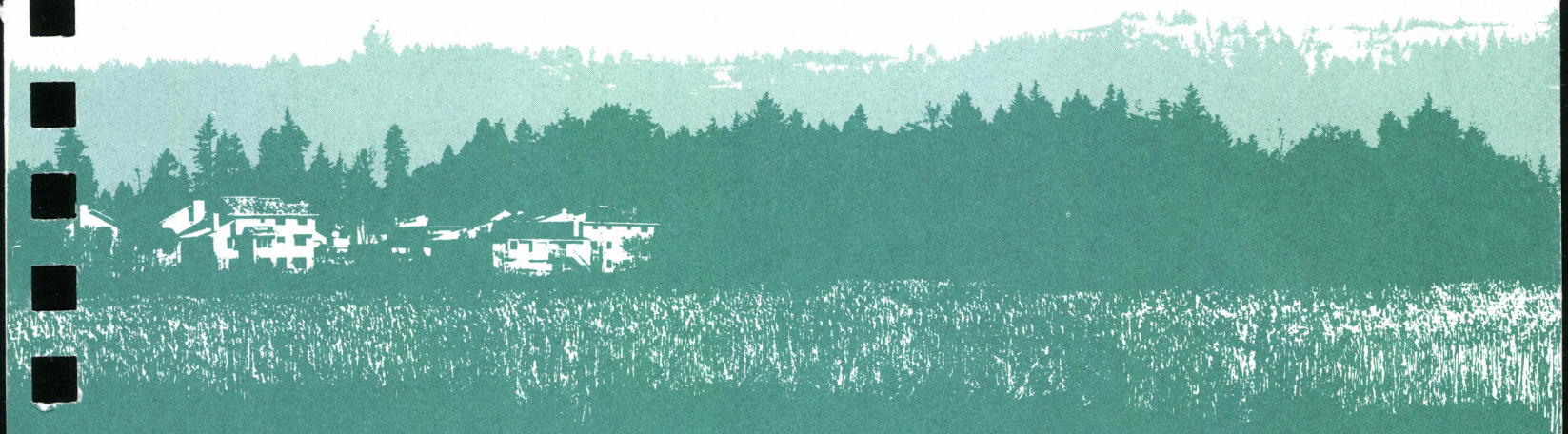

Soos Creek

Community Plan Update

King County
Planning and Community
Development Division

Soos Creek Community Plan Update

Effective Date: December 30, 1991

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December 12, 1991
91-458S/SoosCrkP:rt

Introduced by: BRUCE LAING

Proposed No.: 91-458

ORDINANCE NO. 10197

AN ORDINANCE relating to Comprehensive Planning; adopting the Soos Creek Community Plan Update; adopting the Soos Creek Area Zoning; amending the King County Sewerage General Plan; amending Ordinance 4035 and amending Ordinance 4572, Sections 1 and 2, of K.C.C. 20.12.270, and amending Ordinance 9044 and K.C.C. 20.12.420.

PREAMBLE:
For the purpose of effective areawide planning and regulation, the King County council makes the following legislative findings:

1. The Soos Creek area is an appropriate geographic area for augmentation and amplification of the King County Comprehensive Plan through the adoption of the Soos Creek Community Plan Update and Area Zoning. The Soos Creek Community Plan Update is a continuation of the program to plan area-by-area in King County.

2. The Soos Creek area is a growing area with competing demands for land uses and development and requires areawide planning and zoning.

3. King County, with the assistance of the Soos Creek Community Plan Update Citizens Advisory Committee, the Technical Advisory Committee and general citizen input, has studied and considered alternative policies, plans, programs and other means to provide for the orderly development of the Soos Creek area and has considered the social, economic and environmental impacts of the plan and areawide zoning. King County has prepared an Environmental Impact Statement for the Soos Creek Community Plan and Area Zoning and distributed the Draft Environmental Impact Statement on July 1, 1991 and Final Environmental Impact Statement on December 9, 1991.

4. The Community Plan Update and Area Zoning provide for the coordination and regulation of public and private development and bear a substantial relationship to, and are necessary for, the public health, safety, and general welfare of King County and its citizens.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 4572 Sections 1 and 2, K.C.C. 20.12.270, is hereby repealed, and the following is substituted:

The Soos Creek Community Plan Update attached to Ordinance 10197 as Appendix A, is adopted in its entirety as an amplification and augmentation of the Comprehensive Plan for King County and as such constitutes official county policy for the geographic area defined therein.

SECTION 2. Ordinance 9044 and K.C.C. 20.12.420 is hereby amended as follows:

Interim zoning in the Soos Creek and Tahoma/Raven Heights community planning areas.

~~A. The findings set forth in Ordinance 9044 as amended, including the report entitled The Need for Interim Zoning in the Soos Creek Basin and the findings of Ordinance 9772, establish the need for extending the interim zoning for those ortions of the Soos Creek and Tahoma/Raven Heights community planning areas in the Soos Creek Basin, in order that King County can have the opportunity to effectively review and consider changing the zoning in many of those areas from urban or transitional to rural.~~

~~B. Zoning.~~

~~1. The properties shown on the official map, labeled Soos Creek Basin Plan Interim Zoning, and represented by Attachment A, as amended by this ordinance are hereby rezoned to AR 5 with the following exceptions: (a) the interim zoning for those properties within the Tahoma/Raven Heights Plan area which are designated as resource lands by the Community Plan and have pre-existing Forest Resource (F R) or Quarrying and Mining (Q M or Q M P) zoning, as shown on the map represented by Attachments 2A through 2K to Ordinance 9772*; for these properties, the interim zoning is hereby repealed and the pre-existing F R, Q M and Q M P zoning reinstated; (b) the proposed preliminary plat of Elk Run Division 3 and Division 4 submitted October 9, 1989. This proposed preliminary plat is hereby reinstated to the zoning classification in effect on said site as of July 20, 1989; (c) properties located in the NE 1/4 of the SE 1/4 of Section 33, township 22, range 06; (d) subdivisions approved on or before the effective date of this ordinance (1/28/91) that create lots approved for sewer service; (e) an area known as Covington Center shown on Attachment B*, as~~

~~amended by the addition of the area served by ULID 72-6 and represented by Attachment 1A to Ordinance 9772 because of the existing development pattern, its proximity to the stream system, and its designation by the Comprehensive Plan as an Urban Center; and (f) that portion of the North Half of the South Half of the Southwest Quarter of the Northeast Quarter of Section 4, Township 22 N, Range 5 E.W.M. lying west of the centerline of the Bonneville Transmission Line easement (Tax lots 143, 145, 154, 155, 156, portions of tax lot 144 and 76).~~

~~Notwithstanding the application of the interim AR-5 zone, church uses are not prohibited in existing buildings with or without remodeling, provided that any new parking facilities meet all surface water management requirements.~~

~~2.~~ Further degradation of the fishery found in the Soos Creek Basin will occur unless additional controls are applied to existing and future development in Covington Center. The following P-suffix conditions shall be applied to the area known as the Covington Center. ~~King County surface water management division will complete in May 1991 a master drainage plan which will address mitigation of the cumulative impacts to fisheries resources from development in the Covington Center. In advance of the MDP,~~ Prior to the King County Council's adoption of the Covington Master Drainage Plan, applicants for new preliminary subdivisions or any non-single family construction permits (including grading permits) shall submit for approval to the surface water management division a site-specific drainage plan which mitigates the project and cumulative impacts of the development pursuant to the 1990 Drainage Manual standards. ~~Prior to the approval of new preliminary subdivisions or any non single family construction permits (including grading permits) a master drainage plan must be prepared and approved by the King County surface water management division which mitigates the project and cumulative~~

~~impacts to the fisheries resources of development in the Covington Center.~~

~~C. Timeframe of interim zoning.~~

~~1. The interim zoning set forth in Subsection B shall be in effect in the Soos Creek Community Planning Area until January 1, 1992 or until the effective date of the Soos Creek Community Plan revision and area zoning, if it is sooner. The Soos Creek Community Plan and Area Zoning and draft environmental impact statement shall be transmitted to the King County Council by May 31, 1991.~~

~~2. The interim zoning set forth in Subsection B shall be in effect in the Tahoma/Raven Heights Community Planning Area until January 1, 1992 or until the effective date of the Tahoma/Raven Heights Community Plan revision and area zoning, if it is sooner. The Tahoma/Raven Heights Community Plan and Area Zoning Revision and environmental documents shall be transmitted to the Council by August 1, 1991.~~

~~D. In the event the King County Executive fails to transmit the Soos Creek Community Plan and Area Zoning and DEIS and the Tahoma/Raven Heights Revision and environmental documents by the dates set forth in this section, the interim controls shall expire for the Soos Creek Community Planning area on May 31, 1991 and for Tahoma/Raven Heights Community Planning area on August 1, 1991.~~

SECTION 3. The Soos Creek Community Plan Update Area Zoning, attached to Ordinance 10197 as Appendix B, is adopted as the official zoning control for that portion of unincorporated King County defined therein.

SECTION 4. Ordinance No. 4035, previously adopting the King County Sewerage General Plan, is hereby amended in accordance with Section 1.

SECTION 5. SEVERABILITY. If any provision of this ordinance or its application to any person or circumstance is held to be unconstitutional or invalid for any reason, he

remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

INTRODUCED AND READ for the first time this 17th day of June, 1991.

PASSED this 17th day of December, 1991.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Lois North
Chair

ATTEST:

Gerald A. Peterson
Clerk of the Council

APPROVED this 20th day of December, 1991.

Gary Locke
King County Executive

Dec. 12, 1991
91-458.RT

Soos Creek Community Plan Update Major Themes

The Soos Creek Community Plan is a growth management plan which provides areas for growth while committing significant area for rural uses and resource protection. The plan will guide where, when and how growth and development occurs in the Soos Creek Community. The plan update emphasizes four major themes:

Phase Growth with the Provision of Urban Services.
Urban Services have not kept pace with growth in Soos Creek. A major objective of the plan update is to strengthen requirements that adequate roads, parks, school capacity are provided concurrent with development. The update will direct growth to areas which can best handle it.

Protect Rural Areas and Natural Resources such as Stream Corridors.
The Green River, Cedar River and Soos Creek system support important salmon and wildlife habitat. They also supply rich agricultural soils, and provide opportunities for open space areas and regionally significant outdoor recreation. The community's quality of life and economic diversity is enriched to the extent that these important resources are protected by the Plan.

Improve Quality of Development in Urban Areas.
As the area grows, the community's character as "a good place to live" must not be lost. A major objective of the plan is to improve how development occurs by preserving open spaces and recreation areas close to where people live; by integrating natural and manmade features within urban areas; and by promoting high quality landscaping, building, and site design to improve how new development blends in with existing development.

Provide for the Community's Diverse Housing Needs.
Expanding employment opportunities in the Green River Valley continue to attract people to the Soos Creek Community. At the same time, rising housing costs, aging of the baby boom generation and changing lifestyles create needs for a greater variety of residential types than is now available. The concept would provide for a wide range of urban and rural housing choices, with growth initially occurring around existing business centers, within the valley cities and in lands immediately adjacent to the cities.

The policies of the Soos Creek Community Plan are linked to actions which must take place by other County departments, State, City and regional decision-making bodies. These actions are instrumental to the implementation of this plan. The Regional Technical Forums, established to begin implementation of the State Growth Management Act, will address on a more comprehensive basis the issue of distribution of population growth in the region, land capacity and refining city urban growth area boundaries. Decisions from the Technical Forums will also assist in the implementation of this plan's growth phasing policies.

The completion of the transportation improvement projects identified by the plan are needed to improve circulation within the community and off the Soos Creek Plateau. The Soos Creek Basin Plan and Covington Master Drainage Plan with their recommendations in addition to the policies of this plan will provide needed protection to the significant fishery resources in the planning area. Completion and adoption of the South King County Ground Water Study will provide needed protection to critical water and aquifer resources. A new zoning code, revising the current code will provide new tools to address urban design and aesthetic concerns which have been expressed by the residents of Soos

Creek. A new clearing and grading ordinance will address the need for controls in those areas which are not regulated by the Sensitive Areas Ordinance.

How all these inter-related State, County, City and regional efforts are resolved will affect the ability of the Soos Creek Community Plan to be implemented successfully.

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Chapter 1: Introduction

Soos Creek is one of thirteen community planning areas in King County. The Soos Creek Community Plan and Area Zoning Update (SCCP) will guide land use decisions, transportation improvements, purchase of park lands and other decisions made by King County on the Soos Creek Plateau for the next 6-10 years. This plan updates the SCCP and Area Zoning which was adopted in November, 1979. The policies in this plan also implement and amplify the 1985 King County Comprehensive Plan which established overall growth management policy for King County and County functional plans. The Soos Creek Plan will manage growth consistent with the State Growth Management Act. The plan concept both provides areas for future growth and development, while setting aside other areas for rural uses and for the protection of resources. The Community Plan may be updated within 10 years, if needed, to respond to unanticipated growth trends and community needs.

In part, the Soos Creek community's character is shaped by its location and environment. The Soos Creek Plateau is a 73 square mile area located east of and adjacent to the cities of Renton, Kent, and Auburn. The area is bounded by and traversed by a network of major high quality rivers and streams - the Green River, Cedar River and Big Soos Creek drainages. The planning area is split between urban and rural areas. The western portion of the planning area and the Kent Kangley corridor are characterized by single family residential neighborhoods. Commercial centers of various sizes with multifamily development serve the residential areas. The eastern half of the planning area contains a larger rural area anchored by Lake Youngs and two large areas designated Transitional by the King County Comprehensive Plan. This plan will recommend permanent land use designation for these areas. These areas are characterized by some agricultural and forestry uses and rural residential development.

The Soos Creek community has experienced more population growth over the past ten years than any other planning area in King County. Approximately one-half of this population growth is from King County residents and their growing families. The Soos Creek planning area's population reached 95,350 in 1990, a 34 percent increase over the 1980 population of 71,050. The Renton, Kent and Auburn incorporated portions of the planning area reached a population of 31,450 for a population total of 126,800 in 1990. Over 40,000 new jobs were created in King County during 1989. Many of these jobs are in the Green River Valley, west of the Soos Creek Plateau. Expanding employment opportunities and population growth have resulted in increased development pressures and will continue to attract new residents in the coming years. The Soos Creek planning area's combined population of incorporated and unincorporated areas may approach 160,800 by the year 2000.

Many of the problems identified by community residents and the major issue to be addressed by the Soos Creek Community Plan Update are directly related to this rapid growth. Community residents expressed two major concerns: 1) residential growth has outpaced the provision of the network of roads, schools, parks, police and fire protection and other urban services needed to support that growth; and 2) growth threatens the loss of resources, qualities and character which the community values. These issues and concerns are described more fully in the following chapters. Community residents expressed diverse and sometimes conflicting interests, concerns and needs. The challenge for the Soos Creek Community Plan

Update is to balance these conflicting needs. The challenge continues to make Soos Creek the best of both worlds: providing quality living environments, convenient to urban services while protecting valued community resources and qualities.

1985 King County Comprehensive Plan Policy Guidance

The King County Comprehensive Plan (the Comprehensive Plan) is a blueprint for how land and resources in the unincorporated areas should be used, conserved or protected. It provides policy guidance for the provision of public services and facilities. It presents a vision of what the County should look like and how its resources should be distributed, and it gives guidance for achieving that vision.

The Comprehensive Plan applies Urban, Rural, Transitional, Resource Lands and Open Space designations to all of King County to describe and implement the Comprehensive Plan vision. The Soos Creek planning area is split primarily between Urban and Rural designations. The Comprehensive Plan left two large areas in the eastern portion of the planning area as Transitional Areas, to be decided by the Soos Creek Community Plan Update.

URBAN AREAS: Areas planned for growth at a range of residential densities, where urban public facility and service standards will apply. Most new housing and jobs will locate in urban areas, which include cities and urban activity centers, and this is where most public spending for facilities, services and open space will be focused, to assure liveability and efficiency.

RURAL AREAS: Development densities and service levels will remain low in these areas so that their primarily undeveloped and pastoral character and small farms may continue.

TRANSITIONAL AREAS: These are outlying areas which are physically suitable for either Urban or Rural development and which currently have very low service and development levels. Development densities will remain low, until either urban services can be provided to serve urban densities and additional land is needed to accommodate growth, or until a long-term Rural designation is applied.

RESOURCE LANDS: These are lands designated for long-term agricultural, forestry, and mineral resources extraction . Lands designated as Agricultural Production Districts contain the County's best farm soils and most profitable commercial farms.

OPEN SPACE: These areas include existing public park and recreation areas and valuable scenic and environmentally sensitive areas throughout King County.

The Comprehensive Plan provides broad policies on such topics as resource protection, urban development, coordination with cities and public facilities. The Comprehensive Plan directs more specific policy and land use planning to occur through community plans. The Comprehensive Plan policies provide the basis for more specific policies tailored to Soos Creek, developed through the plan update process. In addition to policies, community plans provide property-specific zoning and development conditions, called P-suffix conditions. The 1991 Soos Creek Community Plan Update must follow the guidance of the Comprehensive Plan. The Citizen's Advisory Committee spent a great deal of time reviewing the policies from the Comprehensive Plan and developing policies which address the specific circumstances in the Soos Creek planning area.

The Soos Creek Community Planning Process

In March 1988, the King County Council passed Motion 7142 which established the Soos Creek Citizen Advisory Committee to update the 1979 Soos Creek Community Plan. Committee members were Soos Creek residents, representing differing interests and view points. Between April 20, 1988 and May 1, 1991, the County held 38 Citizen Advisory Committee meetings. The Committee helped staff shape draft plan policies and the update's land use concept. The task of recommending policies to King County was a challenge. CAC members serving as volunteers were asked to balance differing goals, such as accommodating growth, with the desire to protect existing neighborhoods and alleviate traffic congestion. Often members of the public voiced frustration at the CAC meetings over issues related to growth and planning. The CAC did a tremendous job considering all viewpoints and presenting King County with thoughtful recommendations on the best approach. The CAC reached consensus on the policies of this plan. How growth should be phased in the planning was a particularly difficult issue for the CAC to reach agreement on. The CAC was able to reach consensus on the growth phasing policies of this plan with the addition of a sunset clause for Phase 1. The King County Council agreed with this approach and adopted a sunset clause for Phase 1. For their commitment, perseverance, public spirit and good humor, King County thanks the members of the Committee.

Committee members are:

Pat Nixon, Chair
Susan L. Burgemeister
Linda Cowan
Thomas E. Hellene
Ray V. Konecke
Dick Landen
Sharon Mattioli
Jamison H. V. Nelson
E. John Reese
Margarete Sched
Carol Stoner

Past Committee members included:

Darwin Sciba, Former Chair
Haven Stewart

A series of public workshops were held throughout the plan development process to present ideas to the public and get public feedback. The staff and the committee held public workshops on June 29 and 30, 1988 to find out the concerns of Soos Creek residents as they considered their community's future. On October 26th and 27th, 1988 public meetings were held to review and discuss three alternative land use plans for the Soos Creek planning area. At both meetings, the staff and committee talked with citizens and received questionnaire responses which helped them shape the land use concept. On January 15th and 16th, 1991, the staff and committee held public meetings to explain the proposed concept and hear public comments on the proposed plan. The staff and committee also have worked with neighborhood organizations, the Cities of Renton, Kent and Auburn, and affected local and state agencies while preparing the land use concept.

After considering these comments, King County Planning staff prepared the proposed Soos Creek Community Plan with the assistance of staff from King County Resource Planning, Transportation Planning, Surface Water Management, Parks, staff from the Cities of Renton, Kent and Auburn, and Metro. Staff also prepared a separate area zoning document with zoning changes needed to carry out the community plan's land use policies.

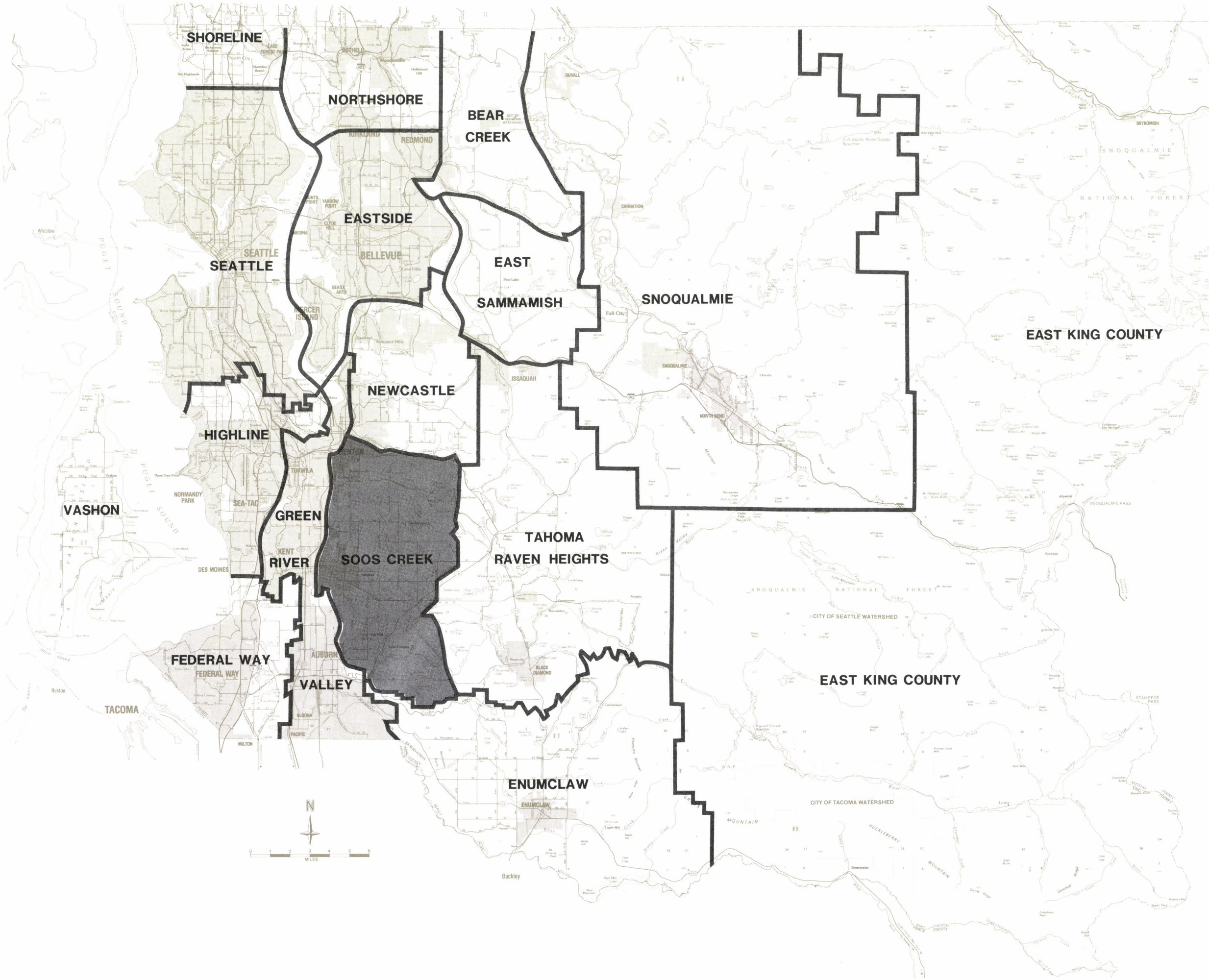
Implementation

A major goal of the Soos Creek plan update is to assure that all plan policies are implemented through County ordinances as the Soos Creek Area Zoning conditions.

The adopted Soos Creek Community Plan is an official policy document that will be used to guide development in the planning area. The Soos Creek Area Zoning is the official zoning control for the area, and includes zoning regulations and special development conditions. The plan also describes additional measures which must be taken to ensure development will occur as determined by policy and zoning. For example, the plan calls for King County to enter into interlocal agreements with the cities of Auburn, Kent and Renton to address a range of issues including future growth boundaries, environmental protection and provision of public services to serve planned land uses.

The plan and area zoning will be used by the County Executive, the County Council, the Zoning and Subdivision Examiner and County departments to ensure that County actions are consistent with Soos Creek Community Plan policies. The plan will be used to evaluate rezone requests and new development proposal. It will also be used to evaluate requests for extending public services and to develop future capital improvement projects such as roads and parks. Although the plan will be used primarily by King County, local, state and federal agencies will also be urged to consider the vision of the community as described by the plan and its policies when making decisions that affect the Soos Creek area.

The Soos Creek Community Plan is expected to guide decisions for six to ten years, after which the plan will be evaluated for any needed revisions.



Soos Creek Community Planning Area

Source: King County Parks, Planning and Resources

1993

Chapter 2: Natural Resources

Introduction

This chapter establishes policies which will guide how development and other activities occur to protect the environment. Both the Citizen Advisory Committee (CAC) and community residents have shown continued interest in providing a high level of protection to the natural resources of the Soos Creek area while assuring the limitations such protection would place on development are reasonable. Surveys of the citizens identified protection of open space, natural drainage systems, wetlands, air quality, and small lakes as the major natural resource issues of concern to Soos Creek residents.

Natural resources within the Soos Creek planning area are affected in numerous ways by human activities. Water resources are impacted by such activities as removal of streamside vegetation, siltation from poor construction techniques and pasture management, introduction of toxic materials by spills or untreated runoff from developed areas such as nutrients, heavy metals, suspended solids, oil, grease, fertilizers, and pesticides, and the introduction of fecal material by livestock. Other impacts to streams and wetlands include failing on-site sewage treatment systems and activities such as disposal of trash and abandonment of appliances and vehicles.

Physical changes to upland areas also play a significant role in the degradation of environmental quality in the planning area. Destruction of the native vegetation through clearing or livestock grazing reduces wildlife populations and habitat. Clearing, soil compaction and creation of increased impervious area causes impacts including increased surface water runoff, more frequent flooding, increased erosion rates, reduced bank stability, increased water temperatures harmful to native fish populations, and declines in the natural rate of introduction of organic material which serves as food and shelter to organisms in the water.

The County's Sensitive Areas Ordinance (SAO) establishes regulations addressing many of the natural resource issues identified by the Soos Creek CAC. SAO provisions establish what alterations are allowed in sensitive areas, what size sensitive area buffers will be required, what areas can receive current use taxation, and how requests for variances and exceptions will be processed. The SAO also strengthens enforcement and bonding provisions.

While the SAO provides extensive guidance over the interaction of human activity and the environment, it does not resolve all of the concerns of the Soos Creek CAC nor does it respond to all of the natural resource problems identified within the Soos Creek Community Plan area. Remaining issues include: stream and wetland resources; on-site septic treatment systems; clearing and vegetation removal; domestic and farm animal impacts; ground water protection; development regulation; wildlife protection; small

lake water quality concerns; concern about improper pesticide/fertilizer applications; and steep slope development restrictions.

