,000	$150,000
2013	$39,057,131	$1,500,000	$2,000,000	$1,350,000	$1,100,000	$150,000
2014	$40,618,708	$1,500,000	$2,000,000	$1,350,000	$1,000,000	$150,000
2015	$40,750,559	$1,500,000	$2,000,000	$1,350,000	$900,000	$150,000
2016	$40,554,026	$1,500,000	$2,000,000	$1,350,000	$800,000	$150,000
2017	$40,352,910	$1,500,000	$2,000,000	$1,350,000	$700,000	$150,000
2018	$40,154,292	$1,500,000	$2,000,000	$1,350,000	$600,000	$150,000
2019	$39,955,830	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
2020	$39,758,299	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
2021	$39,562,031	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
2022	$39,366,609	$1,500,000	$2,000,000	$1,350,000	$500,000	$150,000
	$524,905,488	**$21,500,000**	**$28,500,000**	**$19,550,000**	**$12,500,000**	**$2,100,000**
						$609,055,488

Amounts in Thousands of Dollars

	2008-2022 Needs	2008-2022 Allocation	
Bridge	$87,462	$61,000	
Capacity Major	$267,807	$110,500	
Capacity Minor	$167,593	$34,500	
ITS	$91,298	$18,000	
Nonmotorized	$168,103	$33,817	
Operations	$78,729	$23,500	
Preservation	$105,955	$59,000	
Reconstruction	$41,711	$21,000	
Safety	$78,392	$28,000	
Total	**$1,087,050**	**$389,317**	**$697,733 Shortfall**

Other CIP Needs	
Drainage/Fish Passage	$24,000
Environmental	$5,000
Overlay	$81,000
Misc	$11,000
Debt Service	$98,738
Total	**$219,738**

16263 Attachment F

2008-124

King County

KING COUNTY COMPREHENSIVE PLAN 2008

Technical Appendix D
Growth targets and the Urban Growth Area

March 1, 2008

King County Department of Development and Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98057-5212
http://www.metrokc.gov/permits/codes/CompPlan/2008/

Technical Appendix D

Growth Targets and the Urban Growth Area

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I. Abstract

This appendix provides an analysis of growth trends in order to review the size and location of the King County Urban Growth Area (UGA). The appendix discusses the factors that contribute to review of the drawing of the UGA to accommodate projected population growth by 2022 pursuant to the state Growth Management Act (GMA). The relevant information for this study came from reports of the various technical committees assigned to provide data for the UGA, the Countywide Planning Policies, the Environmental Impact Statements of the Countywide Planning Policies and the King County Comprehensive Plan, the Buildable Lands amendment to the GMA, and a review of the work of other jurisdictions developing similar policies throughout the country.

Appendix D was originally prepared in 1994 and updated in 2004. This Appendix D-2008 supplements the original with new information. The analysis was updated in 2004 to reflect four changes since 1994:

- Growth of population, housing units and jobs in the years since 1994;
- New population forecasts prepared by Washington State in early 2002;
- The King County Buildable Lands Report, completed in September 2002 pursuant to the 1997 Buildable Lands amendment to the GMA; and
- New principles for allocating growth, specifically that each jurisdiction accommodate a share of the forecasted growth and that population and job growth should be in balance.

This Appendix D-2004 incorporates the original Appendix D by reference, but does not address issues already covered by the original, such as delineation of the UGA. Therefore, it supplements but does not replace Appendix D. This revised Appendix describes modifications to the assumptions and methodology used to extend the original growth targets ten years to 2022.

In 2002, King County and its cities compiled land supply, land capacity and density data and submitted an evaluation report under the Buildable Lands amendment to the GMA. This report contained current measures of land capacity, revised to represent adopted plans and zoning throughout King County. This updated, more accurate land Supply information was combined with the updated land Demand information from State forecasts, in order to review the size and adequacy of the UGA.

The King County UGA is sized to adequately accommodate projected growth while also accounting for unpredictable circumstances that could alter the calculated supply of buildable land or the number of households needed to accommodate projected population growth. The location of the UGA takes in areas of the County that already have urban services or have solid commitments for urban services, and as a result, would be inconsistent with the criteria for rural land. A second round of Buildable Lands information, completed in September 2007, affirms the adequacy of the existing UGA to accommodate all of the county's projected growth through 2022. This is true both for the entire Urban Growth Area and for the unincorporated portions of the UGA.

II. Background

The Countywide Planning Policies established a framework UGA for King County. King County designated a final UGA in its 1994 Comprehensive Plan based on this framework. Each city within King County is responsible for determining, through its comprehensive plan, land use within its borders. King County is responsible for establishing land use in the unincorporated portion of the UGA through its comprehensive plan.

Key factors used in setting the UGA include population forecasts, growth targets, and land capacity. **Population forecasts** are predictions about future behavior based on past trends. **Growth targets** are a jurisdiction's policy statement on how many net new households it intends to accommodate in the future based on population forecasts and the expected size of the average household. **Land capacity** is derived from an estimate of vacant land plus the redevelopment potential of land already partially developed or underutilized. **Discount factors** are applied to the estimate of land capacity to account for probable constraints to actually developing the land.

Forecasts are useful as an indicator of the potential future demand for land. Targets follow the development of specific goals and objectives for future growth and, under the GMA, they must be supported by commitment of funds, incentives, and regulations. Discounted capacity is a realistic estimate of how much growth may be accommodated in a geographic area.

Under the GMA, each county is required to accommodate 20 years of population growth. Counties are to establish UGAs "within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature" (RCW 36.70A.110(1)). Further based on OFM population projections, the GMA requires the UGA to "include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding twenty-year period" (RCW 36.70A.110(2)). As specified in RCW 36.70A.110(1), all cities are places for urban growth and, by law, must be included within the Countywide UGA. In addition, unincorporated areas may be included within the UGA "only if such territory already is characterized by urban growth or is adjacent to territory already characterized by urban growth". Each UGA also shall include greenbelt and open space areas (RCW 36.70A.110(2)).

Several GMA goals, such as those dealing with affordable housing, economic development, open space, recreation, and the environment, have an important bearing on these UGA requirements. These goals need to be balanced with those which encourage efficient urban growth and discourage urban sprawl.

The so-called "concurrency" goal for public facilities and services directs jurisdictions to ensure that "those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy without decreasing current service levels below locally established minimum standards" (RCW 36.70A.020(12)). Ensuring adequate land for industrial and commercial development and providing enough land to allow for choices in where people live will help advance economic development and maintain housing affordability. If the UGA is adequately sized, then pressures to develop on environmentally constrained land and on areas set-aside for open space are reduced. These factors must be balanced with the goal of reducing urban sprawl when determining the UGA.

III. Size of the Urban Growth Area

A. Growth to be Accommodated

1. Projected Countywide Household Growth

The Growth Management Act (GMA), adopted in 1990, requires Washington State counties to accommodate forecasted growth, to allocate that growth among their jurisdictions and to designate Urban and Rural areas. In King County, the allocation takes the form of "growth targets" for household and job growth over a 20-year or 22-year Growth Management period. The first set of growth targets was enacted by King County through the Countywide Planning Policies in 1994. For the period 1992 to 2012, the targets specified a range of household and job growth each city and the unincorporated area were expected to accommodate. These targets allowed King County jurisdictions collectively to accommodate the 293,100 additional people forecasted for the period 1992 to 2012.

The GMA requires a ten-year update of Growth Management plans. During the period since the first set of targets were adopted, six new cities have incorporated in King County, and other cities have annexed large areas. By the time of the 2000 Census, King County had 173,000 more residents than in 1994. Furthermore, in January 2002, the Washington State Office of Financial Management (OFM) promulgated a new set of population forecasts for whole counties, out to beyond 2020. The new forecast began from a year-2000 US Census base, and indicated a most likely growth of 311,500 persons in King County during the 22-year period 2000 to 2022. These changes prompted an 18-month process in King County to develop new growth targets for each jurisdiction.

It is important to note that the 2002 OFM forecast ratified the accuracy of earlier forecasts, of the adopted targets, and of the 1994 delineation of the Urban Growth Area (UGA). King County population growth since 1994 has tracked well against OFM's 1992 forecast which was the basis for the 1994 Comprehensive Plan targets and UGA. Therefore, no radical change to the targets is necessary – only an extension to accommodate another ten years of growth.