The overall objective of the policies of this chapter is to recognize the limitations the natural environment places on development in the plan area, and respond to the need to balance natural resource protection with the need to provide places for our growing population to live. Particular importance is given to protecting the water quality of the area's lakes, streams, and wetlands.

These natural resource policies address a number of the specific resource problems within the Soos Creek planning area. These policies are meant as a supplement to the overall environmental policy direction of the KCCP and stream protection provisions of the Soos Creek Basin Plan, as well as Countywide efforts, such as the Surface Water Design Manual and the Sensitive Areas Ordinance. The Soos Creek Basin Plan, prepared by the King County Surface Water Management (SWM) Division, assesses the current condition of the 70-square-mile Soos Creek Basin and predicts future surface water changes. The plan then recommends a management program to protect the basin's valuable stream, wetland, and fishery resources and to reduce problems such as flooding, erosion, water pollution, and fish habitat damage. Because no single approach effectively addresses the broad range of surface water issues in the basin, a combination of management approaches is recommended including stream projects, density controls, regulation, education and incentive programs, and basin monitoring. Thus the success of this program depends on adoption and implementation of all these approaches including the adoption of density controls and development conditions through the Community Plan.

The Covington area is designated as a Urban Activity Center by the 1985 King County Comprehensive Plan and the policies of this Community Plan. To reduce the harmful effects of urban center development on surface water, the SWM Division developed the Covington Master Drainage Plan (MDP) as a supplemental planning element of the Soos Creek Basin Plan. The MDP includes provisions for: 1) sub-regional, regional, and on-site storm water management facilities; 2) pollutant and runoff source control; and 3) resource protection measures. Implementation of the MDP will rely on a combination of existing and new County regulations, surface water projects and SWM programs.

Stream And Wetlands Resources

Streams and wetlands within the planning area help to protect water quality, control surface water runoff, and provide habitat to a substantial fisheries resource and extensive wildlife populations and provide agricultural and fish hatchery water supply and aesthetic enjoyment for people. The Sensitive Areas Ordinance provides protection to streams and wetlands by requiring buffers and by limiting the types of allowable alterations that can occur within these sensitive areas and their buffers. Unfortunately, the impacts of development and the cumulative effects of human activity in the face of land use changes in the basin can not be fully mitigated by the SAO. Additional efforts are needed to fully protect the streams and wetlands of the planning area including density controls adjacent to significant stream reaches.

NR-1 **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 policy NR-1 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 Ordiance.**

The Executive is requested to prepare a proposal for the establishment of a transfer of development rights program for the areas within 1/4 mile of significant stream systems which are AR-5 or SC-P pursuant to this plan, which would

provide for the transfer of development rights from the AR-5 or SC-P zoned properties to the urban area of the Soos Creek Community planning area. The proposal should also address how to modify existing zoning to achieve a TDR program. The Executive is requested to prepare a funding plan for development of the proposal by March 1, 1992 and is requested to submit the proposal for a TDR program by July 1, 1993. The proposal shall evaluate the feasibility of applying the program to other parts of the County.

The amount of land cleared for development and covered by impervious surfaces contributes substantially to storm water volumes, which in turn contribute to stream damage and flooding problems. The cost associated with such flooding problems are incurred by both private individual and public agencies. Limitations on the amount of land covered by a building are one tool to help reduce this damage. Townhouse design also minimizes total lot coverage. Resulting reductions in dwelling unit size also enhance housing unit affordability.

NR-1A **Lot coverage limitations for building shall be applied in all stream corridors in urban designated areas of the Soos Creek basin and clasified SC-P. In all stream corridors, townhouse design shall also be required. Dwelling unit footprints shall not exceed 1,000 square feet per unit, and the footprint for associated parking structure shall not exceed 400 square feet per dwelling unit. 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-2 **Wetlands, streams, other sensitive areas and their buffers important for control of surface water runoff, erosion, flooding and protection of fisheries within the Soos Creek Basin should remain undisturbed.**

NR-3 **New development should rehabilitate degraded wetlands and stream channels and banks in the Soos Creek planning area's drainages 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.**

Information developed during the basin planning process, and discussed extensively during the hearings on the Sensitive Areas Ordinance, has shown the necessity of including protection of stream banks as a major component of an overall stream protection program. By restricting grazing animal access to streams to limited, protected points, direct introduction of fecal matter into the stream will be reduced. Contamination during flood periods is much less critical than during summer low flows because the large volume of water during floods dilutes animal wastes. Eliminating grazing from the stream bank allows vegetation to reestablish which will protect the banks and provide stream shading. Shading cools and stabilizes water temperature providing better fish habitat. The additional vegetation provides cover for salmon fry which rear in these streams. One cause of flooding is caused by bank collapse due to trampling by livestock. The resulting erosion clogs the channel causing flooding. This problem will be reduced or stabilized with limited animal access. The following policy will be implemented by the County's Sensitive Areas Ordinance which regulates livestock access to streams and wetlands.

NR-4 **Streams in the Soos Creek planning area should be protected from livestock impacts through implementation of the Sensitive Areas Ordinance provisions.**

Clearing And Erosion Control

Currently, the Grading and Clearing Code (KCC Chapter 16.82) regulates clearing in sensitive areas. The SAO generally prohibits clearing in wetlands, streams, steep slopes, landslide hazards and their buffers and limits clearing in erosion hazard areas to the dryer summer months. Control of clearing outside of sensitive areas is limited to situations where a class IV forest practice permit for conversion is required and the parcel is in a Critical Drainage Area or subject to P-suffix conditions in a community plan.

Clearing on lands outside of sensitive areas creates significant adverse impacts that should be mitigated through development standards. Such clearing can increase surface water runoff, produce erosion and sedimentation in streams and wetlands, alter and damage significant wildlife habitat, reduce landscape design alternatives, and negatively impact the aesthetic environment of a neighborhood. To address these issues, a Countywide clearing ordinance should be developed with specific development standards.

NR-5 **King County should adopt a Countywide clearing ordinance with guidelines for clearing on lands outside of sensitive areas and specific performance standards including phasing, seasonality and coverage. The ordinance should include the clarification of clearing permit process.**

In undeveloped areas, the vegetation of the native forest and uncompacted soils provide a tremendous amount of surface water management control. Rain is soaked up by the layer of decaying vegetation (called duff) on the surface of the soil and slowly sinks into the groundwater aquifers or migrates along near the surface to appear as stream flow long after the rainfall event. The living vegetation of the forest also holds large quantities of water within the plants themselves. In addition to slowing and holding water runoff, the undisturbed vegetation provides a great deal of erosion protection to the soil. Clearing and grading of the vegetation eliminates these functions, and leaves the area susceptible to damage from surface water runoff and erosion. Clearing also produces cumulative impacts to the groundwater recharge rate and can affect critical summer low flow volumes in streams impacting fish and quantities of groundwater for drinking water supply.

NR-6 **King County shall not permit vegetation removal under a Class IV General Forest practices application or any applicable County clearing permit, until stream corridors, wetland buffers, slope setbacks, and other environmentally sensitive areas are mapped and measures for their protection, consistent with King County Code requirements, are included on their FPA.**

Under present conditions, sites are often completely cleared very early in the development process, sometimes long before there are any building permits issued for a site. During the time between clearing and site development, substantial erosion and sedimentation can occur. Until there is a need to remove the existing vegetation for construction, the forest should remain in order to protect surface and ground water quality and to provide wildlife habitat. When construction does occur, the surface water management facilities should be installed first, in order to control the increased surface water flows that will occur when the site is cleared. Policy NR-7 will be implemented through the use of an area-wide P-suffix condition which will expire upon the adoption of a Countywide clearing and grading ordinance.

NR-7 **Clearing and grading should be limited on all short plats, plats and commercial projects to protect water quality, limit surface water runoff and erosion and maintain wildlife habitat and visual buffers.**

Introduction of fine-grained sediment into stream channels is a significant cause of fish-habitat and water-quality degradation in the Soos Creek basin. This fine sediment clogs stream gravels, reduces the clarity of the water, and carries a substantial proportion of the urban contaminants into downstream water bodies. Based on numerous observations of existing development during the winters of 1988-89 and 1989-90,

active construction and land-grading sites are one of the primary sources of observed turbidity problems in individual streams throughout the Soos Creek system. Because fine sediment is only partly controlled by other erosion control measures, seasonal limitations on clearing and grading are necessary to reduce its introduction and transport.

The Soos Creek Basin Plan recomends that clearing and grading be restricted within the basin between October 1 and March 31. The SCCP recommends the restriction run from Nobember 1 to March 31 in order to be consistent with dates which are used in the SAO and the King County Surface Water Design Manual. The identification of November 1 through March 31 in policy NR-8 is particularly important because of the amount of rain received by the County, and the extent of flooding which historically occurs between these months. Policy NR-8 will be implemented through the use of P-suffix conditions applied to properties within the Soos Creek basin.

NR-8 **Within the Soos Creek basin, bare ground associated with clearing, grading, utility installation, building construction, and other development activity should be covered or revegetated in accordance with King County Surface Water Design Manual Standards between November 1 and March 31 of 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.**

Protection of natural vegetation coverage moderates surface water runoff and erosion and protects the integrity of stream channels. Removing forest cover increases the peak rate of surface runoff. Forest cover intercepts falling rain, absorbs water through roots and creats an absorbant duff layer on the forest floor. Policy NR-9 applies to properties within the Rural Area of the Soos Creek basin and will be implemented by a P-suffix condition which will expire upon the adoption of a Countywide clearing and grading ordinance.

NR-9 **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.**

Ground and Surface Water

Ground water is an important resource to the planning area. Ground water provides the source of water for a number of residents, and is crucial to maintaining the flow of water in area streams during the summer. Protection of ground water requires providing for recharge of surface water to the ground water aquifers, and protecting the quality of water that is recharged. The South King County Ground Water Management Program is nearing the end of several years of work determining the status of the areas' ground water resources and developing specific recommendations on how to provide long-term protection to these resources.

NR-10 **The County should protect critical aquifer recharge areas consistent with South King County Ground Water Management Program recommendations.**

NR-11 **Water purveyors in the planning area should perform regular monitoring of their ground water wells to document the quantity of water withdrawn, water levels, and water quality in order to help establish long-term trends.**

As development continues in the Soos Creek system, nonpoint pollution is expected to be an increasing threat to water quality. High fecal coliform levels in Little Soos Creek have been attributed to livestock-related nonpoint pollution. Degraded water quality in five lakes also has been partially attributed to non-point pollution. These water quality problems can harm aesthetic enjoyment and recreational use of streams and lakes. Pollutant-bearing runoff infiltrates through highly pervious soils and may pollute groundwater. In areas where this groundwater is tapped by water supply wells, the continued use of these wells could be threatened.

The enhanced stormwater pretreatment systems and infiltration limits proposed by policy NR-12 cannot prevent all future water quality degradation in the Soos Creek system. Some water quality degradation similar to the pollution observed in more urban basins likely will occur. However, the recommendations will limit future water quality degradation and the risk to beneficial uses of water.

Loss of groundwater recharge in these areas is judged a lesser impact to the aquatic system than the potential contamination of subsurface water. Other measures to promote recharge of good quality runoff should help reduce the loss of groundwater that will otherwise occur, in small part because of this recommendation but mainly because of overall urbanization. Policy NR-12 will be implemented through the adoption of the requirements in the Soos Creek Basin Plan.

NR-12 **Infiltration of surface water runoff should be required in areas draining single-family residential neighborhoods, where technically feasible and compatible with on-site sewage disposal systems. Pretreatment for water quality improvement consistent with King County Surface Water Design Manual should occur before infiltration. Infiltration should not occur in areas draining multi-family, commercial, and industrial land uses, unless adequate water quality treatment has occurred and federal, state and local regulations regarding water quality protection, hazardous materials storage, handling and disposal of underground storage tanks, etc. are met.**

In a natural landscape, water reaches streams by varied and dispersed paths. Some water may infiltrate to groundwater aquifers or may flow underground to the stream as interflow. The remainder of the surface runoff is slowed by vegetation or low gradients. Site development, by removing natural land cover and paving the surface, increases the volume and rate of runoff and decreases the time for that water to reach the stream. The cumulative effect of widespread development is that streams reach higher peak flows more quickly than before development, resulting in greater flooding, erosion, and aquatic habitat damage. Onsite retention/detention facilities in the Soos Creek Basin should be designed using design criteria specified in the 1990 King County Surface Water Design Manual. The following policy supports the need for more specific retention/detention standards for certain subcatchments identified in the Soos Creek Basin Plan. Policy NR-13 will be implemented through adoption of requirements in the Soos Creek Basin Plan and a P-suffix condition.

NR-13 **Increased on-site retention/detention requirements, as recommended in the Soos Creek Basin Plan, should be adopted and implemented as an appendix to the King County Surface Water Design Manual.**

The Soos Creek Plateau contains additional lands which may be unstable, even if virtually flat, due to their proximity to the high, steep walls of the Green River Gorge and Upper Green River Valley. The Green River and its major tributary streams have cut steep-sided valleys into the soils covering glacial sediments in the Soos Creek area. In some places this cut extends into the underlying bedrock. Downcutting and widening of these valleys is an on-going process. This process occurs through a repeated cycle of channel erosion at the base of the valley walls, which undercuts these slopes, leading to landslides. This means that most of the flat land immediately adjacent to valley walls in this area, as well as the valley walls themselves, may

be unstable. Without careful development practices, roads, structures and utilities on these lands may be unsafe. Lands below the slopes are adequately protected by floodplain and other regulations because of the narrow valley floors, but additional protection is needed for properties above the top of the valley walls.

The following policy establishes a review area, similar to the flood hazard overzone, within which development will be reviewed to ensure that the environment is protected and risks to life and property are avoided. The depth of the review area is 660 feet, which is the depth of a typical 10 acre parcel. The intent of using this dimension is to exempt development from review which has an intervening ownership between it and the top of the valley wall. Policy NR-14 will be carried out by P-suffix conditions applied to affected properties in the Soos Creek area.

NR-14 **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.**

Small lakes throughout the County are beginning to show signs of water quality problems brought about by non-point pollution. Many small lakes are ringed by homes originally built as summer houses which are served by aging septic systems. In addition to impacts from failing septic systems, clearing of native vegetation, alteration of natural drainage patterns, application of fertilizers and herbicides/pesticides, and other contamination of surface water runoff all have impacts on small lake water quality. By involving lakeside residents in reducing nonpoint pollutants and establishing stable lake levels, aesthetic enjoyment and recreational use of lakes with public access will be maintained or improved.

NR-15 **King County should work with Metro to assist residents in the formation of Lake Management Districts to address water quality problems in small lakes. When possible, large scale water quality planning projects such as Basin Plans and Non-Point Action Plans should also address the water quality problems of small lakes.**

NR-16 **The County may require lot clustering adjacent to watersheds or at the Urban/Rural boundary to protect valuable water resources and to buffer the rural area from more intensive urban uses.**

Wildlife Habitat

Wildlife and wildlife habitat continue to be destroyed through human activities associated with development and clearing. Many residents agree that wildlife should be protected. Wildlife habitat consists of an area where species can find food, shelter, nesting and rearing sites. Many species, such as amphibians, live in different habitats during various life stages. Sensitive areas that provide habitat such as wetlands and streams are protected by buffers under the SAO. Upland areas adjacent to and between sensitive areas may also provide important habitat. KCCP policy E-201 provides that lands that provide important linkages for wildlife habitat should be preserved for open space purposes.

Urbanization is generally damaging to fish and wildlife habitats. The increase in the magnitude and frequency of floods predicted during future urbanization can cause stream scouring, channel widening, removal of large woody debris, increasing sediment which can lead to a loss of spawning and rearing habitat for fish. In addition, development can lead to a fragmentation of riparian corridors and open them up to disturbances by humans, domestic animals, and influxes of pollutants. They also cause loss of habitat complexity and reduce food-chain support for fish and wildlife. For some species, such as herons and wood ducks, nesting sites will be lost as the upland is lost; other species, such as grebes, kingfishers, and otters, that require corridors for travel from one wetland to another, will also tend to be lost. Habitat isola-

tion may be most pronounced in those wetlands with high habitat and species diversity or with species not wholly dependent on wetlands for all life requirements.

NR-17 **Development proposals should identify unique and significant wildlife habitat areas on or nearby the site and ensure that buildings, roads, and other features locate on less sensitive portions of the habitat. Unique or significant wildlife habitat, as defined by the Washington Department of Wildlife Priority Habitat and Species project, and corridors connecting important habitat areas should be identified and protected. These considerations may result in a reduction of density from that otherwise allowed by zoning.**

Special Recommendations

These special recommendations comprise recommendations from the CAC and the planning team to other County and non-County agencies. These concerns all surfaced during plan preparation, but are not issues that can be resolved by the Community Plan due to limitations in authority or scope.

1. Because of the critical fishery habitat in the planning area and projected growth, the County should increase enforcement of clearing and grading activity within the Soos Creek Community Plan Area to help reduce the occurrence of erosion and sedimentation impacts to the valuable Soos Creek stream system.

2. Enforcement of zoning and surface water regulations should receive increased emphasis including increased levels of staffing and support within the Soos, Jenkins, and Covington Creek drainages.

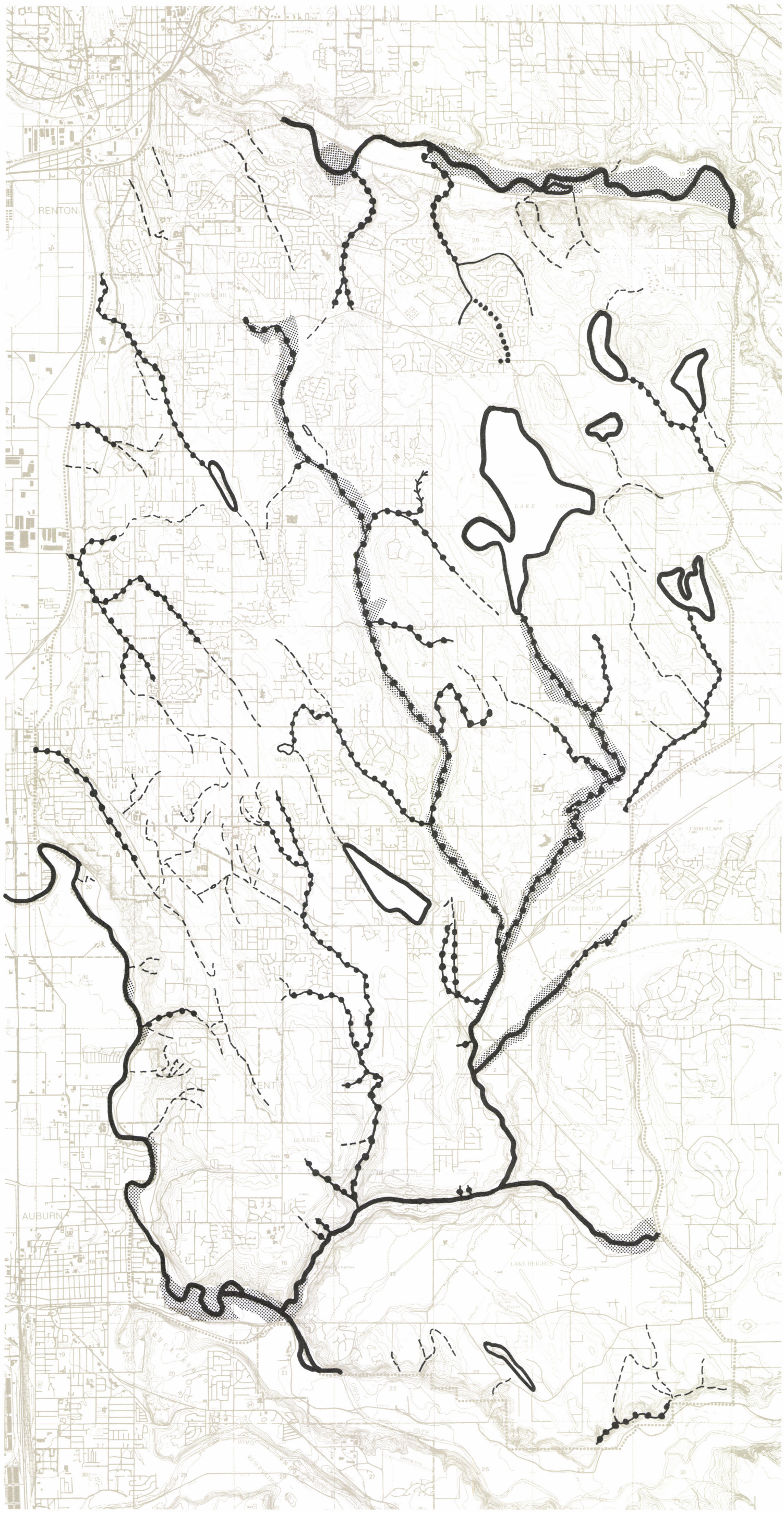
3. The County should require a minimum level of maintenance for all private retention/detention facilities, and should provide for annual inspections to ascertain that needed maintenance is being performed.

4. The County should initiate a Countywide program to identify and protect upland wildlife habitat and wildlife corridors.

5. The County should place increased emphasis on education of the development community and local citizens, so that they are more clearly aware of the environmental consequences of their actions and to help them learn how to minimize the impacts of their activities,

6. King County should continue to provide funding to the Soil Conservation District and the Washington State University Extension Service to support technical assistance and educational outreach to small farmers to ensure Best Management Practices (BMPs) are used on small noncommercial farms.

7. King County should develop a lakeshore homeowner education program that reduces pollution originating from homes and boats.



Streams & 100-Year Floodplains

- Class 1
- Class 2 (with salmonids)
- Class 2 (perennial; salmonid use undetermined)
- Class 3
- Unclassified
- 100-Year Floodplains

Source: Sensitive Areas Map Folio, King County, Washington, December 1990

Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Wetlands and Basin Boundaries

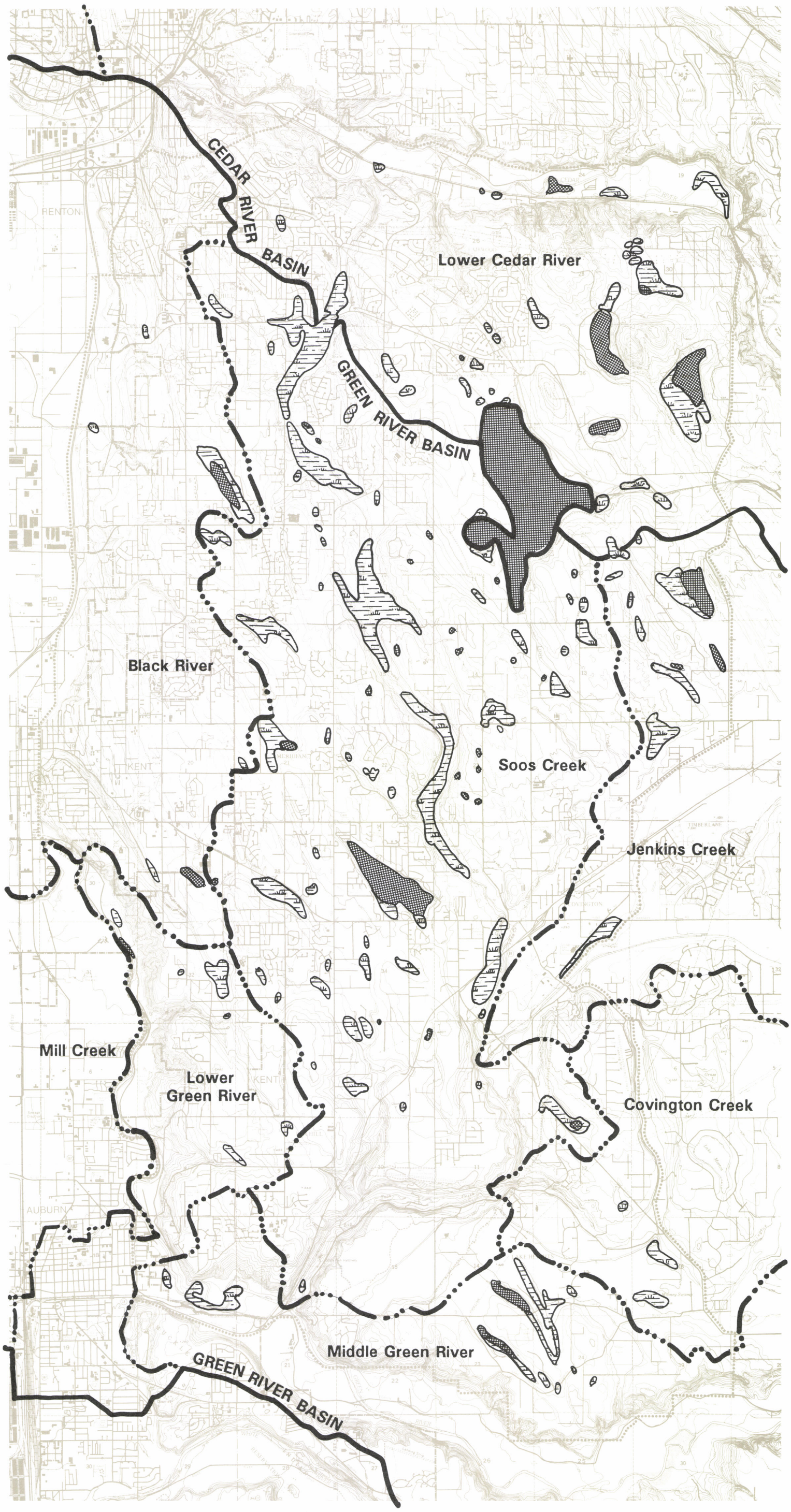
Wetlands

Open Water

Basin Boundaries

Sub-basin Boundaries

Source: Sensitive Areas Map Folio, King County, Washington, December 1990



Soos Creek Community Planning Area

King County Planning and Community Development Division 1991

N

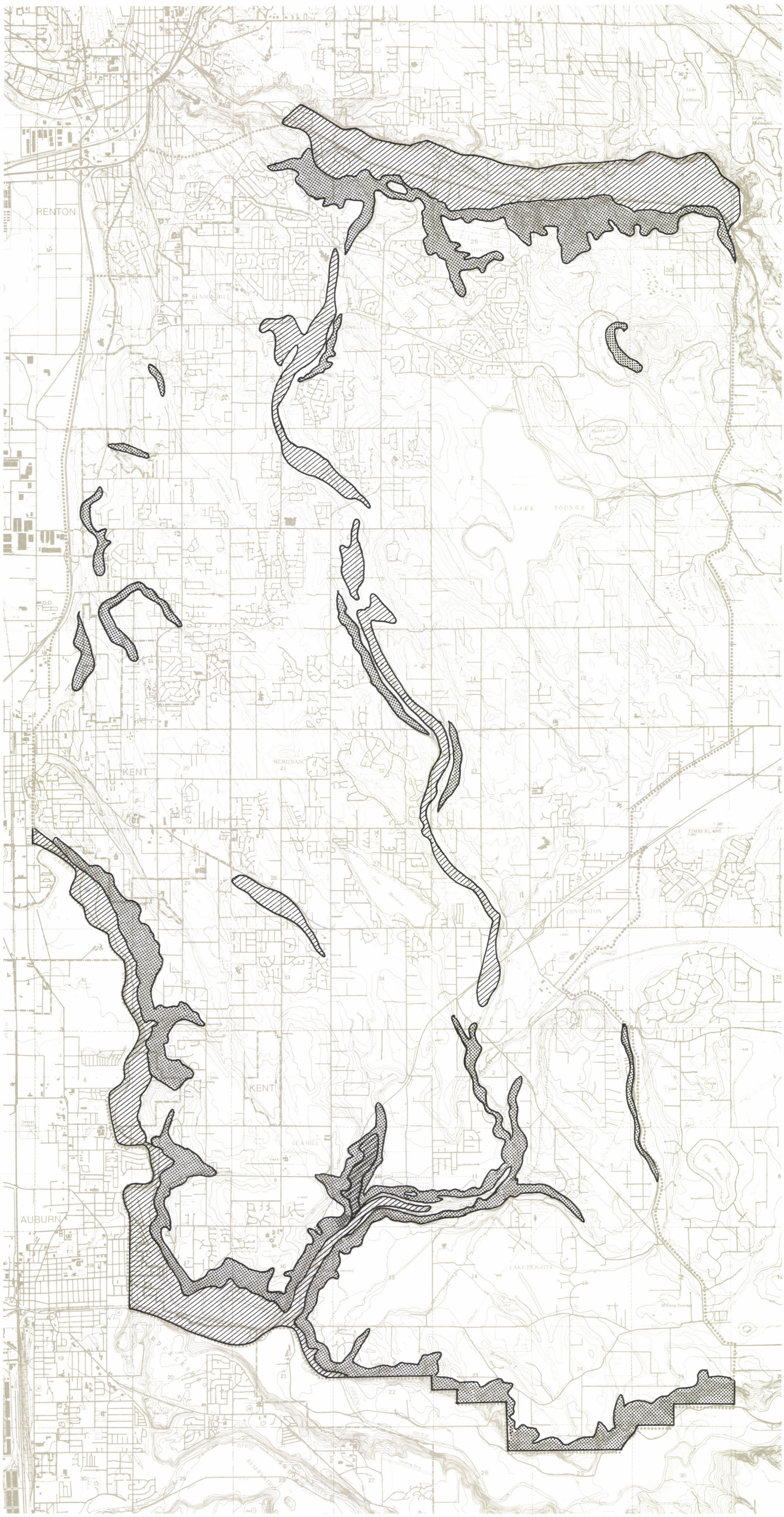
1 0 1 Mile

Landslide and Seismic Hazards

Landslide Hazard Areas

Seismic Hazard Areas

Source: Sensitive Areas Map Folio, King County, Washington, December 1990



Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Erosion and Coal Mine Hazards

Erosion Hazard Areas

Coal Mine Hazard Areas

Source: Sensitive Areas Map Folio, King County, Washington, December 1990

Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Chapter 3: Urban Growth Areas and Regional Coordination

Introduction

Throughout the community planning process, residents and Citizen Advisory Committee members emphasized two overriding concerns: (1) rural lifestyles and resource areas are being threatened by sprawling urban development and (2) urban services now provided by the County are inadequate to service the level of growth the community is experiencing.

The major objectives for this chapter's policies are to respond to these concerns by:

- Directing growth to Urban Growth Areas (UGAs) capable of supporting growth;
- To recognize cities as the preferred areas for urban growth because of the typically higher level of services they can provide;
- Protecting rural and resource areas from urban residential growth;
- Phasing growth and annexations with the provision of services;
- Establishing city-county cooperation for the provision of urban services in UGAs; and
- Coordinating with the cities to assure important regional goals continue to be met after annexation.

This chapter lays the policy foundation for directing future urban growth into designated UGAs within the Soos Creek community planning area. This chapter specifically:

- Identifies the preliminary urban growth areas for the Cities of Auburn, Kent, and Renton, and for the Covington area;
- Establishes criteria under which lands within the urban growth areas are considered appropriate for annexation to a city or incorporation as a city;
- Establishes criteria for the phasing of urban development in these UGAs;

- Creates policies and processes for transferring jurisdiction from King County to an annexing or incorporating city; and

- Guides how King County and the cities will work cooperatively to provide urban services necessary to support growth in the UGAs.

1990 State Growth Management Act

In 1990, Washington State adopted the Growth Management Act (GMA) to guide development in the state as it grows into the future. The GMA mandates comprehensive planning in counties, and all cities within these counties, with a large population or a rapidly increasing population, including King County. It requires all counties to classify and designate agricultural, forest lands and critical areas, and for all cities and counties to make their zoning consistent with their comprehensive plans.

The intent of the GMA is to encourage the conservation and wise use of lands through land use planning efforts coordinated between citizens, communities, local governments, and the private sector. The GMA sets broad parameters on how growth should be managed. It includes thirteen goals, seven of which are particularly relevant to urban growth areas.

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

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

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

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

- Open space and recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water and develop parks.

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

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

The GMA provides a policy framework and processes to implement goals related to growth and development and the provision of public services and facilities. The requirement to designate "urban growth areas" is an important tool in achieving the goals of the GMA. Counties are directed to designate, in consultation with the cities, urban growth areas sufficient to permit the urban growth projected to occur in the county for the next twenty-year period. Annexations of land outside these urban growth areas would be prohibited. These urban growth areas are to be reviewed every ten years.

The GMA defines urban growth as "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. When allowed to spread over wide areas, urban growth typically requires urban governmental services." Cities must be included in an urban growth area, and urban growth areas may include more than one city. The only lands outside a city which may be included in urban growth areas are those which are already characterized by urban growth or are adjacent to lands characterized by urban growth.

The GMA recognizes the crucial link between land use and capital facilities planning by requiring that land use and transportation planning be coordinated and supportive of mutual goals and that, within a six-year timeframe, certain public facilities must be adequate for planned land uses. To achieve this linkage, the GMA directs that urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development, and second in areas characterized by urban growth that can be served by additional public facilities and services. These urban growth areas should include greenbelt and open space areas and public facilities and services to provide urban levels of service. It is appropriate that urban governmental services be provided by cities.

Within King County, the Joint Regional Strategy for implementing portions of the GMA (Motion 8087) was adopted by King County and all 31 municipalities. The Strategy establishes joint County-City technical forums to examine cooperation in planning issues. In early 1991, three technical forums began to meet. The Resource Lands and Critical Areas Technical Forum is exploring the identification and development of interim regulations for these areas. The Urban Growth Area Technical Forum is developing a process to identify urban growth areas Countywide and for each city. The Data Technical Forum is looking at data needs, such as population projections and land capacity inventories, and the sharing of information among jurisdictions. From these technical forums will come further guidance on how the GMA is to be implemented at the local level in King County.

1985 King County Comprehensive Plan

As noted in Chapter 1, the King County Comprehensive Plan (the Comprehensive Plan) is a blueprint for how land in the unincorporated areas should be used. It presents a vision of what the County should look like and how its resources should be distributed, and it gives guidance for achieving that vision. The Comprehensive Plan directs the County's zoning and other land use regulations in unincorporated committees.

Four of the goals of the Comprehensive Plan are particularly relevant to urban growth areas. Land use plans should:

- Guide population and employment growth to protect King County's natural beauty, open space, environmentally sensitive lands and historic features.
- Indicate where growth can be accommodated and is desired, and encourage development in those areas.
- Enable local governments to provide adequate and affordable public facilities and services, or to enable private provision of improvements, and to allocate their costs equitably.
- Provide a framework for effective cooperation among King County residents and their government, cities, and other public agencies, and the private sector in addressing the many issues of managing growth responsibly.

The Comprehensive Plan supports the goals of the GMA. Growth and development and provision of urban services must be inextricably linked to preserve open spaces and rural and resource lands and to provide infrastructure -- transportation networks, sewage disposal, parks and recreation areas, and schools -- efficiently. The growth pattern envisioned by the Comprehensive Plan in urban areas consists of commercial and industrial activity centers and a diversity of residential areas.

The Comprehensive Plan provides guidance for the provision of public services and facilities, appropriate land uses, and the related issue of annexations or incorporations of urban or urbanizing areas. The Comprehensive Plan policies PI-302 and PI-303 instruct King County to work with the cities to focus growth within their boundaries and to support annexations or incorporations when consistent with King County policies. The Comprehensive Plan policies PC-204 and PC-114 direct King County to concentrate public facilities and services within urban areas and to preserve long-term rural areas with appropriate rural densities and public improvements.

Identifying Urban Growth Areas

Both the Comprehensive Plan and GMA support a growth pattern which directs further growth to urban areas which are served by urban services and preserves and protects rural and resource lands. There is, however, a difference between the Comprehensive Plan's definition of urban and the GMA's definition of urban growth areas. The urban area designated by the King County Comprehensive Plan is considered to be the long term, unchanging boundary for urban growth in King County. It includes fully served urban areas, in addition to low density urban areas that are not currently planned for urban growth and services, but may be planned for urban growth sometime in the future based on regional growth management decisions.

The GMA links the designation of urban growth areas to the provision of a full range of urban services. The public facilities and services to be provided to urban areas (which by definition are those lands within urban growth areas) include: streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, schools, fire protection and suppression, law enforcement, public health, environmental protection and other governmental services. Urban growth areas are delineated within the urban area, and are planned for the full range of urban services within the next 10-20 years.

The Comprehensive Plan encourages higher residential densities, an average of seven to eight dwelling units, in urban-designated areas where future growth will be directed, but it also recognizes that uniformly high densities are neither desirable nor feasible throughout an urban area. There may be environmental or service constraints which preclude higher urban densities, or the area may already be developed at low urban densities of one to three units per acre. Comprehensive Plan policies R-204 through R-207 state the conditions under which low densities are appropriate in urban areas, such as environmentally sensitive areas that present a long term barrier to urban services or lands adjacent to rural or resource areas. The Comprehensive Plan further states that areawide public services, such as police and fire protection, for low-density urban pockets will usually meet urban service level standards, but on-site improvements such as utilities and local access streets will be tailored to the low densities of development being served. The long-term King County urban area does not include designated rural and resource lands. This urban area is distinguished on a Countywide basis from Rural Areas and Resource Lands by the Urban/Rural line. The Soos Creek Land Use Map shows the Countywide Urban/Rural line as it affects Soos Creek.

A-1 **Urban development shall not be permitted outside the Urban Area designated by the King County Comprehensive Plan.**

Within the larger urban area, preliminary urban growth areas are identified for the Cities of Renton, Kent and Auburn. The County and the Cities are participating the Urban Growth Area Technical Forum which will further refine the urban area boundaries for the Cities. Rural Areas are to be maintained in long-term rural and small-scale resource uses and are not available for conversion to urban uses and densities.

A-2 **King County will permit urban growth only within the urban growth areas designated in the Soos Creek Community Plan Map. The following criteria have been used to identify urban growth areas:**

a. **Lands are designated Urban by the King County Comprehensive Plan. Lands designated as Resource Lands or Rural Areas are not suitable for urban development; and**

b. **The lands are capable of supporting urban level population densities, development activity, and services without significant environmental degradation and with minimal adverse impact on adjacent resource and rural areas; and**

c. **Public facilities and services (such as schools, sewers, water, surface water management, fire and police protection, and transportation, including transit service) are in place or can be provided at reasonable cost to accommodate urban growth.**

The majority of the urban portion of the Soos Creek planning area has been divided on a preliminary basis between the three cities. Ultimately, the majority of the planning area is expected to become part of a city. The Preliminary City Urban Growth Area Map at the end of this chapter identifies the Phase 1 and 2 future urban growth areas for the Cities of Renton, Kent and Auburn. These areas will gradually annex over a period of time, based on the desire of property owners and the needs of future development for the facilities and services provided by the cities.

A-3 **Preliminary urban Growth Areas have been identified for the Cities of Renton, Kent and Auburn. Final boundaries for the Cities' Urban Growth Areas will be identified through the Regional Technical Forums.**

Implementation Of Annexations And Incorporations

The urban growth areas shown on the community plan map provide for long-term growth by the cities and should guide future land use and public facility planning efforts. Consistent with the GMA the Soos Creek Community Plan recognizes that lands within the designated urban growth areas are appropriate for consideration to be annexed to the Cities of Auburn, Kent, and Renton.

King County recognizes that cities are the appropriate providers of urban services. King County, supplemented by special districts, provides basic levels of urban services. Annexation to a municipality may provide an opportunity for an area to improve its level of services.

Annexations and incorporations in King County are reviewed by an independent boundary review agency, the Boundary Review Board for King County (BRB), per state statute (RCW 36.93). There are two principal methods for cities to annex unincorporated lands, (1) by petition of property owners; or (2) by election of residents. If enough signatures are gathered, and the city agrees to pursue the annexation proposal, then the petition is submitted to the BRB. The BRB then has the authority to conduct a public hearing on the proposal and approve, deny, or modify the boundaries only if jurisdiction is invoked by an affected jurisdiction, such as King County, or other affected parties. By designating urban growth areas in the community plan, the County and cities can identify boundary issues early and work towards a mutually satisfactory resolution before annexation requests are brought to the BRB.

King County and other service providers will provide or assure urban services at a basic level for unincorporated urban areas, but the County may not be able to match the urban services provided by cities. The KCCP encourages communities seeking higher service levels to annex to existing cities or incorporate as new cities.

A-4 **Lands within the urban growth areas are appropriate for annexation to a city. Annexations should be phased to allow efficient provision of necessary services. King County will support annexation proposals when an intergovernmental agreement described by policy A-8 has been signed by the City and the County.**

Intergovernmental agreements signed by the County and the cities will address standards for levels of service and determine the level of protection afforded by city standards so this determination is not continually made on a case-by-case basis.

Urban Separators

The 1990 Growth Management Act calls for the identification of open space corridors and urban separators in urban designated areas. In addition, the 1985 King County Comprehensive Plan presents specific policies for the setting aside of open space (E-102 and E-201). In the Sos Creek community planning area, urban separators and open space corridors will provide visual relief from continuous development and reinforce the unique identities of communities in the area.

These corridors and separators play an important role in the preservation of critical areas (such as wetlands), and in providing habitats for fish and wildlife. Urban separators and open space corridors also will provide links to trails and have significant recreational value. In addition, the trees and vegetation in these areas help to clean the air and purify the water. In the Soos Creek community planning area a wide variety of land uses are used to form urban separators, including existing and proposed parks and trails, lakes and wetlands, rivers and streams, and other fragile areas. The Soos Creek Area Zoning will implement the urban separators through the use of P-suffix conditions.

A-5 **King County shall establish urban separators in the Soos Creek community planning area to define the urban growth area boundaries between the Cities of Renton, Kent and Auburn through the use of zoning and required clustering of development.**

A-6 **King County shall work with the cities of Auburn, Kent and Renton to ensure that urban separators and open space corridors continue to be maintained as such if and when these areas are annexed in a city.**

Policy R-5 in the Residential Chapter and policy P-21 in the Parks and Opens Space Chapter also address urban separators and identify the criteria used to establish their boundaries on the plan map.

Intergovernmental Agreements

Annexations and incorporations involve a transfer of jurisdiction from county to city authority. Usually, the City will assume the provision of all urban services previously provided by King County. Sometimes, however, an incorporating city will want to contract for service provision with King County. In either case, the City and King County must work together to ensure a smooth transition to avoid service disruption to existing or new city residents.

Comprehensive Plan policies PI-304, PI-305, and F-114 encourage city-county cooperation in the development of compatible land uses and service standards which would help ease the future transition of an area from county jurisdiction to city jurisdiction. KCCP policy F-113 acknowledges cities as the preferred service providers within future annexation areas and encourages the use of intergovernmental agreements to implement this policy.

During the development of this plan, the Cities identified a number of issues of concern to them when they annex unincorporated territory. Likewise, the County has certain responsibilities set forth by the Comprehensive Plan which must be met when reviewing requests by property owners to annex to a city. The following policies establish the framework for resolving these important concerns.

A-7 **Growth and development in areas outside the Cities of Auburn, Kent and Renton's urban growth areas may have an impact on the Cities. King County will provide the Cities with the opportunity to participate in the review of land use decisions within an impact area which will be identified through the intergovernmental agreement process. The intergovernmental planning agreement which describes the scope of such review and responsibilities of each jurisdiction in such review should be developed and adopted.**

A-8 **King County should work with municipalities to establish intergovernmental agreements guiding future annexations. These agreements should address at a minimum the following issues:**

a. **Notifying cities of development proposals in the urban growth areas and impact areas and consulting with the cities to condition approvals to mitigate adverse impacts on city services.**

b. **Providing cities with the first opportunity to be the designated sewer or water provider within the urban growth areas defined in this plan, where that issue has not been decided.**

c. **Identifying improvement requirements which assure that County roads, parks, building design, and other urban standards are consistent with those of the annexing city.**

d. **Maintenance of greenbelts, open spaces, and urban separators in areas designated in the community plan map.**

e. **Phasing urban development to coincide with adequate levels of public services.**

f. **Working with the cities to identify responsibility for upgrading facilities in urban growth areas where present facilities have been identified as insufficient.**

g. **Agreement that annexation areas are principally for urban uses;**

h. **Arranging for appropriate service contracts and/or equitable transfers of responsibilities and assets with special service districts;**

i. **Establishing a capital improvement program to extend services within a reasonable timeframe to meet the needs of future city residents, while maintaining or improving service levels to existing city residents. These services include, but are not limited to police, fire, transportation, sewer, water, and general governmental services;**

j. **Providing a variety of residential development at a density consistent with regional goals for land within the areas to be annexed, exclusive of public open space, to promote transit and efficient service delivery.**

k. **Providing for a fair share of affordable housing within its jurisdiction.**

l. **Providing for the protection of historic sites listed on the King County Historic Register within the annexation area.**

m. **Continuing environmental protection for sensitive areas (including, but not limited to, flood plains, steep slopes, wetlands, seismic areas, and landslide hazard areas) at or above King County standards.**

A-9 **King County will work with the Cities of Auburn, Kent and Renton to evaluate opportunities for providing neighborhood parks to meet the needs of new development within the urban portions of the planning area.**

Work which is being carried out by the Regional Technical Forums will also further define the roles of the cities and the County in implementing the Growth Management Act. Issues resolved through these forums may also be included in the annexation interlocals.

When some jurisdictions annex land, temporary low density zoning is applied until a future land use process determines the appropriate urban residential density. The Comprehensive Plan directs that urban residential lands be developed at overall urban densities. The following policy is directed at ensuring that when urban land is annexed to a city, it will be developed ultimately at urban densities.

A-10 **King County will not support annexations or incorporations which would apply zoning to maintain or create permanent low-density residential areas (e.g., one or two dwelling units per acre) unless such areas are part of the urban separator or rural buffer or unless environmental constraints render higher densities inappropriate.**

Phasing Urban Development

The policies in this section call for phasing blocks of residential development to time development with the availability of services to allow service providers to anticipate and plan for growth. Phasing is, therefore, a plan for growth and to encourage efficient use of urban land before opening new areas to urban development. Phasing is also a tool used to achieve concurrency. The SCCP proposes two phases, implemented through growth reserve zoning. These policies are intended to guide County Departments, property owners and the Cities in the timing of development.

The Growth Management Act requires that growth should first be located in areas that already have existing public facilities and services to serve urban densities.

A-11 **Public services and facilities should be provided at levels necessary to support growth and development planned for the Urban area. New development should be timed to coincide with the availability of public facilities and services. Expansion of services into new areas should occur without decreasing current service levels below locally established minimum standards.**

Phase 1

Lands within the Cities of Renton, Kent and Auburn and Phase 1 are the plan's target areas to receive urban development. Lands in Phase 1 include the vacant lands within the cities, the Benson/116th corridor, and existing multifamily and business centers, including Covington. Most necessary improvements needed for development are anticipated to be available over the next 10 years. The purpose of identifying

a tightly constrained Phase 1 area is to ensure that land is developed efficiently and to meet the requirements of the Growth Management Act.

In Phase 1, vacant and partly developed properties are zoned Growth Reserve for three years, with underlying urban zoning to automatically go into effect on January 1, 1995. Properties which are already developed or which submitted a complete development application prior to adoption of the community plan will receive out-right zoning. Adopting growth reserve zoning for three years will allow the County time to complete and adopt revised Road Adequacy Standards. Another tool which will assist in accommodating growth is the adoption of Mitigation Payment System (MPS) interlocal agreements with the valley cities. The County is working with the cities in the County and Washington State Department of Transportation to develop and implement a regional MPS. The expanded MPS is intended to provide a mechanism to assess and collect payments from developers/home builders for their projects impacts on County, City and State roadway systems. Currently an MPS is in place for incorporated areas only.

A-12 **Lands immediately adjacent to the Cities of Renton, Kent and Auburn in the Soos Creek planning area, the urban portions of the Soos Creek Basin stream corridors, the multifamily/commercial centers and the Covington Urban Activity Center and Master Drainage Plan area within Phase 1 of the urban growth area should be zoned for urban development. A GR-5 overlay shall be in place until December 31, 1994 at which time urban density zoning will become effective. King County will accept and process applications for urban density development in phase 1 sites after July 1, 1993 and prior to the lifting of the GR-5 overlay on December 31, 1994; provided, that such applications shall be subject to any new or revised standards regarding adequacy of schools or roads developed and adopted prior to December 31, 1994.**

GR-5 zoning is recommended for parcels which are proposed for residential zoning due to the traffic generated by these facilities. The GR-5 zoning will be lifted for nonresidential developments which require a conditional use permit (i.e. medical facilities) to proceed. This would be consistent with the policy of permitting services to locate in and be developed in the planning area.

Phase 2

Phase 2 includes most of the area east of S.E. 116th Ave., and an area north of Lea Hill and areas east and west of the Covington Master Drainage Plan area, excluding the Covington UAC. The zoning in Phase 2 will be Growth Reserve (GR-2.5) for vacant and partly developed lands and lot clustering will be required to assure that efficient urban densities will be realized. Properties which are already developed or which submitted complete development applications prior to the adoption of the community plan will receive out-right zoning. Land in Phase 2 will be available for urban development based on the criteria set forth in policy A-13 and A-14 below.

The major transportation problem in the planning area is the congestion which occurs as traffic tries to leave or enter the plateau during peak commuting times. The limited number of east/west arterials which access the plateau are highly congested. New roads or road extensions are proposed which will alleviate the current congestion and provide better access for existing residents.

A-13 **Vacant and partly developed lands within the Phase 2 area will be designated Growth Reserve (GR-2.5) and remain at low densities until the area annexes to the Cities of Renton, Kent or Auburn or a plan amendment applies urban densities.**

Annual Progress Report

The Executive is requested to submit annual progress reports on the development of the appropriate ordinances and mechanisms to implement the Growth Management Act and the status of development and the provision of services in the planning area. In addition, the panel requests that the Executive submit, whithin 6 months of the adoption of the SCCP Update, a schedule of transportation capital projects proposed in the planning area.

A-14 **Requests for rezones in the Phase 2 areas may be considered after December 31, 1994 if an application for a rezone in the Phase 2 urban designated area meets all the criteria below. A rezone may be applied for and shall be considered under rules and procedures normally applied to the rezone process, and the rezone shall not be denied solely because of the zoning or phasing associated with the property.**

a. **The proposed project would be consistent with the King County Comprehensive Plan and the intent of the Growth Management Act by encouraging infill development; and**

b. **No probable significant adverse environmental impacts will occur as a result of appropriately designed development on the property; and**

c. **Restrictions established by the Community Plan and Area Zoning that are specific to the property are met; and**

d. **The property is served by all necessary utilities including water or sewer. Before urban density zoning may be applied, any needed service area boundary adjustments within the established LSA must be approved by King County; and**

e. **All necessary urban facilities including stormwater drainage, roads, and schools are available or can be made available to serve the development; and**

f. **Transportation capacity exists for the increased demands placed on the system by the development; and**

g. **The combined capacities of the city and the Phase 1 area within the respective urban growth boundary are shown to be insufficient to accommodate year 2000 forecasts as determined by the joint planning process between the city and county implementing the Growth Management Act.**

Covington

The King County Comprehensive Plan designates Covington as an Urban Activity Center, which should be a primary location for commercial and industrial development. The Soos Creek Community Plan encourages residential and employment growth at Covington and provides for an increased level of urban services.

Because Covington is geographically removed from municipalities on the valley floor and is physically separated from them by Big Soos Creek, it is difficult for the valley cities to provide urban services to the Covington area efficiently. Incorporation of this area may be an appropriate option for the residents of this area.

The formation of new cities is governed by RCW 35.02. The state statute governing the BRB's role in incorporations was amended in 1990. This amendment limits the BRB's role in incorporation proposals with a population of over 7,500 residents. The BRB will conduct public hearings to review these incorporation proposals and may increase or decrease the land area by not more than ten percent and not less than 7,500 people. The BRB no longer has the authority to prevent these incorporation proposals from going to a vote of the residents.