Land use decisions are more closely dependent on the expected growth in households and dwelling units than on simple population forecasts. As a result, the OFM population forecast of an additional 311,500 people by 2022 must be translated into a number of additional households in order to be meaningful for purposes of land use planning. Household size is an estimate of the number of people expected to live in each dwelling unit and is used to calculate how many new households will be needed to accommodate the expected increase in population. The paragraphs below explain how analysis of forecasts and household sizes resulted in the translation of the OFM population forecast into new household and job growth targets for 2022.

The Growth Management Planning Council, made up of elected officials representing King County jurisdictions, appointed a committee of planning directors and other city and county staff to plan methodology and develop new targets. The committee began its work in 2001 even before the new OFM forecasts were prepared. By the time OFM released the new numbers in January 2002,

principles and a methodology had already been agreed upon. The methodology grew out of two principles: that each jurisdiction would take a share of the County's required growth, and there would be an earnest attempt to balance household and job growth in broad subareas of the County.

Base year information from the 2000 Census was available for King County jurisdictions. The committee determined that a ten-year extension of targets to 2022 was needed, so a 22-year time frame was agreed upon. The methodology began by removing "group quarters" (institutional) population from consideration, since such population does not constitute households living in housing units. The methodology also removed Rural areas from consideration as locations of growth. This assumed Rural areas will gain only a small share of total household growth – 6,000 new households or four percent of total growth – consistent with recent trends. Remaining steps of the methodology focused on the Urban Growth Area, in order to accommodate the projected growth there.

Table 1		Population 2000		Population 2022		22-year Change	Notes
Total Population		1,737,000		**2,048,500**	+	311,500	a.
less Group Quarters	-	37,600	-	55,400	-	17,800	b.
= Pop. in households		1,699,400		1,993,100		293,700	
less Rural population	-	137,000	-	148,700	-	11,700	c.
= Urban pop. to allocate		1,562,400		1,844,400		**282,000**	d.

Notes:
a. Population forecast for 2022 from WA State OFM, Jan 2002.
b. Group quarters (institutional population) forecasted to increase approx. 50%.
c. Rural areas forecasted to take 4% of countywide household growth.
d. Urban population growth to allocate over 22-year period 2000 - 2022.
All numbers are rounded.
Sources: WA State Office of Financial Management 2002, US Census and King County.

The Urban Growth Area (UGA) was divided into three contiguous subareas (Seattle-Shoreline; the Eastside; South King County) and a fourth subarea consisting of six Rural Cities and their immediate surroundings. [See map on page D-12] Shares of population and household growth were equated to shares of forecasted job growth in each of the three contiguous Urban subareas.

Specifically, the methodology consists of the following steps:

1. Utilize PSRC jobs forecast by subarea
2. Distribute population to subareas in proportion to jobs forecast
3. Predict future household size in each King County subarea
4. Use household size to calculate new households needed to accommodate 2001-2022 population in each subarea
5. Assign household targets among the jurisdictions within each subarea.

Each of these steps is detailed below, with references to tables in the text.

Table 2

Job Forecast by KC Subarea		
Subarea	Change in jobs 2001-2022	Percentage distribution
SeaShore	95,850	33%
East KC	103,250	35%
South KC	89,500	30%
Rural Cities	5,250	2%
Total	293,850	100%

Table 3

Population Distribution by KC Urban Subarea				
Subarea	Percentage distribution	Population distribution*	2000 existing population	Total 2022 population
SeaShore	33%	91,985	633,200	725,200
East KC	35%	99,086	385,100	484,200
South KC	30%	85,891	520,800	606,700
Rural Cities	2%	5,038	23,500	28,500
Total	100%	282,000	1,562,600	1,844,600

*Net 22-year population growth in Urban households.

1. Forecasts of job growth from the Puget Sound Regional Council (PSRC) were used to determine shares of job growth in each Urban subarea. The most recent forecast available was PSRC's "Working Draft Forecast, 2001." The forecast indicated a countywide total growth of almost 294,000 jobs, with shares by subarea as shown in Table 2 above.
2. The table displays the percentage of job growth each subarea is predicted to receive. The same percentage was applied to population growth for each subarea, in order to maintain a rough balance of workers and jobs in each subarea. See Table 3.
3. The committee undertook detailed analysis of household size trends. Household size declined rapidly during the 1970s and 1980s, with the effect that the number of housing units and households grew at a faster rate than population. That required many new households to hold a given amount of population growth. During the 1990s, household sizes stabilized at about 2.39. If such stability were to continue, fewer new households would be needed to accommodate a given future population. The committee concluded a middle path, that average household size would edge downward from the current 2.39 to 2.30 by the forecast year 2022. The committee further concluded that it was reasonable to expect each of the four Urban subareas to experience a similar slight decrease in household size of about 3.8% over the 22 year forecast period. See Table 4.
4. The predicted future household sizes by subarea were applied to the forecasted subarea populations (see Table 5 below) to derive future predicted households in each subarea. The 2022 Urban population can be housed in 811,000 households – an increase of 148,600 over the current number of households. The right-hand column of Table 5 shows the minimum number of added households required in each Urban subarea. Including the Rural and Group Quarters population, the 2022 OFM forecast of 2,048,000 can be accommodated in 866,500 households – an increase of 156,000 from the 2000 Census and only 36,000 households more than the original 2012 target number.
5. The last step was to allocate the subarea growth targets to individual jurisdictions in each subarea. The subarea household growth totals (Table 5) were used as a guide except in the Rural Cities subarea, whose jurisdictions agreed that a larger household growth target was more realistic. The Rural Cities total from the original targets, 5,563 households, was used instead, resulting in an Urban King County total of 151,932 households to be accommodated over the 22-year Growth Management period.

Through a process of analysis and negotiation within each subarea, household and job numbers were agreed upon that reflected each jurisdiction's ability to accommodate population and job growth. The primary resource for this analysis was the Buildable Lands information on residential and commercial-industrial land capacity completed in mid-2002.

Table 4

Household Size by KC Subarea		
Subarea	Persons/HH 2000	Persons/HH 2020
SeaShore	2.14	**2.06**
East KC	2.47	**2.38**
South KC	2.59	**2.49**
Rural Cities	2.61	**2.51**
Total	2.39	**2.30**

Table 5

New Households Needed to Accommodate 2000-2022 Population					
Subarea	Total 2022 Population	Persons/HH	2022 HH	2000 existing HH	New HH growth
SeaShore	725,200	2.06	352,569	296,200	**56,369**
East KC	484,200	2.38	203,445	155,800	**47,645**
South KC	606,700	2.49	243,655	201,300	**42,355**
Rural Cities	28,500	**2.51**	11,355	9,100	**2,255**
Total	1,844,600	2.30	811,024	662,400	**148,624**

Throughout the process, city and county staff collaborated effectively to reach agreeable conclusions. The whole process was marked by collegiality and regionwide thinking, and culminated in a set of recommended new household and job growth targets which were unanimously adopted on November 25, 2002 by the Growth Management Planning Council.

See table of 2001-2022 targets on page D-11. The table shows 22-year household growth targets for each city and for unincorporated areas within the UGA. Unincorporated subarea targets add to only 13,406 households, less than 9% of the Urban-area total target. Most of the remaining Urban growth is expected to occur in cities. In addition, the adopted targets provide for annexation of the remaining Urban area by specifying the number of households in potential annexation areas (PAAs). These numbers are shown as "PAA HH target" in the table. As cities annex territory, the responsibility to accommodate that specific share of growth goes with the annexation, and would shift from unincorporated target into a city target. Before 2022, all of King County will be within city limits except for designated Rural and Resource areas.

For the entire county, the Countywide Planning Policies adopted a 22-year target of 157,932 new households (LU-67). This household growth target is based upon the assumption that the average household size in King County in 2022 will be 2.30 people. Applying this average household size of 2.3 to the OFM forecast of 1,993,100 people projected to be living in King County households in 2022 yields a total of about 868,000 households in 2022, up by 157,900 from the 2000 Census total.

At the end of 2007, Washington State OFM released a new set of population forecasts. Before the next update of this Comprehensive Plan, King County jurisdictions will collaborate to extend the growth targets again, in a process similar to that described above.