A-15 **The Soos Creek Community Plan recognizes that areas within and adjacent to the Covington Urban Activity Center may be appropriate for incorporation as a way to provide higher levels of urban services to the residents of this area. Proposed incorporations will be evaluated for consistency with the KCCP and SCCP policies.**

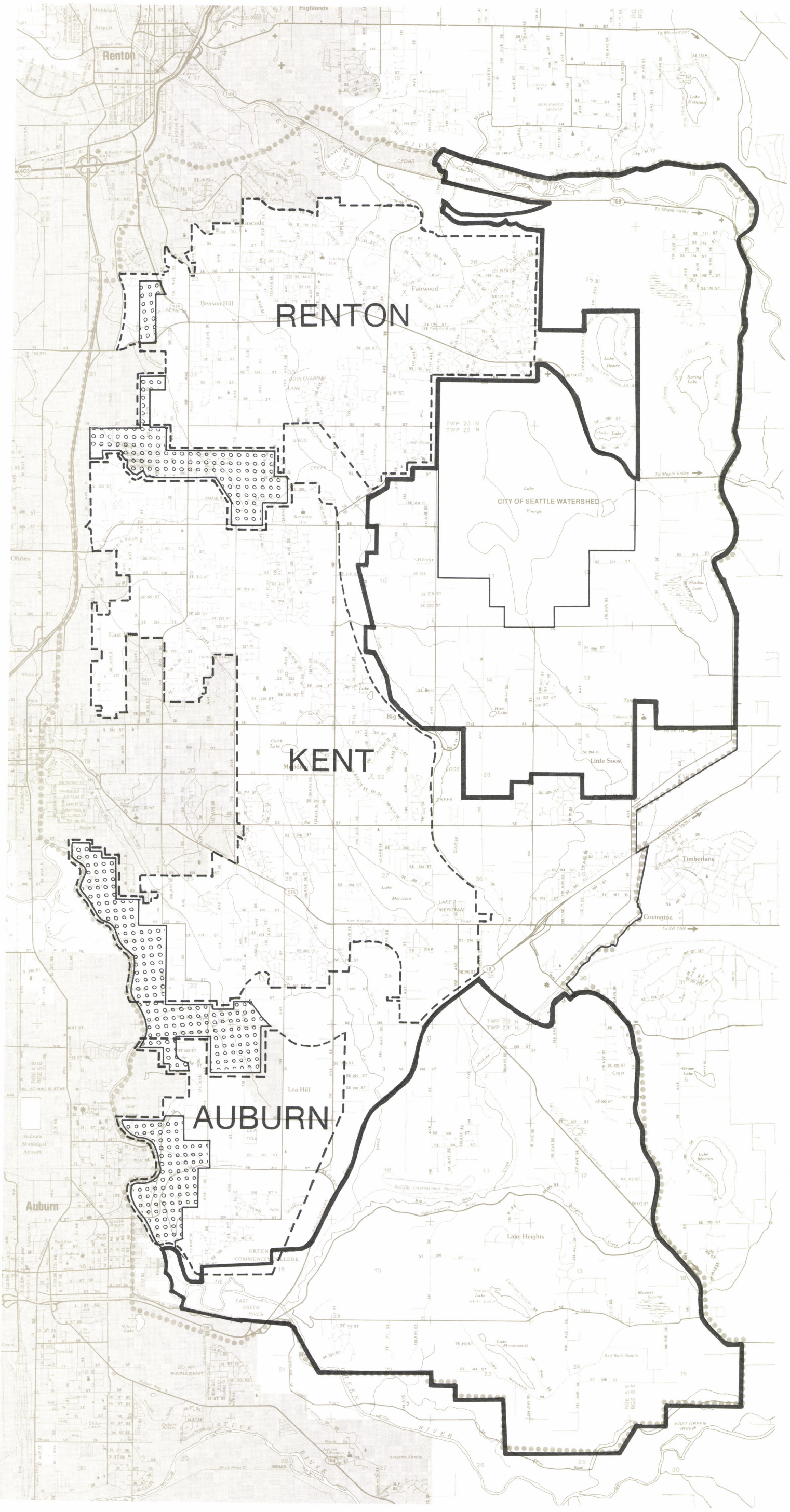
Growth and development in areas outside of the urban growth area around Covington may have an impact on Covington. If Covington incorporates, King County will work with the new city to define an impact area within which King County will solicit the city's participation in reviewing land use decisions. An intergovernmental planning agreement, which describes the scope of such review and the responsibilities of each jurisdiction in such review, should be developed after incorporation.

Special Recommendation

The GMA mandates that land use planning be compatible between neighboring jurisdictions. The comprehensive plans of counties and cities must be coordinated and consistent with the comprehensive plans of neighboring jurisdictions.

1. King County, the Cities of Renton, Kent, and Auburn, and the community of Covington should work together to implement the Soos Creek Community Plan regarding areas of mutual concern, such as the 277th Street Corridor Study, the development of the Green River Trail System, and the establishment of urban separators.

Preliminary Urban Growth Areas



Urban/Rural Boundary

Preliminary City Urban Growth Area

Urban Separator

Source: King County Community Planning

Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

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Chapter 4: Residential Development

Introduction

This chapter establishes policies for the location and density of residential development and guides how residential development will occur.

The Soos Creek planning area experienced more growth than any other community planning area in King County in the 1980s. From 1980 to 1990, Soos Creek's population grew from 88,700 to 121,600, an increase of 27 percent. During this same time period, the unincorporated portions of the planning area grew from 71,050 to 95,300, an increase of 25 percent. Expanding employment opportunities in the Green River Valley, Seattle, and Tacoma will continue to attract new residents to the area. The year 2000 forecast for the Soos Creek planning area is 160,800, an increase of 24 percent. Population in the unincorporated portion of Soos Creek is projected to grow by 26 percent to 129,600. Community residents and Citizen Advisory Committee members are concerned that 1) rural areas, sensitive areas, and open spaces are threatened by this growth; 2) new development is too often out of character with that of established residential neighborhoods; 3) residential growth has outstripped facilities and services, particularly roads, parks, and schools; and 4) increasing land and construction costs are placing the purchase of single family housing out of reach for the average Soos Creek resident.

The King County Comprehensive Plan (Comprehensive Plan) provides general policy direction for residential development throughout King County. The Comprehensive Plan also establishes Urban, Transitional and Rural areas, described in Chapter One, which directs the general nature of development in these areas. The Comprehensive Plan directs the Soos Creek Community Plan Update to decide whether Transitional areas should be redesignated for Urban or Rural uses based on criteria provided in the Comprehensive Plan. Major concepts for the Comprehensive Plan which guide housing and residential development include:

- Establishing a pattern of development which recognizes the physical constraints of the land and protects sensitive areas and other resources from the impacts of residential development.
- Providing affordable housing and a wide range of housing choices to meet the needs of a diverse population.
- Establishing residential patterns which make efficient use of the land, public services and private improvements.

- Clearly identify urban areas where growth can best be accommodated and encouraging residential development primarily in urban areas.

The Soos Creek Community Plan Update establishes specific land uses and policies for the location and density of residential development. It also guides how residential development should occur and identifies capital improvements needed in the planning area. This is consistent with the Growth Management Act which directs that new development be directed first to areas characterized by urban development which have existing public facility and service capabilities. Growth is directed next to areas characterized by urban development which can be served by additional public facilities and services. Major objectives of this chapter address community concerns expressed above.

1. Most new population growth is directed to locate in compact centers, particularly in the western portion of the planning area. This will allow residents to live close to a full range of facilities and services, where transit service can be made available and near transportation routes to employment centers. This land use pattern will provide greater convenience for residents and reduce public costs of serving urban areas.

2. Policies in Chapter 3, Urban Growth Areas and Regional Coordination, call for phasing growth to assure adequate facilities and services are available before residential development occurs.

3. The Plan also seeks to promote a high quality residential living environment and sustain the area's character as "a good place to live". Major strategies include: encouraging open spaces and recreation areas close to where people live; assuring that development respects and integrates natural features within urban development; and by promoting high quality landscaping, building, and site design that improve how new development looks and fits in with existing residential areas.

4. Policies in this chapter also provide for a variety of housing choices at a range of densities that provide options for people with diverse lifestyles and incomes. The range of housing types will include single family homes on various size lots in urban and rural areas and mobile home parks, apartment buildings, townhouses, and duplexes in urban areas.

Residential Growth Phased with Urban Services

The growth which has occurred in the planning area over the past 10 years since the 1979 adoption of the Soos Creek Community Plan has outpaced the ability of government to serve it -- particularly with road systems which move people and goods from one location to another and schools to educate the children living in the new residential development which has been built. The Growth Management Act directs growth first to areas characterized by urban development which have existing public facility and service capabilities. In the Soos Creek planning area, these areas are the vacant, developable lands within the three cities in the planning area. The vacant and under-utilized lands immediately outside the city limits will remain in very low densities with urban density zoning to become effective January 1, 1995. Secondly, the Growth Management Act directs growth to areas characterized by urban development <u>which can be served by additional public facilities and services</u> (emphasis added). King County recognizes the existence of previously approved lots which are smaller than the minimum lot size requrements or the adopted Soos Creek Community Plan Update and Area Zoning. These lots will be considered as legal lots according to the provisions of K.C.C. 21.48.240 and 250.

The cities in the planning area have worked with the County to identify their preliminary future urban growth areas. The unincorporated urban growth areas will receive very low density zoning but will have the potential for urban development when needed urban services can be provided concurrent with development, particularly road improvements and school capacity. The Transportation Chapter details the road

improvements which are planned and recommended for the next 10 years and beyond to serve existing as well as future development.

Other lands within the KCCP designated Urban Area will remain in very low densities perhaps for the life of the community plan. During that time decisions will be made about the construction of a new east/west arterial. This "second tier" Phase 2 urban area is available to meet the requirements of the Growth Management Act for a twenty-year supply of land to meet growth needs. These lands will remain in very low densities until additional lands are needed to accommodate forecasted growth.

Chapter 3, Urban Growth Areas and Regional Coordination includes policies which control the timing of development to coincide with the availability of public facilities and services. Please refer to the policies of this chapter for detailed policy direction on when development can occur in the Soos Creek Planing area.

Urban Residential Areas

This plan promotes a broad mix of single family and multifamily residential opportunities within urban areas. Allowable single family densities in the Urban Area will range from 3 to 8 homes per acre and multifamily densities will range from 9 to 30 homes per acre. Consistent with Comprehensive Plan policies R-205 and R-207, lower densities are applied in urban areas where environmental constraints exist or adjacent to rural areas. The overall density goal is to achieve an average density of 7 to 8 homes per acre within the Urban designated area of the community to make efficient use of the land and promote alternative transportation options.

R-1 **In Urban Areas single family residential development densities should range from between 4 to 8 homes per acre. Specific densities should be based on land characteristics and the availability of facilities and services and using the following guidelines:**

a. **A density of up to 6 homes per acre should be established as the predominant single family residential density in the Urban Area.**

b. **A density of up to 8 homes per acre should be established near centers along the Benson corridor to provide affordable single family housing in areas where urban services, (including regular transit), are available.**

c. **Where urban lands have development constraints, clustering on unconstrained portions of the site should be used. Where these methods can't provide adequate protection of environmentally sensitive areas, a density of less than 4 homes per acre is appropriate.**

R-2 **Residential developments in the Urban Area should provide residential densities at the high end of the range designated on the land use plan map, provided services are adequate and the environment is protected.**

R-3 **Mobile home parks should be considered appropriate in the Urban Area on single family or multifamily designated land. Mobile home parks should be subject to the same open space and park dedication and other requirements in the King County Code as other single family development.**

R-4 **Neighborhood circulation is a critical component of the Soos Creek Community Plan. 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.**

Vacant and partly developed residential lands within Phase 1 are zoned Growth Reserve (GR-5) with underlying urban zoning while vacant and partly developed single family lands in Phase 2 are zoned Growth Reserve (GR-2.5). Areas which are already developed, and lands which are part of a development application will receive outright zoning. Chapter 3, Urban Growth Areas, includes policies which address in more detail the timing of new residential development in the planning area.

R-5 **Vacant or partly developed residentially zoned lands in Phase 1 should receive a growth reserve overlay which expires on December 31, 1994. Vacant or partly developed lands designated for single family development in Phase 2 should be zoned growth reserve.**

The following policy refers to situations in which a subdivision is totally or partially within a designated urban separator or adjacent to such areas. Policy R-6 will be implemented through the use of a P-suffix condition. Urban separators are discussed in detail in Chapter 3, Urban Growth Areas and Regional Coordination, and Chapter 8, Parks and Open Space.

R-6 **All subdivisions reviewed under this plan that are partially or totally within a designated urban separator or are adjacent to such areas should provide open space linkages within or to the separator.**

Multifamily Residential Development (Urban High Densities)

The demand for multifamily units is expected to increase. The Puget Sound Council of Governments (PSCOG) and King County Planning Department project that the demand for new multifamily housing will be approximately 6,200 housing units out of 20,600 total units needed (30% of total), between 1990 and 2000 in Soos Creek. Single and multifamily housing demand is influenced by many demographic and economic factors including changes in household size, family income, changing lifestyles, and increasing land and construction costs. Multifamily is becoming an increasingly attractive housing option, as 1) the baby boom generation ages; 2) dual career households demand lower maintenance living arrangements; and 3) increasing land and construction costs put single family housing out of reach for increasing numbers of families.

The following policies establish residential density criteria in areas appropriate for over 8 homes per acre. These homes will be primarily within multifamily structures. Most of the new multifamily housing opportunities provided in this plan will be located within the identified Activity Centers along Benson Road and at Covington where residents will have easy access to jobs, community and commercial services and facilities.

Three types of Activity centers are identified in this plan: Urban Activity Centers, Community Business Centers, and Neighborhood Business Centers. The only Urban Activity Center in the Soos Creek community is at Covington. This center will include a full range of multifamily housing as well as commercial, industrial, office, manufacturing, and other non-residential uses. Community facilities such as libraries, parks, and schools will also be encouraged to provide services close to where people live.

There are four Community Business Centers within Soos Creek. They include: Benson/Cascade center, Fairwood center, Kent/Highlands and Panther Lake center. The Community Business Centers will include a wide range of residential opportunities as well as commercial retail and office opportunities, but will not contain the employment producing uses that Covington will provide. The Neighborhood Business Centers will provide primarily convenience goods and services. Neighborhood Business Centers in the planning area include: Lea Hill center, Meridian Valley, 192 SE & Benson Rd, and SE 256 & 164 SE. They primarily will contain convenience shopping and lower density multifamily housing opportunities.

Multifamily housing should be located to reflect its relative intensity of land use. The more homes per acre of land, the higher the land use intensity and the greater the need for services to support the increased number of residents. Therefore, the higher density multifamily opportunities are more appropriate closer to urban services (shopping, transit, etc.) and the lower density multifamily may be located adjacent to single family areas. The following policies encourage a gradual reduction in densities to provide a transition from non-residential land uses (e.g. commercial, industrial, office) to single family residential areas

R-7 **Multifamily development should be located only within designated centers at densities from between 9 and 30 homes per acre. Multifamily densities should decrease gradually outward from centers to provide a transition from activity center uses to single family neighborhoods using the following guidelines:**

a. Densities of up to 30 residences per acre should be limited to Activity Centers on Benson Road and at the Covington Urban Activity Center on parcels adjacent to commercial or employment areas.

b. Densities of up to 18 residences per acre should be used to provide a transition between single family housing and high density multifamily housing or nonresidential uses.

c. Densities of up to 12 residences per acre should be provided to define the outer edge of all Centers and to encourage a gradual reduction in scale and density between center uses and single family residential areas.

Comprehensive Plan policies state that new multifamily housing opportunities should be located convenient to employment centers, shopping, community facilities and services and transit routes. These policies concentrate multifamily development where services and facilities already exist. These locations also provide good access to major arterial routes connecting residences to valley employment centers.

The Green River Community College area is appropriate for multifamily development for a number of reasons, including: 1) it has access to SR-18; 2) large, unconstrained tracts of land exist; and 3) projected student enrollment increases of 5-10% per year create demand for multifamily housing. The Comprehensive Plan identified Covington as an Urban Activity Center, where major commercial and employment development is anticipated. The widening and upgrade of SR-18 to a limited access facility, scheduled improvement to SE 256th, and planned extension of sewer also make Covington a favorable site for multifamily development.

R-8 **Multifamily housing should be located in activity centers along Benson Road, Covington and centers along principal east/west arterials which connect or are planned to connect to employment centers in the Green River Valley where residents will have easy access to shopping, bus transit, employment, and other services without dependence on the automobile.**

R-9 **Multifamily housing opportunities should be provided in close proximity to the Green River Community College in locations with good freeway access.**

R-10 **Undeveloped and partly developed lands designated for multifamily development should receive a growth overlay which expires on December 31, 1994.**

The timing of residential development is discussed at the beginning of this chapter. Chapter 3, Urban Growth Areas, includes policies which guide how the potential zoning may be actualized.

Rural Residential Development

The Comprehensive Plan's Rural designation is applied in areas where development densities and service levels will remain low so that the relatively undeveloped pastoral character, small farms and wooded lots will continue. Rural areas contribute to the diversity of King County's development pattern, allowing for rural employment, residential opportunities and recreation opportunities not possible in Urban areas.

A Rural designation is meant to be long-term and unchanging. These areas are not intended for transition to an Urban status in the future. Rural areas are not intended to accommodate a large share of the planning area's future growth.

KCCP policies R-215 and R-216 set the range for rural residential densities. One house per 5 acres is the expected normal rural density. While the Comprehensive Plan calls for a normal rural residential density of one dwelling per five acres, the plan recognizes a range of densities is appropriate to provide diverse housing choices and to recognize existing natural and man-made conditions. Therefore, the community plan may permit a density of one dwelling per 2.5 acres in rural areas where development already exceeds one dwelling per 5 acres, and soils can absorb the cumulative impacts of on-site sewage disposal of higher densities without damage to water resources. Community Plans may permit densities of one dwelling per 10 acres in rural areas where additional buffering is required specifically to protect adjacent agriculture, forestry or mining uses, or where necessary to protect areawide natural features such as steep slopes or high aquifer-recharge areas which severely constrain development.

R-11 **In the Rural Area, the maximum overall density should be 1 unit per 5 acres to maintain a rural character and to ensure that urban services and facilities do not become necessary.**

R-12 **A density of 1 home per 2.5 acres may be designated if: a) a density higher than one unit per five acres already exists; b) soil conditions are able to handle the cumulative impacts of on-site sewage disposal without adverse impacts to ground and surface water; and c) public water supply is available.**

R-13 **A residential density of one house per 10 acres should be applied to rural areas where at least one of the following circumstances applies:**

a. **The lands are adjacent to a designated Agricultural Production District, Forest Production District or legally approved long-term Mineral Resource Extraction site;**

b. **The lands include significant areas of 40 percent steep slopes, severe landslide hazards, number 1 and 2 wetlands or other severe development constraints; or**

c. **The lands are within the identified 100-year flood plain of the Cedar or Green Rivers or other streams in the Soos Creek Planning Area.**

Comprehensive Plan Map Amendments

The 1985 KCCP designated two large portions of the Soos Creek Plateau as Transitional Areas. This interim designation is applied to lands that are physically suitable for either Urban or Rural development. The purpose of the Transitional Area designation is to preserve large tracts of land through interim low densities and clustering, until either services needed for Urban densities can be assured and additional land is needed to accommodate growth or until a permanent Rural designation is applied. Community plans have the task of deciding whether Transitional lands should be redesignated to an Urban or Rural classification. Community plans also have the option of maintaining the Transitional designation until reexamined in the next plan revision.

The 1979 Soos Creek Community Plan (SCCP) also used Rural and transitional designations to define specific areas. The KCCP (adopted in 1985) designations, however, supersede the SCCP. Therefore, the Transitional Areas to be evaluated by the Soos Creek CAC are those established in the KCCP.

The criteria outlined in the Comprehensive Plan necessary for Urban designation are:

1. Natural features and land characteristics are capable of supporting urban development without significant environmental degradation.

2. Public facilities and services (such as transportation, sewers, fire and police protection) are in place, or can be provided at reasonable cost to accommodate urban growth.

3. Opportunities exist for a local balance of housing, jobs and shopping for convenient transportation and energy efficiency.

4. King County and the cities have made firm commitments to urban development and urban services in the area.

The Rural area designations shown on the Comprehensive Plan map include areas that are currently rural and meet one or more of the following criteria:

1. Good opportunities exist for small-scale farming and forestry (large-scale farms and forest lands are designated as Resource Lands).

2. A Rural Area designation will help buffer nearby Resource Lands from conflicting urban uses.

3. There are major physical barriers to providing urban services at reasonable cost.

4. Significant environmental constraints make the area generally unsuitable for intensive urban development.

North Transitional Area

The North Transitional Area contains approximately 1300 acres. There are significant environmental constraints which make the area generally unsuitable to accommodate urban growth. The natural constraints of the land significantly diminish this area's ability to support urban development without serious consequences to the environment. About 40% of the land in this area is constrained by sensitive environmental features. Fragile slopes, important wetlands, and the water quality of the lakes would be adversely affected by extensive urban development. Soil conditions would contribute to extensive surface water runoff problems. The area also contains coal mine hazards.

From a transportation perspective, the area is more appropriate for rural rather than urban development. There are major physical barriers to providing adequate arterial capacity at a reasonable cost. It is cost prohibitive to develop the background street network necessary to serve urban development in the North Transitional Area. Currently, this large area is served internally only with local access streets. A more complete road network of arterials, neighborhood collectors and local roads would be required for urban development. Topographical constraints (steep slopes), environmentally sensitive features (wetlands, coal mine and erosion hazards), and other obstacles (existing development, power lines, large waterbodies), make provision of a street network sufficient to support urban densities difficult. Another major north/south arterial from SR-169 to Petrovitsky is infeasible to construct due to the cost involved to negotiate the steep, unstable slope immediately south of SR-169. An additional east/west arterial would be infea-

sible to construct for the same reason due to a canyon east of 140th Avenue SE which any road would need to cross.

R-14 **The majority of the 1985 King County Comprehensive Plan designated North Transitional Area located generally east of Fairwood, South of Maple Valley Road, North of Petrovitsky Road and west of 196th Avenue SE should be redesignated Rural, because: 1) there are major physical constraints to providing urban services particularly roads to urban standards; and 2) natural constraints significantly diminish the area's ability to support urban development.**

The area north of Fairwood designated Transitional on the King County Comprehensive Plan Map includes a developed subdivision, Valley Faire II, which has sewer service currently and approximately 135 acres which has a sewer trunk line running through the property. The vacant property is immediately adjacent on the north to the Fairwood subdivision which is developed at urban densities of 7200 square foot lots. The natural features of the site are such that most of the site is capable of supporting urban development without significant environmental degradation.

R-15 **The portion of the North Transitional Area north of Fairwood in Section 26 and the subdivision of Valley Faire II should be redesignated to Urban because: 1) natural features of land characteristics are capable of supporting urban development without significant environmental degradation; and 2) public facilities and services are in place or can be provided at reasonable cost to accommodate urban growth.**

As noted in the discussion for policy R-14, much of the North Transitional Area contains significant environmental constraints to urban density development as well as limitations on the ability to provide urban services to the area. A small area southwest of Lake Desire, abutting Petrovitsky Road does not contain these constraints. This area contains property which will be developed as a new junior high school in the next five years, a public park which needs sewer service and approximately 175 vacant or partly developed acres suitable for urban density development.

R-16 **The portion of the North Transitional Area southwest of and including Petrovitsky Park and south of Lake Desire including Shady Lake, abutting Petrovitsky Road should be redesignated urban because: 1) natural features of land characteristics are capable of supporting urban development without significant environmental degradation; 2) public facilities and services are in place or can be provided at reasonable cost to accommodate urban growth; and 3) a new junior high school site is located in the area which would not be a permitted use in the Rural Area outside of an activity center.**

South Transitional Area

The King County Comprehensive Plan designates a second large Transitional Area southeast of SR-18. This area comprises approximately 6500 acres and is characterized by the presence of the Big Soos Creek, Covington Creek, the Seattle International Raceway, and Crest Airport.

Environmental constraints in this area include: severe seismic, erosion, and landslide hazards along the slopes adjacent to Big Soos Creek and a number of significant wetlands south of the Lake Heights area. The Open Space Plan identifies the southern portion of this area as part of the Green River Open Space System buffering the rural and agricultural lands in southern King County from the rapidly developing areas to the north and east. Outwash soils with good permeability are found throughout most of the area.

The area northwest of Big Soos Creek includes two uses which are not compatible with intense urban development: the Seattle International Raceway and Crest Airpark. Current densities and lotting patterns

in these two areas would limit the future ability to achieve overall urban densities. The area south of Auburn-Black Diamond Road does not have an adequate existing road system to support urban development. Also, it is not included in the planning areas for any sewer district. Although Auburn is the nearest service provider, representatives from Auburn have expressed a reluctance to serve this area because of its remoteness from Auburn, physical barriers, and costs to provide service.

R-17 **The South Transitional Area should be designated Rural because: 1) there are major physical barriers to providing urban services including sewer and roads to urban standards at a reasonable cost which make the area generally unsuitable for intensive urban development; and 2) the need to provide additional protection to the fisheries habitat along the Big Soos Creek.**

Maple Valley

A portion of Maple Valley comprising approximately 1300 acres contains significant environmental constraints to achieving urban development. Renton's sole source aquifer is located in Maple Valley. The amount of impervious surface if this area is developed at urban densities would restrict infiltration to replenish the aquifer; the types of uses associated with urban areas could pollute the irreplaceable source of groundwater. In addition, the area contains floodplains, seismic, erosion and landslide hazard areas which would further restrict urban development. Policy R-18 recommends this area be redesignated from Urban to Rural to protect these sensitive features.

An area on the south side of Maple Valley Road, approximately between 149th Ave. SE, and 164th Ave. SE (if extended) should remain in an Urban designation because of the presence of sewers and pre-existing urban development.

R-18 **Maple Valley, north of the Maple Valley Highway, should be redesignated from Urban to Rural because: 1) the western portion of Maple Valley is designated by the Environmental Protection Agency as the City of Renton's sole source aquifer, 2) the Valley floor is flood plain, 3) seismic, erosion, and landslide hazard areas are on north facing slopes, 4) there are four class I and class II wetlands present, 5) the Cedar River supports anadromous fish, and 6) much of the Valley contains Class II and III prime agricultural soils.**

The Council affirmed the King County Council Soos Creek Panel recommendation that the zoning for the area south of the Maple Valley Highway adjacent to the intersection of 140th and Maple Valley Highway retain its urban designation. The area is zoned GR-5. The Council will initiate a plan amendment to address the natural resource and growth managment issues no later then January 1, 1993.

Green River Valley

A portion of the Green River Valley should be redesignated from Urban to Rural due to significant environmental constraints which make the area generally unsuitable for urban development. In addition, the Green River supports extensive populations of anadromous and resident fish. This resource supplies industries that are an important part of the local and regional economies.

R-19 **A portion of the Green River Valley should be redesignated from Urban to Rural because: 1) the Valley floor is in the flood plain; 2) seismic, erosion and landslide hazard areas are in the north facing slopes; and 3) the Green River supports anadromous fish.**

Soos Creek Basin Area

The Soos Creek Basin Plan recommends a comprehensive basin management program that will correct significant surface water problems and provide substantially greater protection for the basin's valuable resources than current County programs. One of the mechanisms for protecting significant fish habitat recommended by the basin plan is establishing rural densities along significant stream corridors. Much of the area within 1/4 mile of the basin plan identified significant streams is already designated for rural densities. However, approximately 1500 acres within 1/4 mile of significant streams are currently designated Urban by the Comprehensive Plan. Policy R-20 recommends that these Urban designated lands be redesignated Rural.

R-20 **Urban lands which fall within the 1/4 mile Soos Creek Basin Plan significant stream corridors should remain urban. Transitional lands should be redesinated as Rural. Rural lands should remain designated as Rural.**

Covington Parcel

A 29-acre parcel in the southeast 1/4 of Section 23, Township 22, Range 5 is proposed to be redesignated from Rural to Urban. The parcel is bordered on the south by a subdivision developed at RS 9600 densities and served by sewer service, on the east across 164th by Mattson Junior High, and on the west and north by a Puget Sound Power and Light right-of-way and switching station site. Criteria for designating urban and rural lands have been noted at the beginning of this section. Policy R-21 sets forth the reasons why this parcel should be redesignated Urban.

R-21 **New information has demonstrated that the technical criteria were erroneously applied when the original designation was made to a parcel in the southeast 1/4 of 23-22-5. This parcel meets the criteria for designating urban lands and does not meet the criteria for designating Rural lands: surrounding urban development makes rural uses unlikely and possibly incompatible; there are no significant environmental constraints or major physical barriers to providing urban services at reasonable costs; there are no significant environmental constraints which make the area generally unsuitable for intensive urban development; and there are no Resource Lands adjacent which would require a rural buffer.**

Affordable Housing

The following policies establish guidance for achieving the community's affordable housing goals. The three primary strategies for retaining affordable housing in the Soos Creek community include: 1) provide sufficient opportunities for higher density single family housing and the full density range for multifamily housing; 2) preserve the existing affordable housing stock; and 3) encourage the construction of a percentage of affordable homes in the larger residential developments.

Countywide housing prices and rents have increased dramatically as compared to household incomes. The increased costs have had the greatest impact on low and moderate income households. Household income categories are based on percentage breakdowns of the County's median income. Low income is considered 0-50 percent of the median and moderate income is 50-80 percent of the median. The 1989 median income of King County is $30,900.

The Comprehensive Plan recognizes the opportunity for major benefits in developing affordable housing for the area's diverse income groups.

R-22 **In the Urban Area, large parcel development (over 100 lots) should provide a range of housing densities, types and prices including housing for low and moderate income groups.**

Mobile home parks represent a viable housing option in King County. Development pressure throughout the region has forced numerous parks to close, displacing residents, and removing a housing alternative from the housing market. This plan protects mobile home parks as an important part of the housing stock of Soos Creek. The following policy addresses these mobile home parks.

R-23 **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.

Some neighborhoods in the planning area are already completely developed. Others have scattered vacant or under-developed parcels that may be suitable for higher density infill development. Criteria used in this plan to determine appropriate density ranges while striving to meet the KCCP density goal include: availability of developable land, parcel size and environmental features; surrounding uses; and adequacy of public facilities and services.

Policy R-24 would allow higher density infill development in partially developed portions of the Urban area on vacant or partly developed parcels down to 1 to 2.5 acres in area, provided urban services are available and off-site impacts (e.g., traffic) can be mitigated. Densities on smaller parcels will reflect surrounding development, consistent with KCCP policy R-204.

R-24 **Residential densities compatible with the prevailing development pattern should be used in Urban ares where the predominant subdivision pattern has already developed. Infill development on vacant or under-used parcels of land should be encouraged that is compatible with surrounding residential neighborhoods and feasibility of urban service levels. For the purposes of guiding area zoning and consideration of individual rezone proposals, a parcel of land should be considered suitable for infill at a density higher than surrounding development if it contains enough area to accommodate development with a suitable buffer, such as landscaping, or native vegetation in addition to any required to be retained to protect environmentally sensitive areas.**

Quality in Residential Areas

Residential areas should be built with the facilities necessary to serve residents within the development as well as facilitate a pattern of development that contributes toward a well functioning community.

This section promotes well designed residential areas where services are convenient to residents and public facilities are cost-effective to provide. Primarily, this includes guidance for designing residential areas

which contribute toward more mobility options throughout the community and more convenient recreation areas for its residents.

Residential areas should provide residents the opportunity to walk, bike or take a bus to places which offer a variety of activities. To make it possible to walk on certain trips rather than drive, the distance must be reasonable and the walking experience enjoyable. A safe, convenient, and pleasurable means of non-motorized travel will need to be established. That is, in addition to streets, a network of trails and other routes need to be established that link desired destination points with all residential areas.

The intent of policies R-25 and R-26 is to create pedestrian friendly residential subdivisions. It is important, therefore, to provide easy access to parks, schools, activity centers on-site recreation facilities, and bus stops. The policies R-25 and R-26 will be implemented through P-suffix conditions.

Pedestrian Circulation

R-25 **All new urban residential developments should provide public pedestrian access to and through the development, and to parks, schools, and Activity Centers. The access should be a direct and convenient link to existing or planned routes and trails beyond each development. All developments should provide sidewalks or walkways designed to decrease the distances between parking areas, building entrances, bus stops, recreation facilities, external sidewalks, and to other destination points.**

R-26 **Residential development should be designed so that pedestrian access to and through the neighborhood is not impeded. Where topographic barriers exist in the route of a public path; the developer should provide stairs and ramps where they can be provided consistent with Sensitive Areas Ordinance requirements. Walls, fences, or other physical barriers, that extend the entire length of the property lines should not be erected unless public easements are established at convenient intervals.**

R-27 **Residential developments should provide sheltered school bus waiting areas when adjacent to transit routes and convenient pedestrian routes to all bus stops.**

R-28 **Multifamily residential developments should provide bicycle parking facilities on-site.**

Recreation Areas Close to Home

Open land within residential areas for common use by the residents of the project and adjacent projects is necessary to fulfill the need for active and passive recreation within walking distance of every home. The Parks and Open Space Chapter deals with the community-wide and regional recreation needs, while this section focuses on providing recreation opportunities within residential projects. This includes small tot-lots, small play fields court sports, passive recreation space and other neighborhood gathering points.

New park standards are now being prepared by King County. Until these new standards are adopted, the following guidelines are applied to condition new residential development in the Soos Creek planning area and are included as development conditions in the Area Zoning. Policy R-29 will be implemented through an area-wide P-suffix condition.

R-29 **All urban single family residential subdivisions and multifamily developments shall provide recreation space on-site.**

R-30 **Wherever possible, land dedicated for park and open space should be linked with park and open space in adjacent developments and with nearby trail systems.**

R-31 **Sidewalks, pathways, and trails should link homes to recreation areas within the development and to park space outside the development.**

R-32 **Homeowner associations should maintain recreational park land and facilities established during subdivision platting. The County should require a recorded homeowner maintenance agreement or some other arrangement acceptable to the County to ensure park facilities are adequately maintained.**

Vegetation

Vegetation is a very important landscape feature that shapes the character of the Soos Creek Community. The 1991 Soos Creek Update recognizes the importance of vegetation to ecological systems and neighborhood character of neighborhoods such as, but not limited to Covington, Lea Hill, Meridian Valley and Benson/Cascade. Nonetheless, subdivision activity through the 1980's indicates that Soos Creek has experienced a loss of approximately 6,500 acres of mature vegetation since the adoption of the 1979 Soos Creek Plan.

The Soos Creek CAC and planning area residents are concerned that this diminishing resource will be lost through the development process. The CAC has recommended that King County aggressively implement policies that will regulate the loss of mature vegetation in Soos Creek.

Additional care and site work is necessary to save trees during the construction process. However, newly planted vegetation cannot equal the screening, shade, form and character of the existing mature vegetation of Soos Creek. Of particular value are trees that are defined as "significant." These trees are usually over 30 years in age, measuring 8" to 12" at breast height. Newly planted trees are typically 4-8 years of age, resulting in a lag period of 15-20 years before new plantings can equal the ecological characteristics of mature trees. King County does not currently have a Countywide clearing ordinance to regulate land clearing in nonsensitive areas. Because significant vegetation in Soos Creek is a diminishing resource, contributes to the environmental quality of the area and is a distinct part of community character, this plan proposes the following policies to regulate the removal of significant vegetation during the development process. Special zoning conditions are necessary to ensure that the 6,500 acre loss of vegetation over the last decade is not repeated, and the remaining resources are carefully managed during the development review process.

In addition to retaining existing trees during the development process, site landscaping can assist in mitigating the impacts of trees and vegetation that are lost through construction, and the impacts of increased impervious surfaces. The Soos Creek community has experienced more population growth over the past 10 years (1980-1990) than any other planning area in King County. Estimates show that impervious surfaces now cover an additional 2,100 acres since the adoption of the 1979 Soos Creek Plan. Residents and the CAC have stressed the need for improved vegetation as the planning area builds out. The CAC has recommended that the County examine landscaping standards for new development which reduces the effect of impervious surfaces, offsets the loss of vegetation and habitat and respects the existing resources of the planning area.

Soos Creek has been heavily impacted by increased traffic, resulting in congestion and diminished air quality. Street trees can help offset the impacts of vehicle traffic and emissions by providing a visual buffer, absorbing toxic gases and pollutants, oxygen exchange from the foliage, and physically separating traffic from pedestrian areas. The following policies direct protection of existing significant vegetation, development of landscape standards necessary for development in Soos Creek and the addition of street trees to all new development in Soos Creek. The use of native plant material is encouraged to reduce water consumption and the need for expensive irrigation systems.

R-33 **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 should retain significant existing vegetation as defined in the Soos Creek area zoning, and augment this vegetation with new landscaping. Native vegetation should be utilized wherever possible.**

R-34 **All new residential development including multifamily should provide street trees to augment the natural character of the Soos Creek community and help mitigate impacts of vegetation removal in the Soos Creek planning area.**

Design And Community

The 1979 adopted Soos Creek Plan proposed numerous guidelines to direct development in a manner compatible with surrounding land uses. Development since the adoption of the 1979 plan has in many cases failed to achieve these goals of the 1979 plan. Many multifamily developments feature large parking lots which face pedestrian thoroughfares. Traffic from the developments has not been coordinated with pedestrian walkways, resulting in conflicts between pedestrians and cars from cars entering and leaving the site. The bulk and scale of these developments did not provide for a transition to adjacent residential uses of a lower intensity. Multifamily development has been one of the biggest planning issues for the Soos Creek CAC. Citizens and the CAC agreed that new multifamily development would be more acceptable to the community if it were designed in a manner that respected pedestrian circulation patterns, provided outdoor recreational space and responded to the scale and intensity of existing development. The CAC has recommended policies which direct new development to consider size, scale, bulk, materials, style, site topography, sensitive features and existing vegetation. The following policies are necessary to ensure that new multifamily development reflects the established environmental and social character of Soos Creek neighborhoods. P-suffix conditions will be used to implement policies R-36 and R-37.

R-35 **Development has an impact on surrounding land uses, neighborhood character and pedestrian circulation. In Soos Creek new development at urban high densities must integrate with the surrounding neighborhood. The following factors should be considered during the development review process in addition to other impact requirements.**

A. **The architectural style of new development should reflect the residential architecture of the surrounding neighborhood in style, scale and choice of materials.**

B. **New development should reflect the characteristics of the site. All new development must protect sensitive areas as required by King County code. In addition, site design and layout should reflect natural topography and vegetation, solar access and energy conservation, and circulation.**

R-36 **Significant views should be protected by siting structures below and setback from promontories, ridgelines, and summits.**

R-37 **Multifamily buildings should incorporate elements such as setbacks, offsets, angled facets, deep roof overhangs, recesses, pitched roofs, modulation, and other features which serve to reduce the perception of their scale. Multifamily structures directly adjacent to single family homes should be limited to the height permitted in the single family area.**

Special Recommendations

1. The County should incorporate provisions for a density bonus into the zoning code for urban areas to promote the development of housing for low income and elderly households. A density bonus should be permitted for such projects when consistent with the criteria of the King County Housing Assistance Plan. Low income housing projects should be conditioned on project participation in a government sponsored or endorsed housing program assuring long-term use.

2. King County should consider redesignation of the portion of the Tahoma Raven Heights Planning area located east of Spring Lake between Petrovitsky Road and Maple Valley Road from urban to rural because it is surrounded on all sides by rural areas.

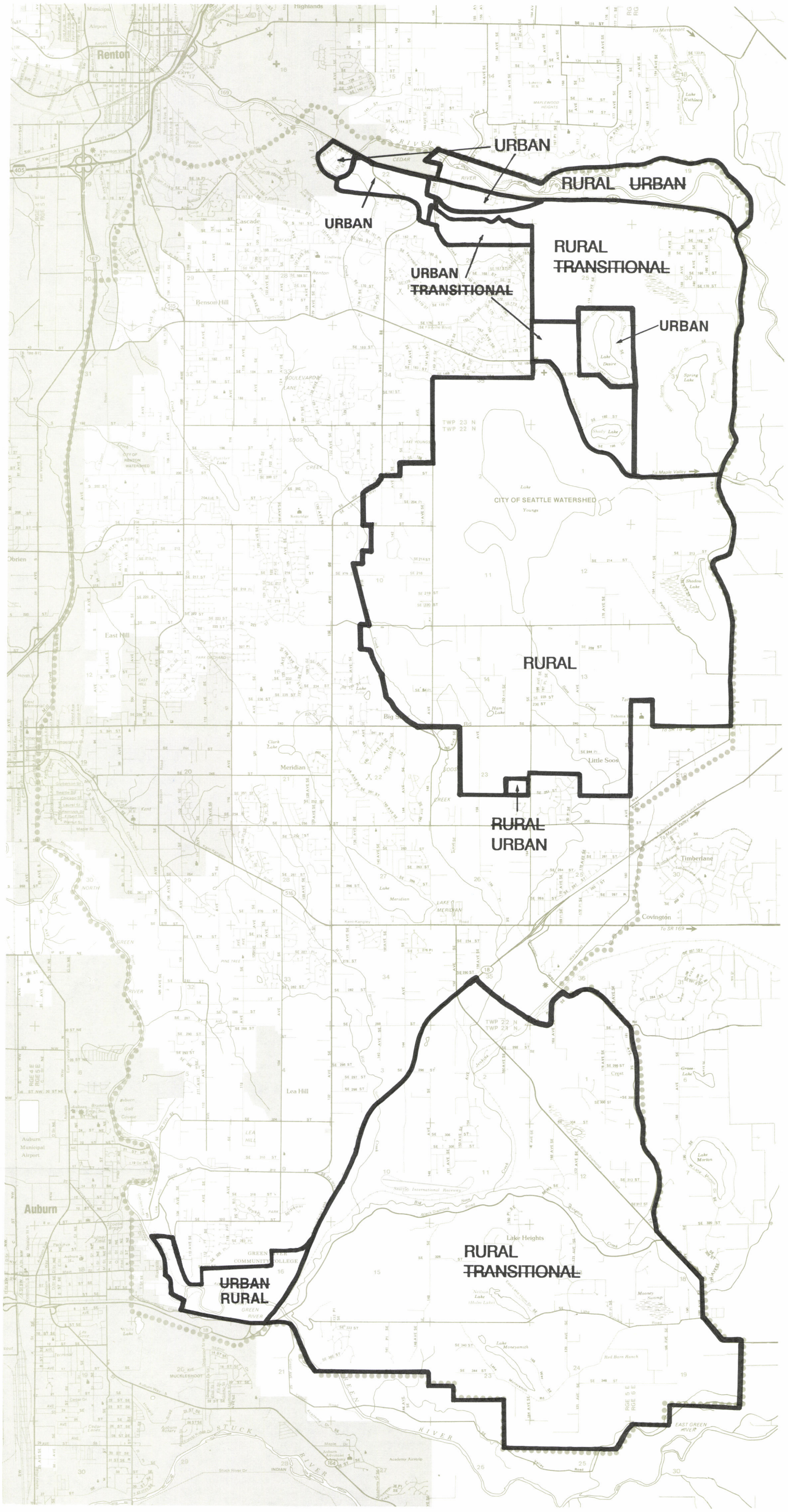
3. King County should pursue agreements with the cities of Auburn, Kent and Renton to provide capacity for a full range of housing opportunities within the cities.

4. King County should review its tax assessment policies and work for changes in state legislation to assure that tax policies support rather than undermine comprehensive plan land use and service provision policies.

5. Residential buildings should be designed to provide opportunities for recycling. For single family dwellings space should be allowed in the kitchen, laundry room, basement, garage, or other suitable location for the storage of recyclables. Indoor and outdoor space should be provided for the storage of recyclable for multifamily dwellings.

Adopted Changes To King County Comprehensive Plan Map

Source: King County Community Planning



Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

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Chapter 5: Commercial/Industrial Development

Introduction

Business centers provide a focus of activity on the Soos Creek plateau, and constitute the best opportunity to create vibrant and interesting gathering places within the SCCP Urban area. Commercial uses provide convenient shopping opportunities, and personal services. Business centers which include industrial, office, and business park uses provide basic jobs and employment in the service sector. Expanded employment opportunities in the Green River Valley, Seattle, and Tacoma will also continue to make the plateau's business centers hubs of residential and commercial activities.

Through public meetings and several community surveys, community residents have expressed concerns about commercial development. Major issues of concern include: 1) excessive strip development; 2) unplanned expansion of commercial centers through rezones; 3) congestion at commercial intersections; 4) lack of sidewalks in business areas; 5) lack of coherent system for vehicle circulation between businesses; 6) lack of urban services necessary to realize the potential of some commercial centers; 7) conflicts between commercial areas and nearby residential neighborhoods; and 8) inappropriate industrial development outside centers.

The King County Comprehensive Plan provides the basic framework for locating and sizing types of business centers, and for encouraging a broad mix of commercial and residential uses within centers. Guidelines for design, and infrastructure are also established by KCCP policies. This chapter incorporates the commercial policies in the KCCP by reference. Areas of augmentation include provision for adequate public services and design guidelines, center boundaries, and definition of specific mix of uses.

The policies in this chapter augment Comprehensive Plan policies by establishing the location and encouraging the efficient use of existing business centers, and guiding how commercial/industrial development will occur. These policies also provide the basis for development conditions applied as part of the Area Zoning, and for development conditions adopted through subsequent zone reclassifications.

In response to community concerns, the chapter emphasizes the following objectives for business center development: 1) encouraging compact centers instead of strip development; 2) defining physical boundaries of business centers; 3) supporting efficient use of commercial land and redevelopment rather than expansion of centers; 4) providing for pedestrian access and adequate transportation and other urban services necessary to support business center development; and 5) encouraging design which enhances the shopping experience and is consistent with surrounding neighborhood character.

Center Functions, Boundaries and Development

Chapter 6 of the Comprehensive Plan provides guidance for the amount of commercial land necessary to meet the needs of different market area populations. Applying these criteria, the total amount of commercial acreages now developed, zoned or potentially zoned in the Soos Creek Plateau could meet the communities' needs through the year 2010. The amount of commercial land in incorporated and unincorporated areas combined could meet the need for the entire population projected through the year 2020. The King County Economic Development Plan notes that in 1986 there was an 89-year supply in South King County of industrial zoned land.

Consistent with Comprehensive Plan policy PI-105, policies C-3 and C-4 designate community and neighborhood business centers within the Soos Creek area. No rural centers are created or continued. New commercial development is permitted only within community, neighborhood, and urban activity centers as designated by the SCCP land use map and area zoning. Key considerations in locating and limiting new commercial development are: 1) Comprehensive Plan policies governing location of commercial uses; 2) traffic and land use impacts to surrounding residential areas; and 3) provision of urban services. Existing centers are adequate to serve both the urban and rural areas of Soos Creek. Policy C-1 therefore restricts commercial development to existing centers, outside of the Rural Area. Policy C-5 also supports this premise, and at the same time recognizes the need for multifamily housing opportunities adjacent to business centers by discouraging conversion of multifamily uses to commercial uses. The intent of policies C-1 through C-5 is to minimize land use and traffic impacts on surrounding residential areas, assure compact and convenient centers, and provide urban services needed to support commercial development. These policies therefore limit new commercial development to existing Urban, Community, and Neighborhood Activity Centers designated by the Soos Creek land use plan map.

C-1 **New commercial development shall be allowed only within the boundaries of the Urban, Community, and Neighborhood Activity Centers identified on the land use map to minimize land use and traffic impacts on surrounding neighborhoods, and to allow efficient provision for urban services. No additional commercial development opportunities beyond those designated by this plan shall be allowed.**

C-2 **Commercial development should occur through the development and redevelopment of the existing commercially designated land within designated Activity Centers in order to encourage more efficient and intensive use of the existing commercial ares.**

There is, within the scope of this plan, wide spread and comprehensive provision for business centers in the Soos Creek area. Existing business centers in Soos Creek fall within the size and locational criteria specified in the 1985 Comprehensive Plan and are adequate to serve Soos Creek when developed fully. Many centers, especially in the Benson corridor already offer a diversity of goods and services, and are similar in size to centers serving established neighborhoods in Seattle. Expansion of existing centers is therefore not proposed. Instead, this plan encourages efficient use and intensification of existing commercial areas. Because of its designation as an Urban Activity Center (UAC) by the 1985 Comprehensive Plan, its future freeway location and the results of the Covington market analysis prepared for King County by the Central Puget Sound Economic Development District (CPSED), an additional twelve (12) acres of commercial zoning is designated at Covington at the southwest corner of SR-18 and SR-516 (Kent-Kangley Road). Renton, Kent and Auburn will continue to meet most of the regional shopping needs, particularly in the western part of Soos Creek. Covington will be a primary center servicing Urban and Rural areas in the east part of Soos Creek.

C-3 **The following locations are designated Neighborhood Activity Centers: Benson/192nd, 164th/256th, Lake Meridian, Lea Hill, Cascade and 132th/240th. These centers should consist of small-scale retail stores offering convenience goods and professional services to serve the everyday needs of the immediate neighborhood. Boundaries of neighborhood activity centers are identified on the land use map and area zoning and shall not be expanded during the life of this plan.**

C-4 **The following center locations are designated Community Activity Centers and should provide a wide range of shopping and other commercial services for residents throughout the community: Benson Hill, Fairwood, Panther Lake, and Kent Highlands. The boundaries of the community activity centers are identified on the land use plan map and area zoning and shall not be expanded during the life of this plan.**

C-5 **Multifamily zoned land should not be converted to institutional and commercial/office uses within the Soos Creek Planning Area.**

Covington Urban Activity Center

Covington's designation as a UAC by the 1985 Comprehensive Plan is reaffirmed in policy C-7. Covington is uniquely situated near freeway access, has sewer available, and is central to the Soos Creek and Tahoma Raven Heights planning areas. The boundaries of the Covington UAC are defined in policy C-8. Policy C-9 ties development of Covington to the provision of public services defined in Comprehensive Plan policies F-101 and F-105. Covington currently supports 51 acres of commercial zoning, of which 29 acres are developed for retail uses. The remaining 22 acres are undeveloped or underdeveloped. There are approximately 35 acres of multifamily and potential multifamily zoning with no multifamily developed, and 160 acres of industrial and potential industrially zoned land.

This plan, based on recommendations from the SCCP Citizens Advisory Committee (CAC), and a market study by the Central Puget Sound Economic Development District (CPSEDD), redesignates approximately 40 acres from industrial to office park uses and adds 15 additional acres for commercial land uses. The plan recognizes that development of these land uses will not occur immediately. Sewer service major road improvements and other urban services are necessary before Covington can realize its full potential as a UAC. A twenty year supply has instead been designated which will develop as demand and adequate public services allow.

C-6 **As an Urban Activity Center, Covington should provide a full range of shopping, office and other commercial services. Business and office park development in particular at Covington is encouraged to provide a firm employment base. Development must be consistent with drainage and source control requirements of the Covington Master Drainage Plan after it has been adopted by the King County Council.**

C-7 **The Covington Urban Activity Center boundaries are generally SR-18 on the west, Jenkins Creek on the east, Covington Way and the single family zoned properties (adjacent to the north of Covington Way on the south and SE 269th (if extended) on the north. The Urban Activity Center boundaries are accurately identified on the land use plan and area zoning maps and shall not be expanded during the life of the Soos Creek Community Plan.**

C-8 **Office, and business park development should be encouraged in the Covington Urban Activity Center to provide employment opportunities when they can be supported by the full range of urban services. These uses should be developed subject to site plan review to minimize adverse land use, surface water, ground water and traffic impacts on surrounding properties.**

The CPSEDD market analysis indicates that additional retail, multifamily, and office park uses could be accommodated at Covington. The CPSEDD found that Covington has more than enough industrially-zoned land to meet anticipated needs to the year 2010 and beyond. As a result, approximately 40 acres of industrial land is redesignated to office park uses in response to a CPSEDD conclusion that there is greater potential for additional office park use. The future SR-18 freeway improvements can further make Covington attractive for office park development.

C-9 **Regionally oriented retail uses should be directed to locate in the Cities of Renton, Kent, and Auburn which will continue to meet most of the regional retail demand for the planning area.**

Approximately 15 acres of industrial area are redesignated to Commercial to accommodate additional region-serving retail (possible uses could include a home center store). The short term need for a junior department store was not well supported by the study and most regional commercial goals and services. The proposed new retail is located adjacent to the existing core of retail, south of Kent Kangley Rd. This retail area potentially could be tied into the major existing shopping area.

Public Services in Commercial Areas

Adequate public facilities and services are fundamental to the protection of public health, safety, and welfare. The 1985 King County Comprehensive Plan contains numerous policies which emphasize the need for adequate services timed with development. Policy CI-105 in particular encourages the identification of the type and level of public facilities and services appropriate to support development. Chapters 6 and 7 of this plan identify specific services required prior to development. P-suffix conditions in the Area Zoning will implement the intent of this plan to assure adequate services timed with development. Policy C-10 in this chapter augments KCCP policy CI-105. KCCP Policies F-101 and F-105 provide further support for requiring adequate levels of public services.

C-10 **Public services must be available consistent with the State Growth Management Act and adopted County plans and standards prior to the approval of any commercial development.**

Commercial Center Quality

As part of the Soos Creek Community Plan Update, a separate study, the Covington Urban Design Study was undertaken to prepare development and design guidelines for the commercial areas in the Covington Urban Activity Center. The purpose of the study was to translate the community's design goals and policies for the Covington center into site-specific development conditions and other actions that together can serve as guides to future development. The design goals and policies for the Covington center seek to encourage pedestrian activity, increase a sense of identity for Covington and reduce its reliance on the automobile. A full description of the Covington Urban Design Study is included in Appendix C. The Council will review, through a plan amendment, the development of a pedestrian overlay district for the Covington Urban Activity Center as well as the other recommendations contained in the Covington Urban Design Study.

Commercial areas have more paved surfaces than urban areas. This means more heat in the summer sun and more runoff from winter rains. Landscaping plays an important function in commercial areas to provide shade, areas where moisture can percolate into the ground to help offset the impacts of vehicle traffic and emissions by providing a visual buffer and oxygen exchange from the foliage, to soften the effects of buildings and to add variety and contract to the urban environment.