2. Allocation of Projected Household Growth to Cities and Unincorporated King County

The Urban-area household growth target of 151,900 households was allocated to each of King County's 39 cities and to the County's Urban unincorporated area by the Countywide Planning Policies.[1] These targets are *estimates* of the number of new households that jurisdictions expect

[1] King County Countywide Planning Policies, Policy LU-67. King County Council Ordinance No. 11446, August 15, 1994.

to receive during the period. The targets for each of the cities and the unincorporated area are intended as a guide with some flexibility to reflect the limited capability of individual jurisdictions to determine their precise levels of growth. It is essential that each jurisdiction adopt policies and regulations that allow the jurisdiction to accommodate that targeted amount.
The allocation of households to jurisdictions is connected to the allocation of estimated future jobs. Although not required by the GMA, the Countywide Planning Policies adopted a 22-year employment target in addition to the household target and also allocated the employment target to the cities and unincorporated King County. The Countywide employment growth target of 293,850 (Table 2) was based on job forecasts prepared by the Puget Sound Regional Council and was allocated to the cities and the county based upon factors listed in Countywide Planning Policy LU-68. The cities' household targets are tied in part to their employment targets because of the relationship between household and employment growth and the need to support Urban Centers while balancing local employment opportunities in activity centers and neighborhoods in the urban area.

Targets represent a commitment by the jurisdiction to accommodate growth. The Countywide Planning Policies require jurisdictions to plan for their targeted growth and to adopt a regulatory framework and the necessary infrastructure funding to achieve the targeted growth. The way each jurisdiction achieves its targets is within its discretion. It is the responsibility of each jurisdiction to determine how best to accomplish its growth targets. The jurisdictions will impose a variety of regulatory measures, appropriate to their area, to achieve their goals. It is the responsibility of King County to implement its growth targets through zoning decisions and other policies in the unincorporated areas.

Under this methodology, new cities are treated the same way as annexations. In this way, the entire Urban unincorporated allocation can be distributed among the annexing and new cities as they absorb an unincorporated community in pieces over time. The Rural target allocation remains in unincorporated King County because it is not annexed or incorporated. Annexations to six Rural Cities are not subject to these adjustments because their target allocation already includes their UGA expansion area.

The unincorporated growth targets are accommodated through a variety of zoning densities appropriate to the respective geographic areas of the County. The Executive Proposed King County Comprehensive Plan directs that development in the UGA should occur at an average of seven to eight dwelling units per acre. Within the Urban Area, growth is targeted to go first to the Full Service Planning Areas where urban services are currently available, and second to the Service Planning Areas in which one or more urban service is not currently available.

B. Land Capacity in the UGA

1. Countywide

King County is required by the GMA to ensure sufficient land is available to accommodate the expected number of households by 2022. Most of the anticipated growth will occur in the UGA, including cities and unincorporated areas. Estimating land capacity involves much more than merely adding up all vacant and redevelopable land available in the county. Land capacity is an estimate of the amount of buildable land that is likely to be actually available; that means taking the base, or raw, number and subtracting out land that is unbuildable due to environmental and other constraints.

A 1997 amendment to the GMA required King County and its cities to measure "Buildable Land" capacity, to verify that the Urban Growth Area has sufficient land capacity to accommodate our targeted growth. In 2002, King County jurisdictions conducted an inventory of land supply (measured in acres) and land capacity (measured in housing units and jobs that can be accommodated) as of January 2001. The Buildable Lands Evaluation Report, published in September, 2002, concluded that the King County UGA contains 26,900 acres of land suitable for residential growth. The UGA can accommodate more than 263,000 new housing units. This capacity is sufficient to absorb the 2000 – 2022 target of 151,932 new housing units. Furthermore, each of the four Urban subareas has sufficient capacity to accommodate the growth targets specified in Table 5 above.

In September, 2007, a second five-year Buildable Lands Report was completed and transmitted to Washington State. The 2007 Buildable Lands Report affirms that there exists sufficient residential capacity in the King County UGA to accommodate the entire county's growth forecast through 2022. Based on this updated information, it is clear that no change to the UGA is necessary.