C-11 **Trees and landscaping should be utilized to mitigate environmental degradation and buffer surrounding land uses that are impacted by industrial and commercial activities. Street trees and landscaping should be required in all commercial/industrial development and redevelopment in Soos Creek**

C-12 **Parking areas should be encouraged at the rear of buildings, under buildings, or in shared facilities to avoid disruption of pedestrian access from and to promote compact centers.**

C-13 **All commercial centers should be accessible by pedestrians, bicycle, and transit service in addition to the automobile.**

C-14 **All new commercial development should integrate safe, convenient auto/pedestrian and bicycle circulation systems with Activity Center transportation systems.**

Chapter 6: Transportation

Introduction

This chapter establishes the framework for the development of a balanced transportation system, in the Soos Creek community planning area and identifies needed improvements to the transportation system to solve existing problems. This chapter also provides guidance for pedestrian, cyclist, and equestrian improvements needed in the Soos Creek community planning area. The policies in this chapter are consistent with and supplement the 1985 King County Comprehensive Plan and the King County Transportation Plan.

The 1985 King County Comprehensive Plan provides overall guidance in the development of a Countywide transportation system. It emphasizes a balanced transportation system that provides for multiple travel choices and mobility. It strongly encourages the development of transit and ridesharing options to reduce the number of single occupant vehicles on the road. It also calls for the coordination of facilities and services with County growth, assurance of adequate facilities and services, development of facilities and service standards, and intergovernmental coordination.

The King County Transportation Plan (KCTP) is a "functional" plan and is based on the policies of the Comprehensive Plan. It is used as a detailed guide for the overall development of the County's transportation system. The KCTP was adopted in 1989, and it gives specific direction for development and operation of necessary transportation facilities and services. It provides important guidance for land development in the County and an important mechanism to coordinate the actions of the County with those of other government agencies. It is also used to develop and update community plans which contain a more detailed analysis of transportation needs and recommended capital improvement projects for that particular community planning area.

A major directive of the KCTP and this chapter is to provide a "balanced" transportation system. A balanced transportation system recognizes the need for major roadway improvements that will accommodate many travel modes including automobiles, transit, carpools, bicycles, pedestrians, and equestrians. A balanced transportation system offers the public travel options and greater mobility and lessens the reliance on single occupant vehicles.

The Soos Creek Plateau is one of the fastest growing community planning areas in King County. This rapid growth has put increasing demands on area roads which are often congested particularly during morning and afternoon rush hours. This traffic increase can be attributed to a number of factors including the continued urbanization of the planning area. Congestion can also be attributed, in part, to changing travel patterns caused by dual career households, more automobiles per household, and the tendency of the

average commuter to travel alone. Puget Sound Council of Government household travel surveys conducted between 1985 and 1988 (PSCOG, Household Travel Surveys, 1985-1988, Puget Sound Region, June 1990) indicate the Puget Sound population to be highly mobile, with the number of cars on the road at all time highs. According to the surveys, transit trips, as a percentage of total trips, have declined over time and the persons per cars on the journey to work is also lower. While the average Puget Sound household size has declined, the surveys show that there are now more vehicles per household than ever before.

The community identified traffic congestion as the number one problem in the Soos Creek community planning area. The rapid growth in this area and in the areas to the east has resulted in increased peak period traffic congestion on many of the area's arterials. This congestion is caused by increased inter-community travel and access to freeways along with the inability of roads designed for rural use to carry traffic in an urbanizing area. Most of the main arterials were not planned or designed to carry the heavy traffic flows now seen in the area. Limited funds, environmental concerns, and physical system constraints have also contributed to this congestion problem. Morning and evening traffic congestion is heaviest in those corridors leading to and from the plateau and is expected to worsen as a result of the area's high growth rate and growth in employment opportunities in the Green River Valley. The need to manage the impacts of this growth and to maintain travel mobility and travel options while maintaining a high quality of life has been a repeated theme of public comment throughout the Soos Creek community planning update process.

Developing a balanced transportation system is an important growth management tool, and is the first step in our efforts to manage the transportation congestion problem in the Soos Creek community planning area. This chapter outlines the policies related to the development of a balanced transportation system and are divided into the following subsections: Roadway Management, Arterial Circulation, Local Circulation, Transit/Transportation Demand Management, Non-Motorized Transportation, Transportation Improvement Projects, and Special Recommendations.

T-1 **The Soos Creek Community Plan Update should plan for the development of a balanced transportation system in the Soos Creek community planning area which addresses:**

a. **Regional and local transportation issues impacting the Soos Creek community planning area;**

b. **Timing of developments and transportation improvements in the planning area;**

c. **Priorities for transportation improvement projects for the planning area; and**

d. **Opportunities to enhance non-motorized transportation, transit, and ridesharing.**

Roadway Management Policies

The first step involved in developing a balanced transportation system is to begin with sound land use decisions. Linking land use with the availability of public facilities, services, and programs is in itself an effective growth management tool. By directing growth to those areas already served (or to be served) by adequate public facilities, King County can influence development patterns, the rate of growth, and the quality of life in the Soos Creek community planning area.

T-2 **Urban density single family residential development is appropriate in the western half of the planning area and in those areas most likely to be served by transit service and in areas closer to employment centers.**

T-3 **Commercial, industrial and multifamily development, recreation centers and other uses that generate high traffic levels should be located in designated activity centers around intersections of principal and minor arterials and around freeway interchanges for the following purposes:**

a. **Locate high traffic generating uses in areas where there is adequate roadway capacity;**

b. **Prevent high density residential and intensive commercial "strip" development along the entire length of a roadway; and**

c. **Promote pedestrian and bicycle travel between residential areas and nearby places of employment, stores and services to reduce the number of auto trips.**

The following policy addresses the community's stated concern about the need to provide adequate public facilities concurrent with new developments. One of the contributing factors to the traffic congestion now occurring in the Soos Creek area is the construction of new residential and commercial developments in advance of roadway improvements designed to handle the expected traffic increase.

T-4 **New commercial and residential development in the Soos Creek planning area should be timed to coincide with transportation projects to improve affected roadways.**

This policy is implemented by King County's Road Adequacy Standards (RAS) which were adopted in 1986. The purpose of RAS is to assure adequate levels-of-service on roadways and intersections. Road adequacy standards are used to evaluate the impact of developments' traffic on roadways and intersections. It applies conditions that assure that the road capacity will be adequate, and will deny proposed developments which would have unacceptable impacts on road safety or levels-of-service (LOS).

The LOS is a quantitative measurement of how well traffic flows or the degree of traffic congestion at a particular location, and is expressed by a letter from A through F. A LOS of A represents free flowing traffic. Drivers are able to travel at or near posted speed limits with short and infrequent stops at signalized intersections. At LOS C traffic progresses through signalized intersections reasonably well, and, with timed signals on major arterials, stops are infrequent. At LOS D red light stops become more frequent, but most drivers will still make it through the intersection when the light turns green. At LOS E, however, drivers will have to stop at almost every traffic signal and will often wait through more than one green light cycle. At LOS F, drivers will have to wait through more than one green light cycle at each intersection, often causing motorists to seek alternate routes to avoid these LOS F locations.

The Road Adequacy Standards are currently being revised by King County to address the issue of "concurrency" and its consistency with the State of Washington's Growth Management Act.

Roadway improvements are important in achieving a balanced transportation system. These improvements include new road construction, major and minor road widening, intersection improvements, road shoulder improvements for pedestrian, bicycle and equestrian safety, transit/high occupancy vehicle projects, and several corridor studies. The following policy addresses the process that should be followed when prioritizing transportation projects for the Soos Creek Community Plan Update.

T-5 **Highest priority should be given to those road improvement projects and programs that will alleviate existing AM and PM peak period traffic congestion. Among this type of project, intersection projects should receive the highest priority.**

Road improvement projects that add or widen existing travel lanes or projects that improve intersections such as adding turn channels or signals are examples of projects that increase the capacity of a road or intersection. Increasing the capacity of a congested roadway allows for a faster, smoother traffic flow.

T-6 **King County should also place high priority on operational and maintenance improvements within Soos Creek for safety and efficiency of existing roads to handle motorized as well as non-motorized (pedestrian/bicycle) traffic.**

On January 2, 1991, a new program called the Mitigation Payment System (MPS) went into effect. MPS provides another method for funding transportation improvements necessary to mitigate the transportation impacts of new development. It is based on the principle that new development should pay a fair share of the roadway improvements necessary to accommodate the traffic increases it causes. Fees are proportional to the number of trips generated by the new development. Fees collected from developers are combined with public funds to finance the needed transportation improvements.

In the future, King County may enter into an agreement with the Washington State Department of Transportation to collect fees for impacts to state roads and freeways. King County may also enter into agreements with cities to jointly collect MPS fees. Some cities, such as Bellevue, have their own transportation impact mitigation payment systems.

Arterial Circulation Policies

King County classifies public streets into groups that have similar characteristics or functions. Street classifications reflect the degree of mobility and access of the roadway system and the need to adequately serve the neighborhood and land uses in and around the community. The purpose of utilizing the classification system is to provide for the development of access and circulation patterns to standardize road and construction design, and furnish a hierarchy for future road funding. These street classification categories are defined as follows for King County:

Freeways are high speed, high capacity roadways intended exclusively for motorized traffic with access controlled by interchanges and road crossings separated by bridges. State Route 18 and 167 are two freeways that serve the Soos Creek community planning area.

Principal arterials provide for movement across and between large subareas of an urban region and serve predominantly "through traffic" with minimum direct access to abutting land uses. Major east-west principal arterials serving the area are SR-169, Southeast 176th Street/Petrovitsky Road, Southeast 208th Street (SR-167 to 132 Avenue SE), Southeast 240th Street, SR-516 and the Auburn-Black Diamond Road (SR-18 to 192 Avenue SE). Major north-south principal arterials in the area include 140th/132nd Avenue Southeast and SR-515.

Minor arterials provide for movement within the larger subareas bounded by principal arterials. A minor arterial may also serve "through traffic" but provides more direct access to abutting land uses than does a principal arterial. Examples of minor arterials in the area include 124th Avenue Southeast (Southeast 248th Street to Southeast 320th Street), 116th Avenue Southeast (Southeast 208th Street to SR-516), and Southeast Lake Holm Road (Auburn-Black Diamond Road to Kent-Black Diamond Road).

Collector arterials provide for movement within smaller definable neighborhoods, and which may be bounded by arterials with higher classifications. Collectors serve very little "through traffic" and serve a high proportion of local traffic requiring direct access to abutting properties. Examples of roads classified as collector arterials include 168th Avenue/Way Southeast (Kent-Black Diamond Road to Auburn-Black Diamond Road), 124th Avenue Southeast (Southeast 192nd Street to South-

east 208th Avenue Southeast, and Southeast 296th Street/148th Avenue Southeast (SR-18 to Seattle International Raceway).

Neighborhood Collectors/Local Roads are residential streets with generally one lane of traffic in each direction, featuring low speeds, high access and low traffic volumes.

Gaps or inadequacies in this hierarchical street classification system create poor circulation and traffic congestion. The Soos Creek community planning area lacks minor and collector arterials community-wide and principal arterials in the southern portion of the planning area. There are many areas in Soos Creek that can be described as "super blocks" without any through streets. A lack of collector arterials results in local residential traffic using neighborhood roads to get to minor and principal arterials. The lack of minor arterials (especially east-west minor arterials) in the planning area compounds this traffic congestion problem.

T-7 **King County should develop a street classification system consistent with the land use designations in the Soos Creek community planning area.**

T-8 **New residential, commercial, and industrial developments should pay their fair share for roads necessary for a complete arterial system that serves all travel needs within the planning area.**

A portion of the County's arterial system is developed as part of new residential or commercial developments. When a new development falls within an area identified as being deficient in an arterial classification(s) or has an off-site transportation impact, the developer may be required to help complete the arterial system in the area consistent with the adopted arterial classification system for the area.

Several maps at the end of this chapter (Existing Functional Classification and Recommended Functional Classification Change) show the existing and proposed street classification system for the Soos Creek community planning area. The proposed changes to the road hierarchy system are recommended in response to an investigation of community and network characteristics and needs. The characteristics that necessitate the recommended changes include:

1. The evolving change of character in the community. Historically, the Soos Creek community was primarily rural in nature. Today, it is one of the fastest growing community planning areas in King County. This growth has resulted in increased traffic congestion and a demand for improvements on the existing circulation network.

2. Current function of the existing network. The roadways proposed for an upgrade in classification are currently functioning at levels greater than their existing design capacity. An upgrade would make classification of these roadways commensurate with their function and would facilitate planning for road improvement recommendations. These improvements could include street widening, constructing turn channels, HOV improvements, pedestrian walkways, and/or adding signalization or other traffic control devices that would improve traffic flow and safety for the Soos Creek community.

3. Increased accident rates and/or average daily traffic. Data on accident rates and volume indicates that an increase in both has occurred from 1987 to 1989. Projected traffic volumes for the year 2000 have been considered for future recommendations. In all cases average daily traffic exceeds recommended levels for each road classification.

4. Existing and projected developments in the Soos Creek community. Patterns and growth history of existing developments were reviewed, particularly those areas that are traffic generators which place significant demand on existing corridors. As identified in Chapter 3 of this document, Phase I areas

will be experiencing the greatest initial growth potential, with future zoning corresponding to the provision of area services, including an adequate transportation system to respond to area needs.

5. The relationship of the road to the regional street and system continuity. Individual streets do not work independently of each other, but function as part of a larger, overall system. Travel corridors need to provide mobility that corresponds with neighboring land uses.

The following list and corresponding map identify those roadways considered for classification changes:*

Local to Collectors
1. SE 292nd St/164th Ave SE/164th Pl SE (Kent-Blk Dia Rd to Covington-Lk Sawyer Rd)
2. 116th Ave SE (SE 304th St to SE 312nd St)
3. SE 306th St (SR-18 to 148th Ave SE)
4. 144th Ave SE/SE 296th St/148th Ave SE (SR-516 to Seattle International Raceway)
5. 168th Way SE/168th Ave SE (Auburn-Blk Dia Rd to Kent-Blk Dia Rd)
6. 116th Ave SE (SE 312th St to SE 320th St)
7. SE 288th St (132nd Ave SE to 144th Ave SE)

Local to Minors
8. 124th Ave SE (SE 248th St to SR-516)

Collectors to Minors
9. 116th Ave SE (SE Petrovitsky Rd to SE 192nd St)
10. 116th Ave SE (SE 208th St to SR-516)
11. 180th Ave SE/Wax Rd (SE Wax Rd to Covington Way SE)
12. 124th Ave SE (SR-516 to SE 320th St)

Minors to Principals
13. SE 192nd St (108th Ave SE to 140th Ave SE)
14. 132nd Ave SE (SR-516 to SR-18)

Potential Principals (Corridor Studies)
15. SE 192nd St Corridor Extension
16. SE 277th St Corridor Extension
17. SE 277th St Corridor Extension-Northern Spur

Collector to Local
112th Avenue Southeast (SE 304th St to SE 312th St)

* When the Soos Creek Community Plan Update was adopted these recommended changes were also approved. These recommended arterial classification changes now reflect the existing functional classification system of the Soos Creek area.

Local Circulation Policies

Residential neighborhoods are served by smaller streets called neighborhood collectors or local streets. A cohesive neighborhood collector system has not evolved in many Soos Creek community planning area neighborhoods because of uncoordinated residential and commercial development. Subdivision development in the planning area has typically resulted in a closed neighborhood collector system which limits the opportunity for future tie-ins from other developments. Local circulation becomes difficult for motorized and non-motorized traffic when adjacent subdivisions do not connect. This situation creates circuitous

routes for local residents, makes it harder for transit service to access neighborhoods, makes it harder for pedestrians to get access to transit or other destinations, and may affect emergency response services.

The purpose of policy T-9 is to create a neighborhood circulation system that links individual developments and neighborhoods. This would improve traffic flow from neighborhoods onto area arterials. It would also provide greater mobility within neighborhoods and help promote transit use and pedestrian and bicycling activities.

The King County Transportation Plan does not lay out neighborhood collector streets. However, the King County Comprehensive Plan directs the County to develop local circulation plans. Small area circulation plans are developed to respond to area needs by comprehensively planning the location of neighborhood collectors. Currently neighborhood collectors are provided through individual development proposals. These local roads, while developed to adequately serve the new development, fail to consider areawide circulation needs or the effect that subsequent development may have on the existing local roads. Small area circulation plans are essential to furnish an adequate circulation system and can help guide land use decisions.

T-9 Small area circulation plans for Soos Creek should:

1) **Establish an effective hierarchical circulation system within neighborhood communities. If appropriate, the circulation plans should also address arterial circulation needs;**

2) **Provide a circulation system which produces efficient maximum access and safety to community and area-wide activity areas and facilities;**

3) **Develop a circulation system which considers multi-modal needs;**

4) **Provide a circulation system which incorporates efficient emergency and transit services; and**

5) **Provide assistance to developers in laying out new local roadways to promote an integrated neighborhood circulation system;**

Four subareas within the Soos Creek community planning area have been identified as needing small area circulation studies in order to respond to specific localized transportation problems. The Benson Hill/Panter Lake subarea is characterized as "superblocks" to the north and south of Southeast 192nd Street. Neighborhood collectors are needed to improve traffic circulation between existing neighborhoods and proposed developments and adjacent arterials serving the community. The 132nd Avenue Southeast corridor is another superblock with limited east-west roadway connectors between single and multi-family neighborhoods and collector arterials.

King County is currently working on a transportation corridor feasibility study in the Lea Hill subarea. The proposed Southeast 277th Street corridor would run from SR-181 to SR-18. If this Southeast 277th Street corridor is built, then a small area circulation plan should be developed concurrent with the roadway establishment process to assist decision makers and developers for long range land use and public facility planning purposes. The Seattle International Raceway (SIR) subarea as an areawide recreational attraction has produced significant demand on existing local roadways. Local residents have also expressed their concerns over the lack of arterials to serve the SIR operations. A small area circulation plan should be done for this area to relieve the congestion on local roads and to separate neighborhood and event traffic.

The Small Area Circulation Plan Target Areas map shows the general areas to be targeted for these circulation plans. These areas have been determined based on forecasted population growth, proposed land use designations, traffic projections, and suggestions from local residents.

T-10 **King County should develop small area circulation guides for the Lea Hill, the Seattle International Raceway, the Southeast 132nd Avenue corridor, and the Benson Hill/Panther Lake subareas.**

T-11 **New developments should design and construct their internal road system consistent with small area circulation plans developed by King County for the Soos Creek community planning area. New developments should link their internal road system with adjacent developments, to create a complete and usable neighborhood circulation system. Circulation patterns to be considered include vehicular, pedestrian, and bicycling.**

T-12 **When through traffic is proposed to be discouraged on neighborhood collectors, it should be accomplished through the use of road designs and various traffic control devices. The use of barriers is discouraged.**

Barriers are defined as any object installed on a road which completely blocks through access on that street. Break-away fences and barricades are examples of barriers. All too often, barriers force traffic to other nearby neighborhoods disrupting local traffic circulation. Barriers have also been blamed for lengthening emergency response time for fire and medical units. The effects of a barrier in any location should be thoroughly evaluated and should be used only as a last resort. It is preferable to use roadway design and other available traffic controls to discourage through traffic.

Policy T-13 supports Comprehensive Plan policy F-211 which calls for access consolidation. It specifies which roadway classifications are affected and also identifies specific road corridors within the Soos Creek areas to which these policies will be applied. The purpose of this policy is to minimize disruptions to traffic flows and preserve the function of the arterials. This policy also applies to existing access points for both local businesses and residential developments, and to all classes of arterials in Soos Creek. The opportunity exists to move and consolidate access points of adjacent developments as part of road improvement projects. This consolidation of access points will help reduce traffic congestion and improve traffic and pedestrian safety along these corridors.

The Washington State Department of Transportation will soon develop access management plans for State facilities. These plans will likely contain access policies of this type, and will be applied to the SR-169, SR-516, and SR-515 corridors.

T-13 **Residential, commercial and industrial developments should consolidate access points along all principal and minor arterial corridors. Proposals to consolidate access points should be considered during development review, as part of roadway improvement projects, or as part of land use redevelopment projects.**

Transit/Transportation Demand Management Policies

Through both its Comprehensive and Transportation plans, the County has recognized the importance of providing a balanced transportation system. The dominance of the single occupant vehicle continues to cause congestion and a general breakdown of our transportation system. To reverse, or at the least minimize, this effect, the County has chosen to emphasize system improvements that will result in increased system efficiency, although in some cases, particularly in rapidly urbanizing areas such as Soos Creek, construction is necessary to provide facilities that support efforts to increase system efficiency.

King County has embarked on programs to increase the person-carrying capacity of the system. Two such efforts are the Arterial High Occupancy Vehicle (HOV) Program and the Transportation Demand Man-

agement (TDM) Program. These programs will integrate arterial capital improvements and associated policies to support and promote transit use, high capacity transit (HCT), and ridesharing. The objective of these programs is to increase the average occupancy of vehicles using county roads.

HOV programs and facilities provide incentives, often in the form of travel time savings, for sharing rides or taking transit. Increased ridesharing and transit use can result in improved traffic flow without increasing the vehicle capacity of roads.

Dial-a-ride service, that is non-fixed route, demand responsive, public or private transit, is an alternative to single occupancy vehicle (SOV) travel in areas not well served by conventional transit. HOV lanes and associated facilities, including park-and-ride and park-and-pool lots, queue by-passes, and transit flyer stops on freeways, encourage people to switch from single occupant vehicles to transit and rideshare modes. HOV services and facilities improve the efficiency of the existing street system by moving more people in fewer vehicles.

T-14 **Transportation improvements in Soos Creek should be designed to promote a balanced transportation system that will reduce the use of single occupant vehicles and maximize the use of transit, ridesharing, walking, and bicycling for transportation purposes.**

To date, transit service to much of suburban King County has been insufficient to expect regular ridership. In some cases it is totally absent. Residential and employment densities have been insufficient to warrant regular bus service. In addition, arterials, which are the normal locations for bus routes, are lacking in much of suburban King County. All these conditions must change if transit is to become a viable transportation choice in unincorporated King County, and Soos Creek.

While transit programs are the responsibility of Metro, the County recognizes the key role public transportation plays in developing a transportation system and reducing traffic congestion in Soos Creek. King County, local jurisdictions, and Metro should pursue opportunities to coordinate land use, transportation, and transit planning efforts.

T-15 **King County should work with Metro to increase service frequency, extend routes, and establish new routes in more developed portions of the Soos Creek community planning area, particularly in those corridors between the valley and the plateau, in the Benson Road corridor, in the Covington area, and to the Green River Community College.**

T-16 **Metro should improve transit and paratransit service connections to employment centers in the Green River Valley and to eastside cities.**

T-17 **Residential densities should be applied in Phase I urban areas such as the Benson corridor to support regular transit service.**

Locations identified in the above policies were singled out by the community as needing improved transit service. Proposed urban density development will make it easier to introduce or increase the frequency of transit service in these areas. The plan update promotes higher density development in the Benson corridor. This area is probably the strongest potential transit market in the Soos Creek area. Metro has developed an intermediate range service plan for the south county area that includes transit service improvements in the Benson corridor and the Green River Community College area. Paratransit service using vans can serve smaller geographical areas or provide intra-community transit services.

While Metro transit service is now focused on downtown Seattle, residents of Soos Creek have expressed a desire for improved transit connections to other areas as well. Transit service improvements are needed between Soos Creek and the Green River Valley. Many of the peak period work trips generated in Soos

Creek are destined for the Green River Valley. Service improvements are also needed to the eastside cities.

King County is currently looking at a number of potential projects targeted at improving congestion from intra-community traffic between the plateau and Green River valley area. These improvements may include widening of existing corridors such as Carr Road and South 212th Way, or constructing new east-west corridors such as the proposed Southeast 277th and 192nd Street extension. In addition to responding to capacity needs, corridor design should also consider the transit/HOV needs of the community.

T-18 **Design considerations to improve existing and/or the construction of new east-west corridors should incorporate Transit/HOV improvements as needed.**

Other improvements planned by Metro include a new park-and-ride lot in the area of 132nd Avenue Southeast and Kent-Kangley Road. The Soos Creek community has also expressed interest in having a transit center at Covington. Concentrating growth in a few areas will support the provision of additional transit service in those areas.

Future transit service provision should focus on how the local system will accommodate and support high capacity transit, oriented to commuters travelling to subregional centers such as those identified in VISION 2020. High capacity transit would be supported by local service adjustments to adapt connections to these subregional centers or other connections to south King County. As the evaluation and selection of specific technologies, alignments, and service scenarios develop, land use and transportation goals, objectives, and supporting infrastructure needs will need to be revised and updated.

In addition to increased residential and employment densities, support facilities for transit are needed within Soos Creek.

T-19 **King County should work with Metro to locate a park-and-ride lot and sheltered waiting areas in the Covington Urban Activity Center and in other community activity centers within the Soos Creek planning area to facilitate transit/HOV use and to shift dependence away from single occupant vehicles.**

T-20 **King County should work with Metro to incorporate bus pullouts, shelters, and other transit or HOV facilities as needed into roadway design.**

Non-motorized Facilities

The Comprehensive Plan identifies non-motorized transportation modes as essential elements of a balanced transportation system. The Plan sets safety and accident prevention as primary considerations in planning for non-motorized access to land uses such as schools, employment centers, and community activity centers.

In 1987 King County established the RoadShare Program to enhance the County's responsiveness to the needs of non-motorized travel in planning program development, education, project design, and research. The RoadShare program has developed a functional plan for non-motorized transportation, to replace the 1974 King County Bicycle Plan.

The following non-motorized policies reflect strong community support for developing a complete and safe trails, roadway, and on-site transportation system for pedestrians, cyclists, and equestrians. Policies that address specific concerns about adequate access for pedestrians and bicyclists will be implemented through P-suffix conditions.

T-21 **King County should design and implement an efficient and safe system of commuter and recreational routes for pedestrian, bicycle, and equestrian use.**

T-22 **Non-motorized improvements should be incorporated into all major widening roadway projects with specific non-motorized projects funded in the following order: first for pedestrian improvements, then bicycle improvements, and finally equestrian improvements.**

Many Soos Creek developments and transportation facilities lack pedestrian circulation and access improvements. Often access is barred, particularly by fences surrounding developments. With no gates or openings to nearby streets, pedestrians must walk long distances out of their way to reach nearby destinations. This discourages both walking and transit use . Requiring new developments to provide pedestrian facilities and links with surrounding arterials and transit routes will help improve the pedestrian environment in Soos Creek. Designing pedestrian facilities into roadway improvements will similarly enhance the pedestrian environment.

T-23 **Residential developments should provide pedestrian facilities such as pathways connecting with adjacent developments, transit service, and arterials. Metro should be consulted regarding new service locations where appropriate.**

Of particular concern to the community is pedestrian safety. Many of the area's principal and minor roads lack sidewalks or pathways. In most of the community, pedestrians must travel road shoulders, unprotected from vehicular traffic. And in many cases, the shoulders are very narrow. Most of Soos Creek lacks safe pedestrian routes between residential areas, schools, recreational facilities, and commercial areas. As volumes of motor traffic increase, pedestrians from nearby neighborhoods become even more isolated from commercial centers, service and recreational facilities, and other neighborhoods. The community has indicated their strong support for projects that will improve pedestrian links.

The County addresses pedestrian issues in several ways. The development review process requires pedestrian needs to be examined according to the King County Road Standards and adopted community plans. Special funds are given to the County through the School Pathways Program, targeted for pedestrian improvements. The County has also initiated a fund in the Capital Improvement Program for development of pedestrian facilities which don't qualify for the School Pathway Program.

A number of corridors in the community planning area have been identified by King County Transportation Planning and the Kent and Auburn Public School Districts as corridors with heavy student traffic. A majority of these heavy student traffic corridors are along collector arterials. Identifying corridors through the community planning process for possible pedestrian facilities enables these pedestrian safety concerns to be integrated into future project design proposals. The High Student Pedestrian Corridors map identifies corridors in the planning area with heavy student traffic. Project descriptions for existing Transportation Needs Report (TNR) projects (see next section for TNR discussion) have been adjusted to reflect the safety needs within these student pedestrian corridors.

T-24 **Development should provide safe pedestrian pathways to and through all sizes of commercial development (including mini-marts).**

T-25 **Emphasis should be placed on pedestrian safety to:**

a. **Reduce pedestrian/motor vehicle conflicts at activity centers including but not limited to recreational facilities, transit facilities, schools, and residential developments, and**

b. **Provide handicapped accessibility of pedestrian facilities.**

Bicycle ridership has greatly expanded over the years and the bike is now used by some as an alternative commute mode. Bicycling can be an efficient alternative to the automobile for trips of one to five miles distances, with ten to twenty mile one-way distance acceptable to more experienced cyclists. The bicycle can also be used as an effective vehicle for access to community park-and-ride lots.

T-26 **Metro should provide bicycle storage facilities in park-and-ride lots to encourage bicycle/transit commutes.**

Soos Creek is a popular area for recreational cycling. There is, however, a lack of safe bicycle corridors within the planning area and a need for safe bicycle routes between the Soos Creek and the valley employment centers. Provision of adequate lane width to accommodate both cars and bicycles is the most frequently cited need by cyclists. Bike lanes, paved shoulders, or the addition of two to four feet of width to the outside travel lane can provide enough room for safe riding. Consistent with non-motorized needs, King County is incorporating bicycle facilities into the design recommendations for most major road widening projects in the Soos Creek area.

T-27 **Transportation projects in Soos Creek 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.**

The Bicycle/Equestrian Trails map identifies potential bicycle trail locations. These bicycle corridors are differentiated into three classifications: Class I denotes a separated bicycle right-of-way trail; Class II use road markings and signs to designate a road corridor as a bicycle trail; the third classification is a roadway with bicycle safety improvements that may include widened curb lanes, paved shoulders, spot paving, and directional signing. Project descriptions for existing TNR projects have bee adjusted to reflect bicycle needs.

The Soos Creek community has a large equestrian population and King County recognizes the need to preserve equestrian trails in an urbanizing community. The County Capital Improvement Program and the Transportation Needs Report have identified equestrian facilities to be incorporated in road projects. Where possible, shared use of trail corridors is recommended to reduce maintenance or right-of-way acquisition costs. Road shoulders can be used to connect residential areas and stables to off-road trails. Trail improvements such as shoulder widening, grading, and in some cases physical separation from roads would be required for safety. The improvements would be accomplished as part of the County's road improvement and maintenance process.

T-28 **King County should preserve existing equestrian corridors by maintaining existing trail access along County roads and by establishing off-road trails along and across new major road corridors where the need exists.**

T-29 **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.**

Recommended Transportation Improvement Projects

The Transportation Needs Report (TNR) is a prioritized list of recommended road improvement projects to serve Countywide transportation needs through the year 2000. The Figure entitled "Programmed and Proposed Transportation Improvements" locates the existing 1990 TNR projects in the Soos Creek community

planning area. The existing TNR list also includes recommended improvement projects for State highways and major projects in local cities that are considered important links in the County's regional transportation system.

The TNR is updated and reviewed annually preparatory to the County's six year capital improvement program (CIP) budgeting process. The updating of the TNR project list reflects changing traffic conditions, project descriptions and limits, new cost estimates or revisions to project priorities. Projects are also added, amended, abandoned, or reprioritized based on new information, citizen input, subarea plans and from recently adopted or updated community plans.

Based on an analysis of the transportation impacts of the preferred land use alternative, the Soos Creek Community Plan Update recommends a number of transportation improvement projects designed to accommodate the planned growth and to augment the existing TNR project list. The Transportation Improvements Projects map locates these adopted additions to the list. The project list will be added to the King County Transportation Plan by amending the TNR. The priorities of the recommended transportation improvement projects are based on a high-medium-low priority scale. High priority projects reflects projects that are needed to handle existing problems. Medium priority projects are needed to handle problems that are expected to occur within the next ten years. Low priority projects are suggested to address transportation problems that might occur after the year 2000.

The TNR prioritizes Countywide road improvement projects based on a number of criteria including existing and future traffic counts, existing road conditions, accident history, adjacent land uses, environmental impacts, and community plan recommendations. Projects that are ranked as high priority projects in community plans receive a higher value for that particular criteria. This higher value raises the priority ranking of that particular project in the TNR.

Projects with high priority rankings are considered for funding in the CIP. The CIP is the County's six year planning program which identifies short and intermediate range transportation improvement projects planned and authorized by the County. The TNR is a major source of information for the development of the County's CIP. The CIP also sets out the schedule for phasing multi-year projects, provides budget information, and identifies overall order and timing of planned transportation improvements.

T-30 **The Soos Creek Community Plan Update road improvement list and maps shall be used by the County in the annual update of the King County Transportation Plan. The Soos Creek Community Plan road improvement project list and project maps shall be consulted when scoping new road improvement projects or when revising existing project descriptions for projects in the Soos Creek area.**

The following list of Programmed and Planned (SC-#) and Recommended (SCP-#) transportation improvement projects, and corresponding maps, are focused on providing a balanced transportation system in the Soos Creek community planning area, reducing the existing traffic congestion on area arterials, and providing increased mobility within the planning area. Project recommendations in the TNR are evaluated in the following categories:

1. New Construction and Major Widening: These projects include new road construction in new rights-of-way and widening of existing roads by a continuous left turn lane or two or more travel lanes. Construction of turn lanes at intersections are listed as intersection/operational projects.

2. Minor Widening and Reconstruction: These projects include shoulder paving, widening of narrow travel lanes and reconstruction to correct pavement deficiencies and safety problems.

3. Intersection/Operational: These projects include interchange improvements, intersection signalization, approach road reconstruction and realignment and signal interconnection projects.

4. Miscellaneous Projects: These projects include paving shoulders for bicycle/pedestrian use, pathway/walkway facilities inside the roadway right-of-way for pedestrian/equestrian use, trail systems and roadway safety improvements.

5. Studies: These identify corridor needs where projects have not been defined or additional study is required to assess alternatives, costs and impacts.

6. Transit and High Occupancy Vehicle Projects: These projects include facility improvements such as high occupancy vehicle (HOV) lanes, transit centers and park-and-rides. Transit/HOV projects which are part of a larger roadway improvement are identified under that larger improvement category such as major widening.

7. Bridge Project Studies: These projects include the reconstruction, resurfacing and new construction of roadway bridges and pedestrian/bicycle overpasses. King County does not prioritize bridge projects but includes them in the TNR list because they represent an important element in the County's transportation system.

The proposed transportation projects for Soos Creek include major new east-west corridors, major road widening projects, pedestrian and bicycle improvement projects, and transit support projects.

The cost for projects shown in the following table are estimates only. Further analysis at the time of project design could change the cost estimates shown here.

The need for new cross-valley and cross-plateau arterials that serve the Green River Valley and Soos Creek community planning area has been evident for some time. Peak hour travel in the area is heavily oriented east-west between residential development on the plateau and from areas to the east to employment centers located in the Green River Valley. The southern portion of the planning area is now primarily served by SR-516, which has become extremely congested during peak hours. State Route 516 also serves most of the "through" trips into and across the Valley. The northern portion of the planning area is served by Carr Road and Southeast 212th Way. The forecast growth in employment opportunities in the Valley will create additional pressure on these facilities. The tremendous population growth now occurring in the planning area will limit future alignment options for potential new arterials and increase right-of-way costs. It is essential that alignments be environmentally and sensitively located as soon as possible.

T-31 **King County efforts should focus on improving existing corridors and on the development of traffic reduction programs such as TDM and Transit/HOV to improve traffic congestion in those corridors leading off the Soos Creek Plateau. The Soos Creek Community Plan Update, however, recognizes that these efforts represent short term solutions. In the long term, it is evident that new corridors are needed between the plateau and the valley employment centers. The Update support the County and local jurisdictions in their continuing efforts to determine the feasibility and locations of these new east-west corridors. King County should emphasize, as soon as possible, the identification and acquisition of rights-of-ways for these new corridors before development patterns make it impossible or because increasing land values make it cost prohibitive.**

The Soos Creek Community Plan Update also recognizes that the Southeast 277th Street corridor project will be an important element of a long term solution to existing east-west traffic congestion. Upon final completion of the City of Kent's environmental impact study process and upon agreement with King County as to the proper alignment, the City of Kent is encouraged to commence construction of its portion of the 277th corridor project.

Policy A-14 discusses the conditions that must occur in order for the Phase 2 area to be considered for urban densities through the rezone process. The County's Public Works Department is conducting a study to determine the feasibility of developingg a new east-west corridor between SR 181 and SR 18 (Southeast 277th Street). This feasibility study is expected to be complete by mid-1992.

Special Recommendations

1. King County should pursue all potential sources of funding for road improvement projects.

   Traffic congestion is perceive by the community as the number one problem in the Soos Creek community planning area. The community has stated that a major portion of our transportation planning efforts should be focused on providing solutions to existing traffic problems. This special recommendation encourages the County to pursue all available avenues to secure additional funding to pay for the needed roadway improvements. Potential sources for these funds include special assessment districts, impact mitigation fees, and general obligation bonds. The recently passed increase in the State excise tax will provide an additional funding source.

2. The King County Subdivision Code (K.C.C. 19.28.030) should be amended to include the requirement of a detailed vicinity map of the proposed development that shows how its local streets are related to the hierarchy of streets surrounding the development, and of the development's access to available or potential fixed route transit service.

   Currently preliminary plat applications do not include a vicinity map that shows detail beyond 100 feet of the plat boundaries. This special recommendation reflects the lack of a complete hierarchy street classification system in the Soos Creek community planning area. A required map showing the development in relation to the existing system will help the County analyze the street classification impacts and circulation aspects during the review process. The purpose of this review is to develop a complete, cohesive neighborhood collector within the larger arterial system.

3. King County should develop and adopt a Countywide Transportation Demand Management (TDM) Ordinance.

   A Transportation Demand Management ordinance would implement programs to help people use high occupancy vehicles for trip making. It can also help by creating design requirements that could eliminate the need for trips by motor vehicle by making services so accessible that people will walk or ride their bicycles. The current method of conditioning developments does not always result in TDM ordinance measures being applied in a consistent manner. A TDM ordinance would help to correct this problem. Valley cities should develop and adopt their own TDM programs consistent with the County's.

5. King County should revise the road adequacy standards to require the timing of commercial and residential development to be concurrent with the provision of transportation improvement projects on affected roadways.

6. WSDOT should provide a Class I bicycle facility in the design of SR-18 when it is improved to link the Green River and Soos Creek trails, Maple Valley Road, and the Old Milwaukee Road Trail.

7. King County and the local school districts should encourage safety education to improve pedestrian and cyclist safety.

8. King County should pursue Mitigation Payment System interlocal agreements with valley cities which would permit reciprocal collection of development impact fees. These fees will be used to help pay for development affected city and/or county road improvement projects.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
THE FOLLOWING PRIORITIZED LIST OF PROJECTS ARE FROM THE ADOPTED 1990 TRANSPORTATION NEEDS REPORT PROJECT LIST. THIS PROJECT LIST ALSO REPRESENTS A PRELIMINARY DISCUSSION ON PROJECT DESCRIPTIONS AND LIMITS. AS FUNDS BECOME AVAILABLE TO CARRY OUT THESE PROJECTS, A MORE DETAILED ANALYSIS WILL BE DONE TO DETERMINE FINAL PROJECT DESCRIPTIONS , COSTS AND LIMITS.						
NEW CONSTRUCTION						
SC-61.2	SE 277th Corridor 83rd Ave SE to SR-18	High	($17,572,000)	King County	No	Construct new 4/5 land arterial. Curb, gutter and sidewalk. Signals at appropriate intersections. Transit/HOV treatment.
SC-61.4	S 272 St/S 277 St Auburn Way to Kent-Kangley Rd	High	$16,280,000	City of Kent		Construct new 4/5 lane roadway. Curb, gutter and sidewalk. New bridge construction and signal at Kent-Kangley Rd.
SC-61.6	SE 288 St SR-18 to Kent-Blk Diamond	Medium	($3,034,000)	King County	No	Construct New Roadway.
T-28.1	Covington Way SE Extension Covington Way SE to 164 Ave SE	High	$2,569,000 ($1,285,000)	WA State Dept of Transportation King County	No	Construct four lane arterial. Construct. overcrossing. Turn channels. (Project description change)
MAJOR WIDENING						
SC-5.1	SE 256 St SR-516 to 116 Ave SE	High	$1,050,000	City of Kent	No	Widen to four lanes. Signed and striped bicycle lane. Construct curb, gutter and sidewalk.
SC-5.2	SE 256 St (Phase I) 116 Ave SE to 132 Ave SE	High	($4,260,000)	King County	Yes	Widen to four lanes plus two-way left turn lane. Signed and striped bicycle lane. Construct curb, gutter, sidewalk. Traffic Signal at 116 Ave SE, 124 Ave SE and 132 Ave SE.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
SC-5.3	SE 256 St. Phase II 132 Ave SE to 148 Ave SE	High	($5,266,000)	King County	Yes	Widen to four lanes plus two-way left turn lane. Signed and striped bicycle lane. Construct curb, gutter and sidewalk. Traffic signal at 148 Ave SE. Replace bridge.
SC-5.4	SE 256 St. Phase III 148 Ave SE to 164 Ave SE	High	($4,655,000)	King County	Yes	Widen to four lanes plus two-way left turn lane. Signed and striped bicycle lane. Construct curb, gutter and sidewalk.
SC-5.5	SE 256 St 164 Ave SE to 180 Ave SE	Medium	($3,457,000)	King County	No	Widen to four lanes plus two-way left turn lane. Signed and striped bicycle lane. Construct curb, gutter and sidewalk.
SC-23	140 Place SE SR-169 to Pipeline Rd	High	($5,317,000)	King County	Yes	Widen to four/five lanes including hill climbing lane. Construct curb, gutter and sidewalk. Signed and striped bicycle lane. Traffic signals at Pipeline Rd and SE Fairwood Blvd.
SC-26	SE 240 St 116 Ave SE to 138 Ave SE	High	($2,433,000)	King County	Yes	Widen to four lanes plus two-way left turn lane. Three traffic signals at 116 Ave SE, 124 Ave SE and 132 Ave SE. Signed and striped bicycle lane. Construct curb, gutter and sidewalk.
SC 34.1	SE 208 St Phase II 116 Ave SE to 132 Ave SE	High	($3,699,000)	King County	Yes	Widen to four lanes plus two-way left turn lane. Upgrade traffic signals at 116 Ave SE, 124 Ave SE and 132 Ave SE. Signed and striped bicycle lane. Construct curb, gutter and sidewalk.
SC-22	132 Ave SE SE 240 St to SR-516	High	($8,500,000)	King County	No	Widen to four lanes plus two-way left turn lane. Signed and striped bicycle lane. Construct curb, gutter and sidewalk.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
SC-54	132 Ave SE SE 208 St to SE 240 St	High	($7,300,000)	King County	No	Widen to four lanes plus two-way left turn lane Construct curb, gutter, sidewalk. Signed and striped bicycle lane.
SC-55.2	140 Ave SE/132 Ave SE SE Petrovitsky to SE 208 St	High	($10,460,000)	King County	Yes	EIS on proposal to widen 140/132 Ave SE from SE Petrovitsky to SR-516. Widen link from SE Petrovitsky Rd to SE 208 St to four lanes Signed and striped bicycle lane. Construct curb gutter and sidewalk. Rebuild two traffic signals.
SC-64.2	SE 192 St Benson Rd to 140 Ave SE	High	($9,342,000)	King County	Yes	Widen to four lanes plus two-way left turn lane. Construct curb, gutter and sidewalk. Signed and striped bicycle lane. Rebuild signal at SR-515 and 140 Ave SE, pedestrian signal at school.
SC-68	SE Carr Rd 108 Ave SE to Talbot Rd	High	$3,480,000 ($348,000)	City of Renton King County	No	Widen to six lanes. Construct curb, gutter and sidewalk. Provide Transit/HOV preferential treatment/operating improvements.
SC-71.1	SR-516 132 Ave SE to 160 Ave SE	High	$7,200,000	WA State Dept of Transportation	No	Widen to four lanes plus two-way left turn lane. Construct curb, gutter and sidewalk.
SC-71.2	SR-516 160 Ave SE to SE Wax Rd	High	$3,200,000	WA State Dept of Transportation		Widen to four lanes plus two-way left turn lane. Construct curb, gutter and sidewalk. Reconstruct signals at both SR-18 ramps at Covington Way and Wax Road intersections.
SC-73	SR-515 (Benson) Highway SE 196 St to SE 235 St	High	$11,700,000	WA State Dept of Transportation		Widen to four lanes plus two-way left turn lane. Construct curb, gutter and sidewalk.
SC-75	SR-169 Jones Rd to Maplewood Golf Crs	High	$16,400,000	WA State Dept of Transportation		Widen to four lanes. Turn channels. Replace bridge. Upgrade intersection at 140 Ave SE. Install traffic signal at 196 Ave SE.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
SC-78	Petrovitsky Rd Phase III 143 Ave SE to 151 Ave SE	High	($1,651,000)	King County	Yes	Widen to four lanes plus two-way left turn lane. Construct curb, gutter and sidewalk. Bicycle safety improvements. Traffic signals at 143 Ave SE and 151 Ave SE and rebuild existing fire station signal.
SC-137	SE 248 St 94 Ave SE to 116 Ave SE	High High	$1,775,000	City of Kent	No	Widen existing roadway to three lanes. Construct curb, gutter and sidewalk.
SC-86.1	SR-18 Auburn-Black Diamond Rd to Maple Valley	High	$78,200,000	WA State Dept of Transportation	No	Widen to four lanes. Separated bicycle trail. Construct interchanges at SE 312 Way, SE 304 St, SE 288 St, SE 256 St.
MINOR WIDENING						
SC-3.1	116 Ave SE SE Petrovitsky Rd to SE 192 St	High	($3,805,000)	King County	Yes	Widen roadway. Signed and striped bicycle lane. Construct curb, gutter and sidewalk.
SC-3.3	116 Ave SE SE Petrovitsky Rd to Renton C/L	High	($4,503,000)	King County	Yes	Widen existing roadway. Turn channels. Curb, gutter and sidewalk. Signed and striped bicycle lane. Signal at SE 168 St.
SC-30	SE 304 Way/St 104 Ave SE to 108 Ave SE	Medium	($289,000)	King County	No	Widen existing roadway, and construct curb, gutter and sidewalks. Bicycle safety improvements.
SC-36	104 Ave SE (Riverside Ave) SE 304 Way to SE 320 St (Project description change)	Medium	($513,000)	King County	no	Widen existing roadway. Contruct curb, gutter and sidewalk. Bicycle safety improvements.
SC-132	Tunnel Road 140 Ave SE to SE 176 St	High	($1,852,000)	King County	Yes	Reconstruct roadway. Construct curb, gutter and sidewalks on both sides. Possible realignment of S 176 St intersection.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
T-34	Covington-Lake Sawyer Rd. Thomas Rd to SE Wax Rd	High	$3,358,000	King County	No	Widen/realign roadway. Pave shoulders. Bicycle safety treatment.
T-77	196 Ave SE SR-169 to SE 240 St (Limit Change)	Low	($4,609,000)	King County	No	Widen roadway. Separated bicycle trail from SR-169 to Sweeney Rd SE.
INTERSECTION/OPERATIONAL						
SC-8	116 Ave SE @ SR-516	High	N/A	WA State Dept of Transportation	No	Install traffic signal.
SC-64.3	116 Ave SE @ SE 192 St	High	($292,000)	King County	Yes	Construct traffic signal and turn channels.
SC-27	104 Ave SE @ SE 320 St	High	$154,000	King County	No	Install traffic signal when warrented. Channelize intersection.
SC-50	SE 240 St @ 148 Ave SE	High	($500,000)	King County	No	Realign Intersection. Improve sight distance.
SC-60	Benson Rd @ SE 168 St	High	$268,000 ($88,000)	City of Renton King County	No	Install traffic signal and turn channels.
SC-63	164 Ave SE @ SE 256 St	High	($1,327,000)	King County	Yes	Widen intersection to 4 thru-lanes on SE 256th St . Contruct mast signal and install turn channels. Signed and striped bicycle lane.
SC-77	SE 174 St @ 195 Pl SE	High	($751,413)	King County	Yes	Realign intersection of 195 Pl SE & 196 Ave SE. Improve sight distance on SE 174 St from 1194 Ave SE to SE 176 St.
SC-86.3	SE 312 Way @ SR-18	High	(State)	WA State Dept of Transportation	No	Traffic signal and turn channels.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
SC-126.1	Lk Moneysmith Rd @ Lk Holm Rd	High	($692,000)	King County	Yes	Realign intersection and adjust grades to improve sight distance. Construct turn channels.
SC-126.3	SE Lake Holm Rd @ Lake Moneysmith Rd	High	($563,000)	King County	Yes	Realign intersection to improve sight distance and construct turn channels.
T-5	SR-169 @ 196 Ave SE	High	N/A	WA State Dept of Transportation	No	Interim intersection/operational improvement (Summer 1991 construction)
T-44	SE 240 St @ 196 Ave SE	Medium	($267,000)	King County	No	Channelize intersection. Install traffic signal when warrented. Curb, gutter, sidewalk.
T-74	SE Petrovitsky Rd @ 196 Ave SE	Low	($267,000)	King County	No	Install traffic signal when warrented. Construct turn channels.
T-53	180 Ave SE @ Wax Rd (Priority Change)	High	($100,000)	King County	No	Realign intersection, install traffic signal . Construct curb, gutter and sidewalk. (Project description change)
T-55	Thomas Rd @ Covington/Lake Sawyer Rd	High	($267,000)	King County	No	Install traffic signal when warrented. Construct turn channnels.
T-72	Thomas Rd @ Kent-Blk Dia Rd.	Medium	($307,000)	King County	No	Realign Intersection.
BRIDGES						
SC-106	Soos Creek Bridge: 3106 @ SE 240 St	Medium	($140,000)	King County	No	Replace bridge.
SC-108	Big Soos Creek Bridge: 3087 @ Kent-Blk Dia Rd.	Medium	($136,000)	King County	No	Widen bridge.
SC-109	Lake Youngs Way Bridge: 3109-B Over Big Soos Creek	Medium	($105,000)	King County	No	Widen bridge.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
SC-110	Soos Creek Bridge: 3110 On SE 208 St	Medium	($77,000)	King County	No	Reconstruct bridge. Provide equestrian facility.
SC-111	Soos Creek Bridge: 3109 On SE 224 St	Low	($98,000)	King County	No	Replace bridge.
SC-113	Little Soos Cr Br: 3205 On 172 Ave SE	Low	($98,000)	King County	No	Replace bridge.
SC-134	Berrydale Ox: 3086 From Kent-Blk Diamond Rd	Low	($562,000)	King County	No	Replace bridge.
STUDIES						
SC-46	Talbot Rd S (96 Ave S) Study SW 43 St to Renton S/CL	High	$50,000	City of Renton	No	Widen to five lanes. Curb, gutter , sidewalks. Channelization. Signal modification at S 143rd St.
SC-57	148 Ave SE SE 256 St to SE 263 St	Medium	($464,000)	King County	No	Determine corridor needs.
SC-61.1	SE 277 St SE Corridor Study SR-181 to SR-18	High	($800,000)	King County	Yes	Conduct feasibility/needs study to determine east-west route between the East Valley Hwy to SR-18, transit/HOV needs.
SC-62	SE 224 St Study SR-515 to 84 Ave S	Medium	$4,789,000	City of Kent King County	No	Construct four lane arterial. Monitor demand Conduct feasibility/needs study to determine corridor needs.
SC-64.1	S 192/196/200 ST Corridor Study I-5 to Benson Rd	High	$179,000 ($48,000)	City of Renton King County	Yes	Conduct feasibility/needs study to determine feasibility of extending S 192 and S 200 St from Benson Hwy to East Valley Hwy and from West Valley Hwy to I-5.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
MISCELLANEOUS						
SC-6	Auburn-Blk Diamond Rd. 100 Ave SE to Green Valley Rd.	High	$530,000 ($265,000)	City of Auburn King County	No	Pave shoulders. Bicycle safety improvements.
SC-25	Auburn-Blk Diamond Rd. Green Valley Rd. to Kent-Blk Diamond Rd.	Low	($294,000)	King County	No	Pave shoulders, provide equestrian facility.
SC-15	SE 240 St 164 Ave SE to SR-18	Medium	($2,015,000)	King County	No	Pave shoulders. Signed and striped bicycle lane.
SC-28	SE 240 St 138 Ave SE to 164 Ave SE	High	($140,000)	King County	No	Pave shoulders/pedestrian facility improvement. Signed and striped bicycle lane.
SC-16	Kent-Blk Diamond Rd SR-18 to SE Lake Holm Rd	Low	($464,000)	King County	No	Pave shoulders, provide equestrian facility.
SC-29	SE 320 St 112 Ave SE to 124 Ave SE	High	($224,000)	King County	No	Construct curb, gutter and sidewalk. Bicycle safety improvements.
SC-35	SE 208 St 132 Ave SE to 148 Ave SE	Medium	($471,000)	King County	No	Pave shoulders, provide equestrian facility. Signed and striped bicycle lane.
SC-37	104 Ave SE/SE 272 St SE 264 St to 108 Ave SE	Low	($242,000)	King County	No	Pave shoulders. Bicycle safety improvements.
SC-126.2	Lake Holm Rd Near Lake Holm	Low	($169,000)	King County	No	Widen Roadway. Pave Shoulders
SC-129	Cedar River Trail Part I Renton City Limits to Jones Rd	Low	($917,000)	City of Renton King County	No	Construct multi-purpose off road trail.