2. Subareas

The Buildable Lands Evaluation Report measured land capacity in each of King County's four Urban subareas. Detailed information is available from that Report, which is incorporated here by reference (see www.metrokc.gov/budget/buildland/bldlnd02.htm). Nearly half of the Urban King County total is in the Sea-Shore subarea, primarily Seattle. The East and South King County subareas each contain about one quarter of the total capacity, and the Rural Cities subarea has limited capacity. Unincorporated Urban King County as a whole can accommodate less than 25,000 new households, only nine percent of the Urban King County total, but sufficient to accommodate the unincorporated Urban target of 13,400 households. Each of the King County subareas has sufficient capacity to accommodate its subarea growth target, which in turn is proportionate to the subarea forecast of job growth, in order to maintain balance of jobs and housing growth. Updated Buildable Lands data published in 2007 at www.metrokc.gov/budget/buildland/bldlnd07.htm reaches the same conclusion, that each subarea contains sufficient capacity to accommodate growth through 2022.

IV. Conclusion

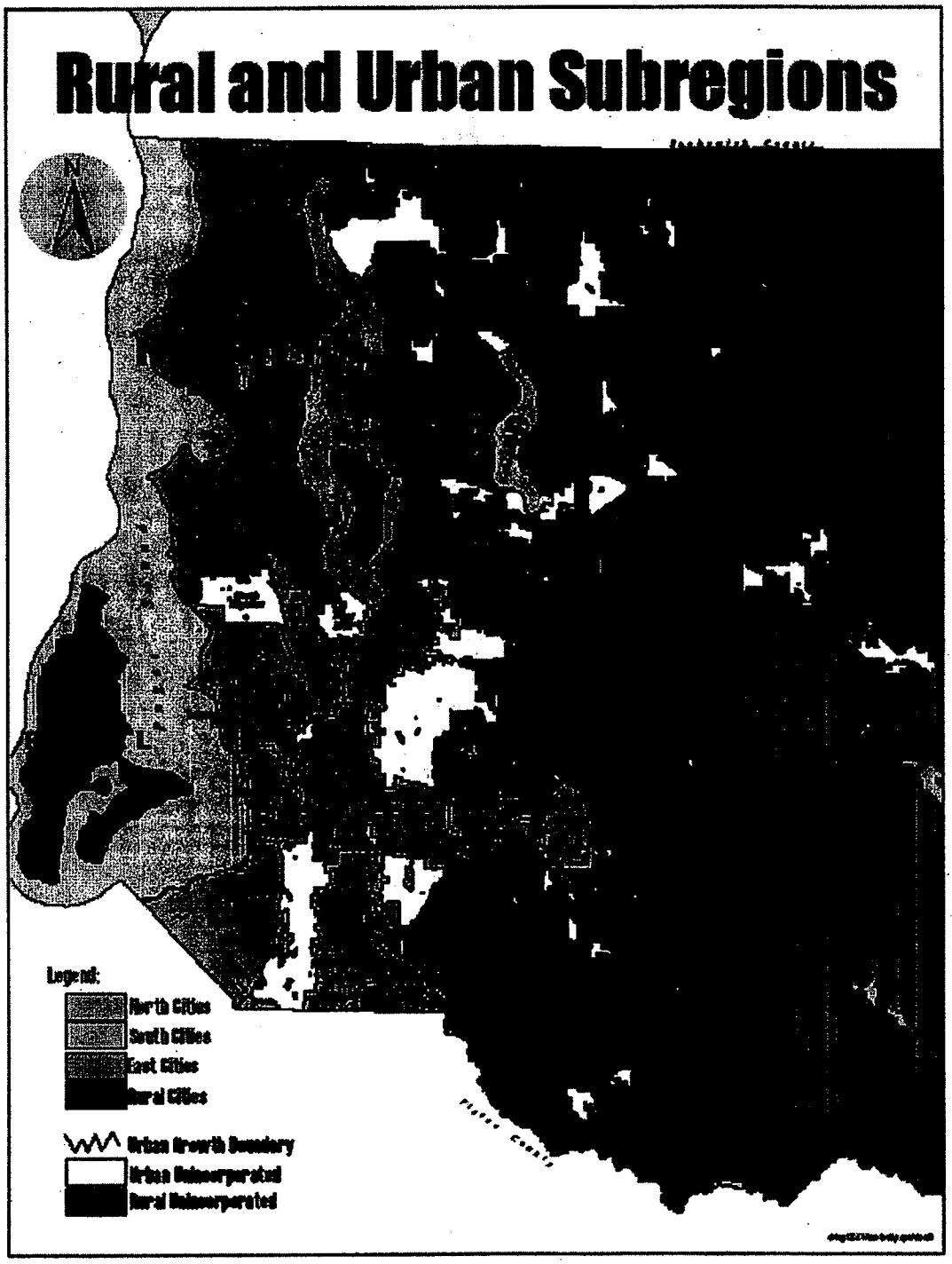
King County population growth since 1994 has tracked well against OFM's 1992 forecast which was the basis for the 1994 Comprehensive Plan targets and UGA. Population growth since 2002 has likewise tracked well against OFM's 2002 forecast. Therefore, no radical change to the targets is necessary – only an extension to accommodate another ten years of growth. Further, no change to the UGA is necessary. The Urban Growth Area delineated in 1994 continues to be appropriately sized in order to accommodate growth expected through the year 2022.

Subareas	Household Target	Housing Capacity in PAA*	PAA HH Target	Job Target	Job Capacity in PAA*	PAA Job Target
South King County						
Algona	298			108		
Auburn	5,928	2,635	926	6,079	252	252
Black Diamond	1,099			2,525		
Burien	1,552			1,712		
Covington	1,173			900		
Des Moines	1,576	5	2	1,695		
Federal Way	6,188	3,754	1,320	7,481	134	134
Kent	4,284	1,763	619	11,500	44	44
Milton	50	106	37	1,054		
Maple Valley	300			804		
Normandy Park	100			67		
Pacific	996	127	45	108		
Renton	6,198	5,622	1,976	27,597	458	458
SeaTac	4,478	14	5	9,288	496	496
Tukwila	3,200	13	5	16,000	497	497
Unincorp King County	4,935			2,582	701	701
Total	**42,355**	**14,039**	**4,935**	**89,500**	**2,582**	**2,582**
East King County						
Beaux Arts Village	3			-		
Bellevue	10,117	184	178	40,000	27	27
Bothell	1,751	603	584	2,000	174	174
Clyde Hill	21			-		
Hunts Point	1			-		
Issaquah	3,993	827	802	14,000	1	1
Kenmore	2,325			2,800		
Kirkland	5,480	770	747	8,800	221	221
Medina	31			-		
Mercer Island	1,437			800		
Newcastle	863	1	1	500		
Redmond	9,083	402	390	21,760	21	21
Sammamish	3,842			1,230		
Woodinville	1,869			2,000		
Yarrow Point	28			-		
Unincorp King County	6,801	**4222	**4099	4,637	**4193	**4193
Total	**47,645**	**7,009**	**6,801**	**98,527**	**4,637**	**4,637**
Sea-Shore						
Lake Forest Park	538			455		
Seattle	51,510			92,083		
Shoreline	2,651			2,618		
Unincorp King County***	1,670	1,670	1,670	694	1,544	694
Total	**56,369**	**1,670**	**1,670**	**95,850**	**1,544**	**694**
Rural Cities*						
Carnation	246			75		
Duvall	1,037			1,125		
Enumclaw	1,927			1,125		
North Bend	636			1,125		
Skykomish	20			-		
Snoqualmie	1,697			1,800		
Total	**5,563**			**5,250**		
King County Total	**151,932**			**289,127**		

*PAA: Potential Annexation Area in Unincorporated King County Urban Area; **Bear Creek UPD; ***North Highline

****The Rural Cities' targets are for the current city limits and rural expansion area for each city. Thus the methodology for adjusting targets as annexations occur is not applicable fo the rural cities.

Editor's Note: Source for 2001 housing and job capacity figures for PAAs is the 2002 King County Buildable Lands evaluation. Subarea unincorporated targets were allocated to PAAs based on proportional capacity.


Rural and Urban Subregions
Legend:
Urban Growth Boundary