PROGRAMMED AND PROPOSED TRANSPORTATION PROJECTS
EXISTING TNR

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
T-14	Wax Rd/180 Ave SE SE 240 St to SR-18 Overpass (Limit change)	High	($2,250,000)	King County	No	Construct curb, gutter and sidewalks. Bicycle improvements.
T-38	Wax Rd SE 240 St to 180 Ave SE	Low	($132,000)	King County	No	Pave shoulders. Bicycle safety improvements.
TRANSIT/HOV						
T/HOV-19	Covington Park & Ride			METRO	No	Transit facilities, operating improvements.
T/HOV-27	Soos Cr/Panther Lk Park & Ride			WA State Dept of Transportation	No	Provide transit facilities/operating improvements.
T/HOV-41	SE 208 St/SE 212 Way SR-181 to SR-515			King County City of Kent	No	Study Transit/HOV Feasibility
T/HOV-42	Carr Rd SE/Petrovitsky Rd SR-515 to SR-181			City of Renton King County	No	HOV lane and intersection treatment/operating improvements.
T/HOV-80	E. Kent Park &Ride SR-516 & 132 Ave NE			METRO	No	Transit Facilities
LOCAL						
SC-7	SE 204 St Benson Rd to 100 Ave Se			Private	No	Pave shoulders.
SC-9	SE 176 St SE Petrovitsky Rd to 147 Ave SE (Limit change)			Private	No	Construct walkway/pathway.
SC-104	147 Ave SE SE 176 St to SE Petrovitsky Rd			Private	No	Construct New Roadway.

RECOMMENDED TRANSPORTATION IMPROVEMENTS
NOT IN TNR

NOTE: THE FOLLOWING LIST REPRESENTS A PRELIMINARY DISCUSSION ON PROJECTS PROPOSED TO BE ADDED TO THE TRANSPORTATION NEEDS REPORT PROJECT LIST. IF THESE PROJECTS ARE ADDED TO THE TRANSPORTATION NEEDS REPORT PROJECT LIST AND AS FUNDS BECOME AVAILABLE TO CARRY OUT THESE PROJECTS, A MORE DETAILED ANALYSIS WILL BE DONE TO DETERMINE FINAL PROJECT DESCRIPTIONS, LIMITS AND COSTS.

HIGH PRIORITY PROJECTS REFLECT PROJECTS THAT ARE NEEDED TO HANDLE EXISTING TRAFFIC PROBLEMS.
MEDIUM PRIORITY PROJECTS ARE NEEDED TO HANDLE TRAFFIC IMPACTS EXPECTED WITHIN THE NEXT TEN YEARS.
LOW PRIORITY PROJECTS ARE SUGGESTED TO ADDRESS TRAFFIC PROBLEMS THAT MIGHT OCCUR AFTER THE YEAR 2000.

Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
SCP-139	SE Petrovitsky Rd 151 Ave SE to Petrovitsky Park	Low	$1,660,000	King County	No	Widen roadway, turn channels. Curb, gutter, and sidewalk. Bicycle safety improvements.
SCP-140	124 Ave SE SE 192 St to SE 208 St	Medium	$582,000	King County	No	Curb, gutter and sidewalk. Bicycle safety improvements.
SCP-141	116 Ave SE SE 208 St to SE 256 St	Medium	$4,831,000	King County	No	Widen roadway to three lanes. Construct curb, gutter and sidewalk. Signed and striped bicycle lane.
SCP-142	148 Ave SE SE 192 St to SE 256 St	Low	$942,000	King County	No	Pave shoulders. Bicycle safety improvements.
SCP-143	164 Ave SE SE 224 St to SR-516	Low	$634,000	King County	No	Pave shoulders.
SCP-144	132 Ave SE SR-516 to SE 312 St	Low	$4,300,000	King County	No	EIS on proposal to widen SE 132 St to three to four lanes. Curb, gutter and sidewalk. Signed and striped bicycle lane.
SCP-145	152 Ave SE SR-516 to SR-18	Low	$367,000	King County	No	Curb, gutter and sidewalk.

SCP-151	SE 224 St 132 Ave SE to 148 Ave SE	Low	$261,000	King County	No	Pave shoulders.
SCP-153	SE 224 St 116 Ave SE to 132 Ave SE		$203,000	Private	No	Complete through neighborhood collector street. Bicycle safety improvements.
SCP-152	168 Way/Ave SE Kent-Black Diamond Rd to Auburn-Black Diamond Rd	Low	$203,000	King County	No	Pave shoulders.
SCP-154	SE 248 St 116 Ave SE to 132 Ave SE	High	$1,433,000	King County	No	Widen existing roadway. Construct curb, gutter and sidewalk. Bicycle safety improvements.
SCP-156	Benson Hill/Panther Lake Small Area Circulation Study	High	N/A	King County	No	Small Area Circulation Plan

RECOMMENDED TRANSPORTATION IMPROVEMENTS
NOT IN TNR

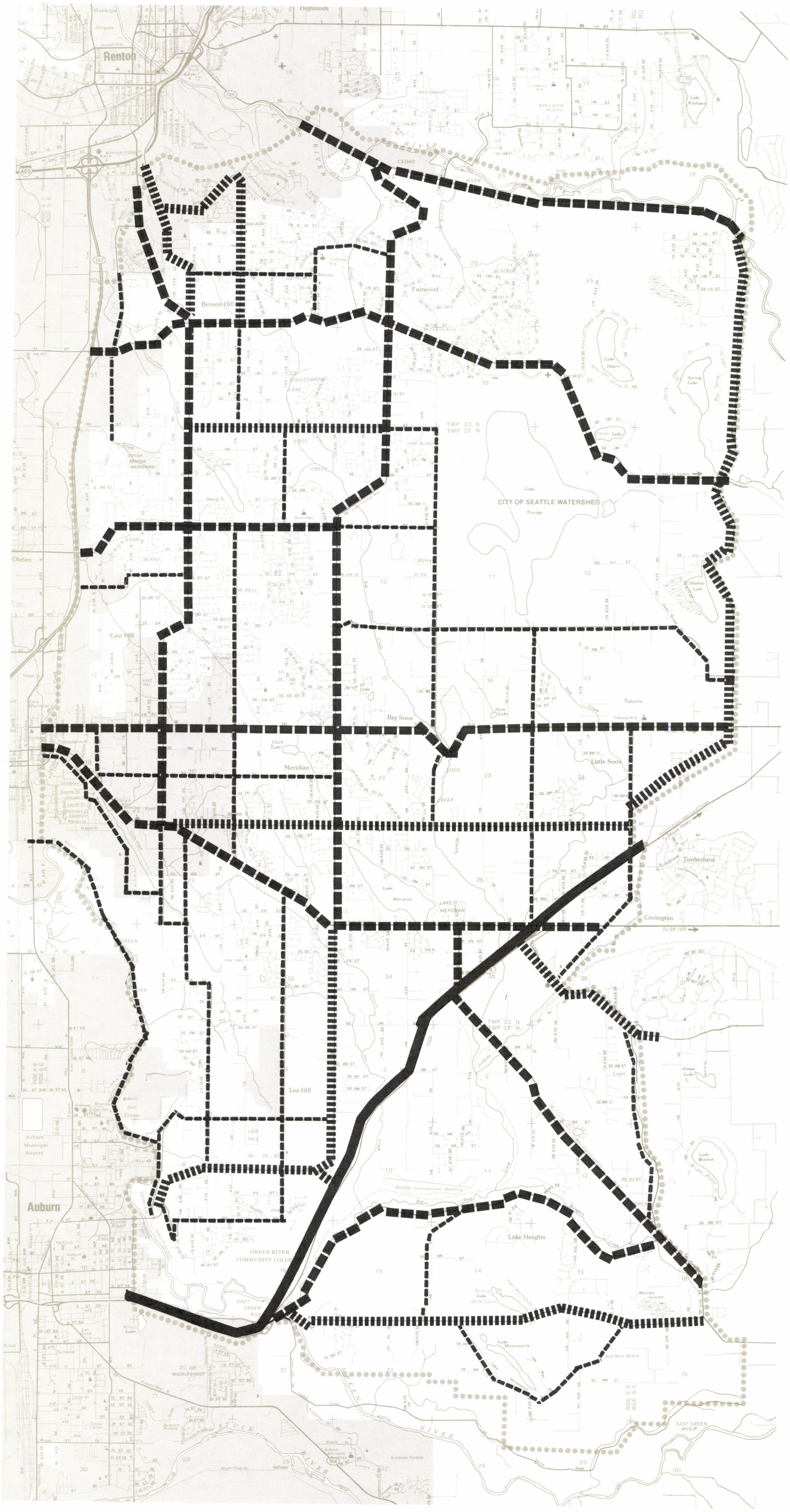
Project #	Project and Location	Priority	$1,990 Total Cost (K.C. Cost)	Agency	Current CIP	Comments
SCP-157	SR-515/SE 132 St Small Area Circulation Study	High	N/A	King County	No	Small Area Circulation Plan
SCP-158	North Lea Hill Small Area Circulation Study	Medium	N/A	King County	No	Small Area Circulation Plan
SCP-159	Seattle International Raceway Small Area Circulation Plan	Medium	N/A	King County	No	Small Area Circulation Plan
SCP-160	SE 296 St/148 Ave SE SR-18 to SIR	Medium	$750,000	King County	No	Widen Roadway and pave shoulders.
SCP-161	112 Ave SE SE 312 St to SE 320 St	Medium	$851,000	King County	No	Widen existing roadway. Complete road to connect to SE 312 St.
SCP-162	Covington Way SE SE Wax Rd to New SR-18 Overpass	Medium	$922,000	King County	No	Widen existing roadway to four lanes, turn channels, bicycle safety improvements.
SCP-163	Covington Way SE @ SE Wax Rd	Medium	$154,000	King County	No	Install traffic signal when warrented.
SCP-164	Lea Hill Rd 104 Ave SE to 112 Ave SE	Medium	$2,967,000	King County	No	Widen existing roadway, construct curb, gutter, and sidewalk. Bicycle safety improvements.
SCP-165	SE 312 ST 112 AVE SE TO 132 AVE SE	Medium		King County	No	Widen existing roadway to three lanes, construct curb, gutter and sidewalk. Bicycle safety improvements.
SCP-166	180 Ave SE @ SE 256 St	High		King County	No	Intsall traffic signal, channalize intersection.
SCP-167	132 Ave SE @ SE 248 St	High	$154,000	King County	No	Install traffic signal, channalize intersection.

Existing Arterial Functional Classifications

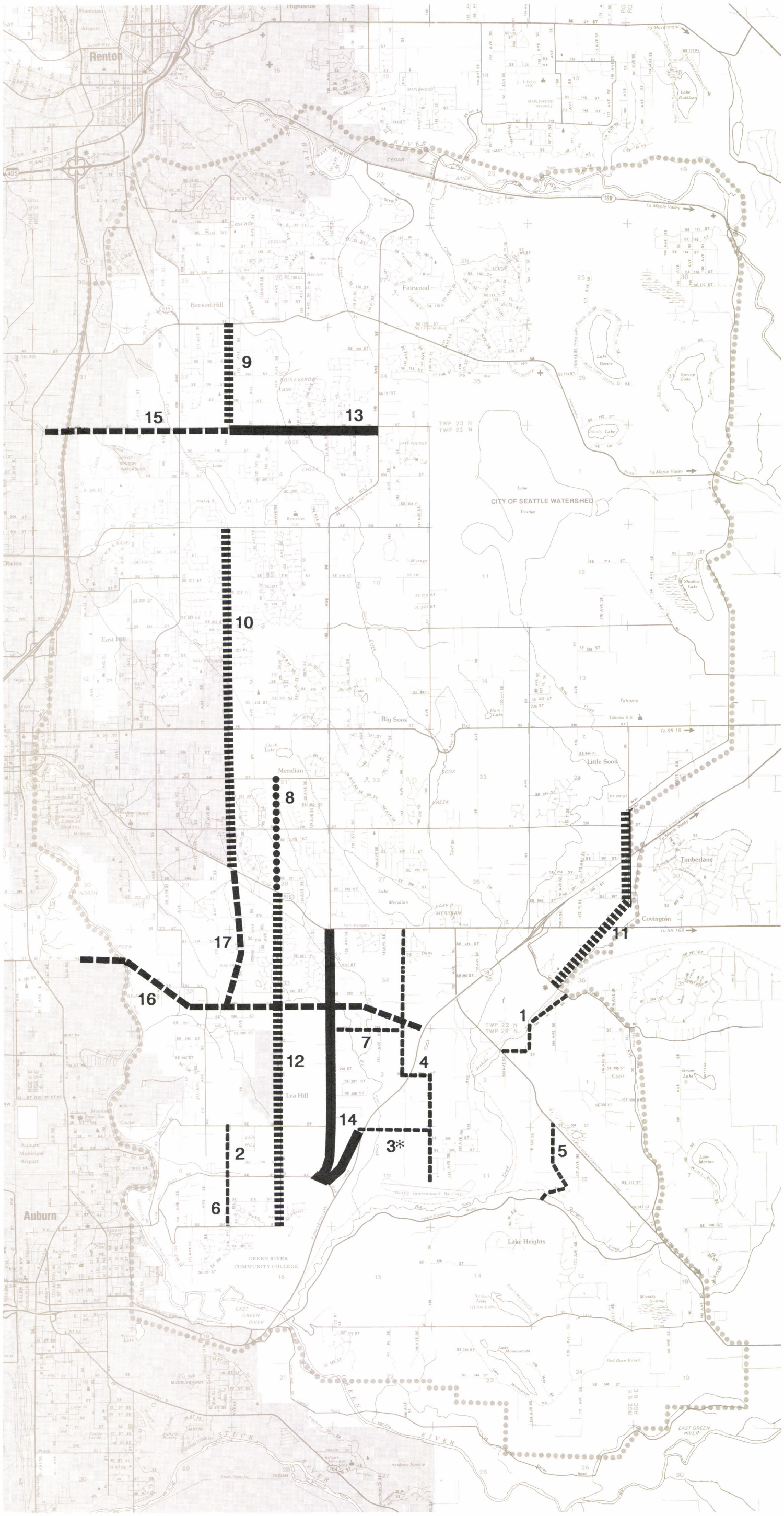
(November, 1991)

- Collector
- Minor
- Principal
- Freeway

Source: King County Department of Public Works, Roads Division, Transportation Planning Section



Adopted Arterial Functional Classification Changes



- Local to Collector
- Local to Minor
- Collector to Minor
- Minor to Principal
- Potential Principal

 # Correspond to Listing

*** Denotes New Road Construction/ Partial Construction**

Source: King County Department of Public Works, Roads Division, Transportation Planning Section

Soos Creek Community Planning Area

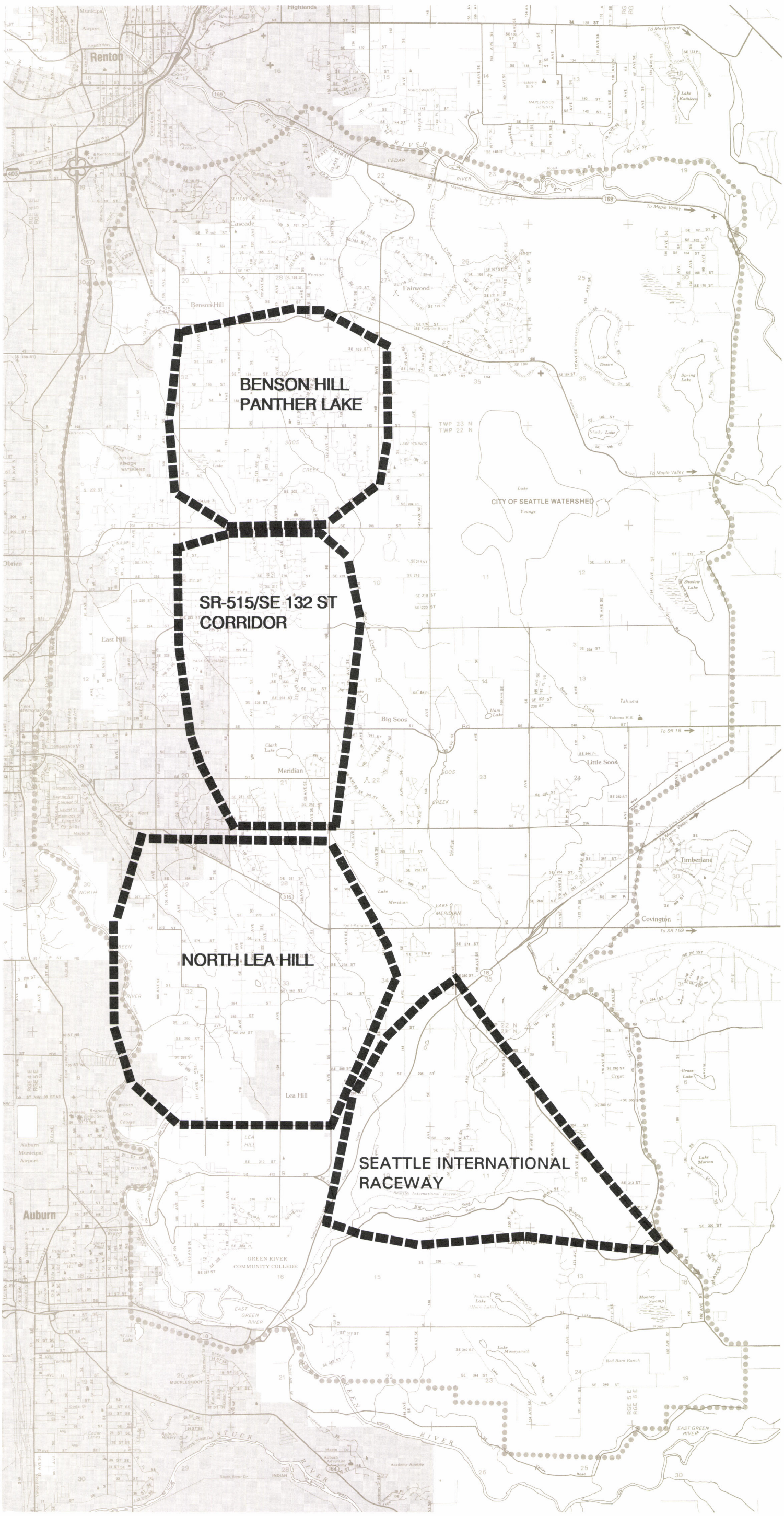
King County Planning and Community Development Division
1991

N

1 0 1 Mile

Small Area Circulation Plan Study Areas

Source: King County Department of Public Works, Roads Division, Transportation Planning Section



Soos Creek Community Planning Area

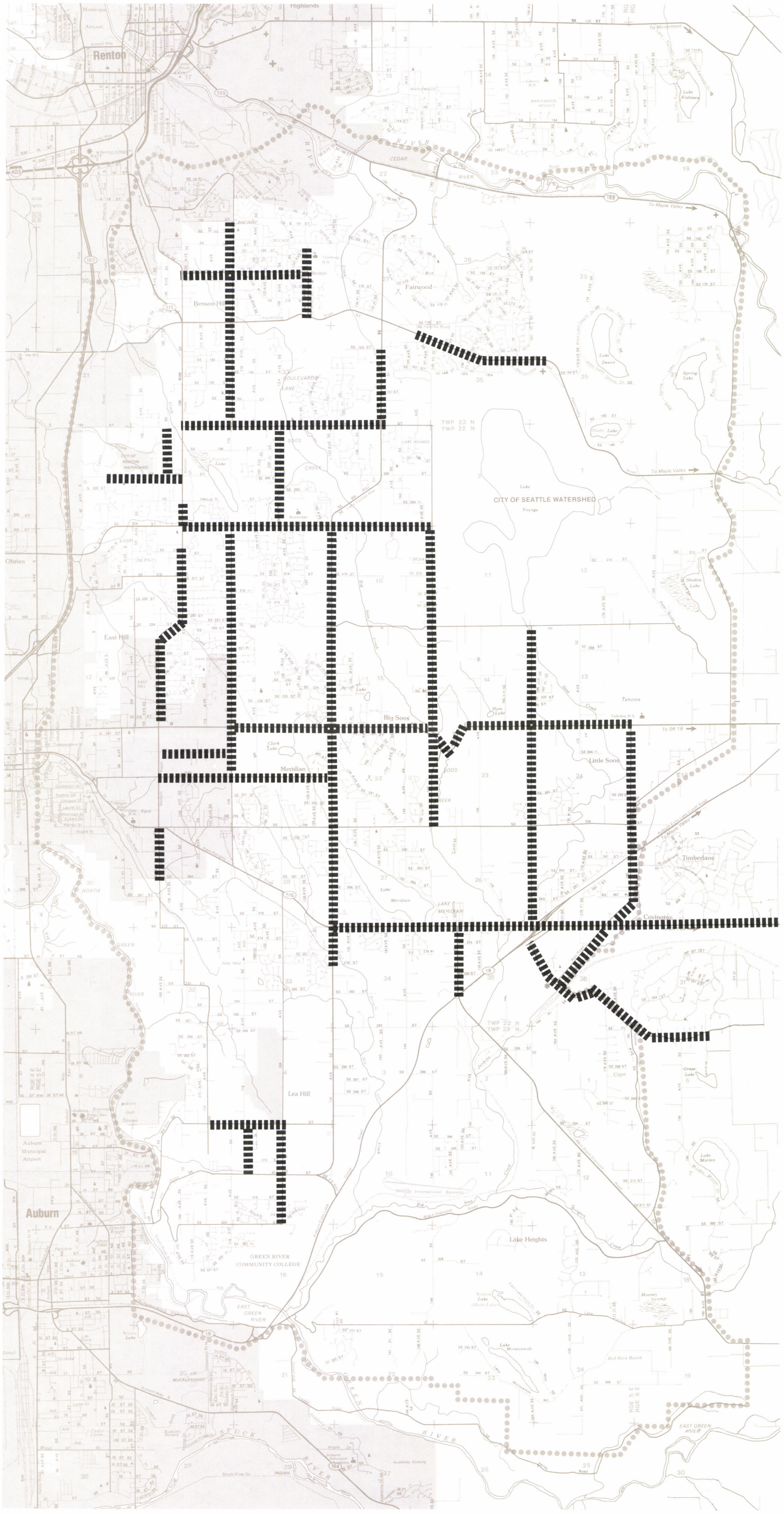
King County Planning and Community Development Division
1991

N

1 0 1 Mile

High Student Pedestrian Corridors

Source: King County Department of Public Works, Roads Division, Transportation Planning Section



Adopted Bicycle & Equestrian Facilities Plan

- Separated Bike Trail
- Signed & Striped Bike Lanes
- Bicycle Safety Improvements
- Equestrian Facilities

Source: King County Department of Public Works, Roads Division, Transportation Planning Section

Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

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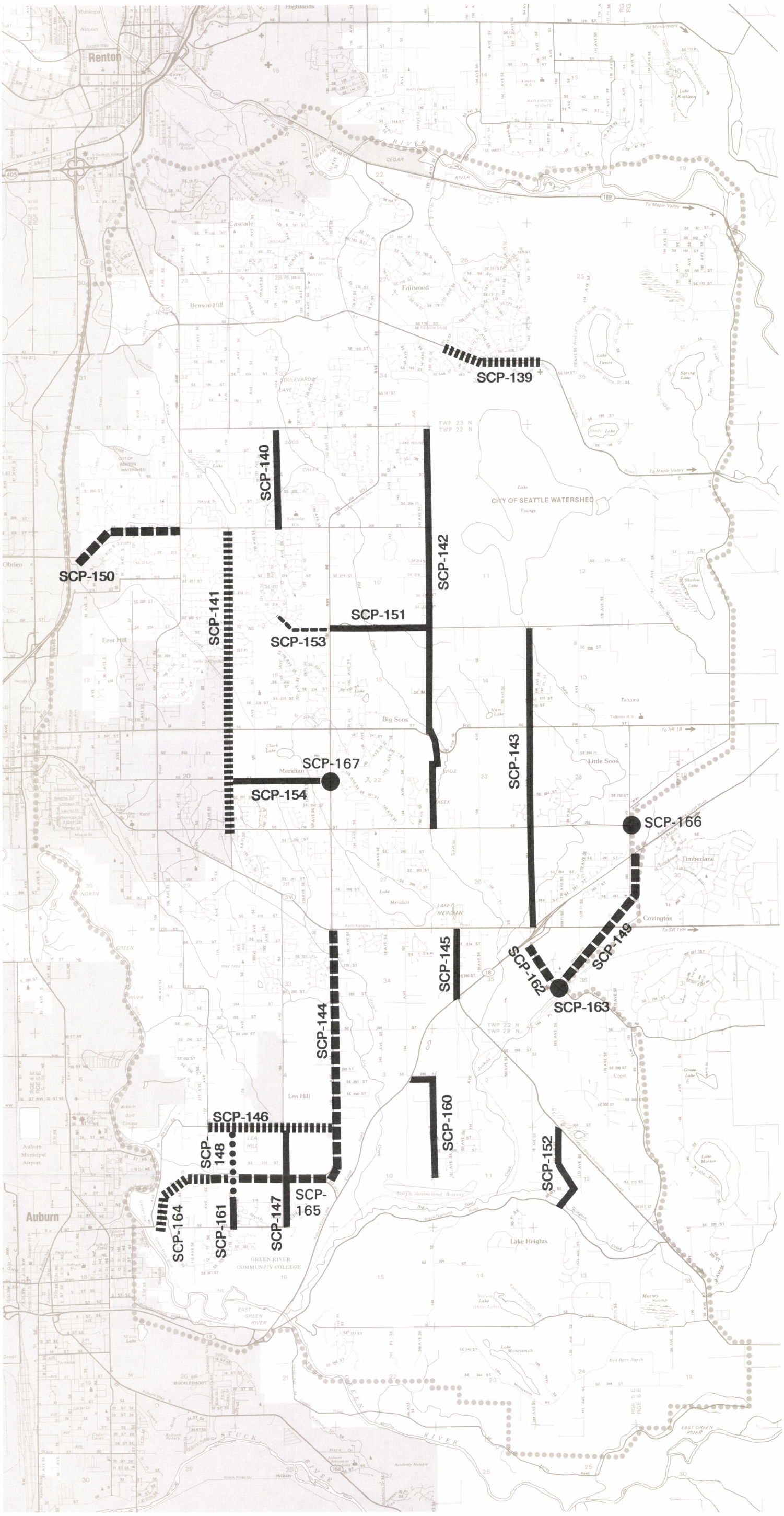
Transportation Improvement Projects

(Adopted Additions to the *1991 Transportation Needs Report* Project List)

- New Construction
- Major Widening
- Minor Widening
- Miscellaneous
- Local
- Intersection

Source: King County Department of Public Works, Roads Division, Transportation Planning Section



Soos Creek Community Planning Area

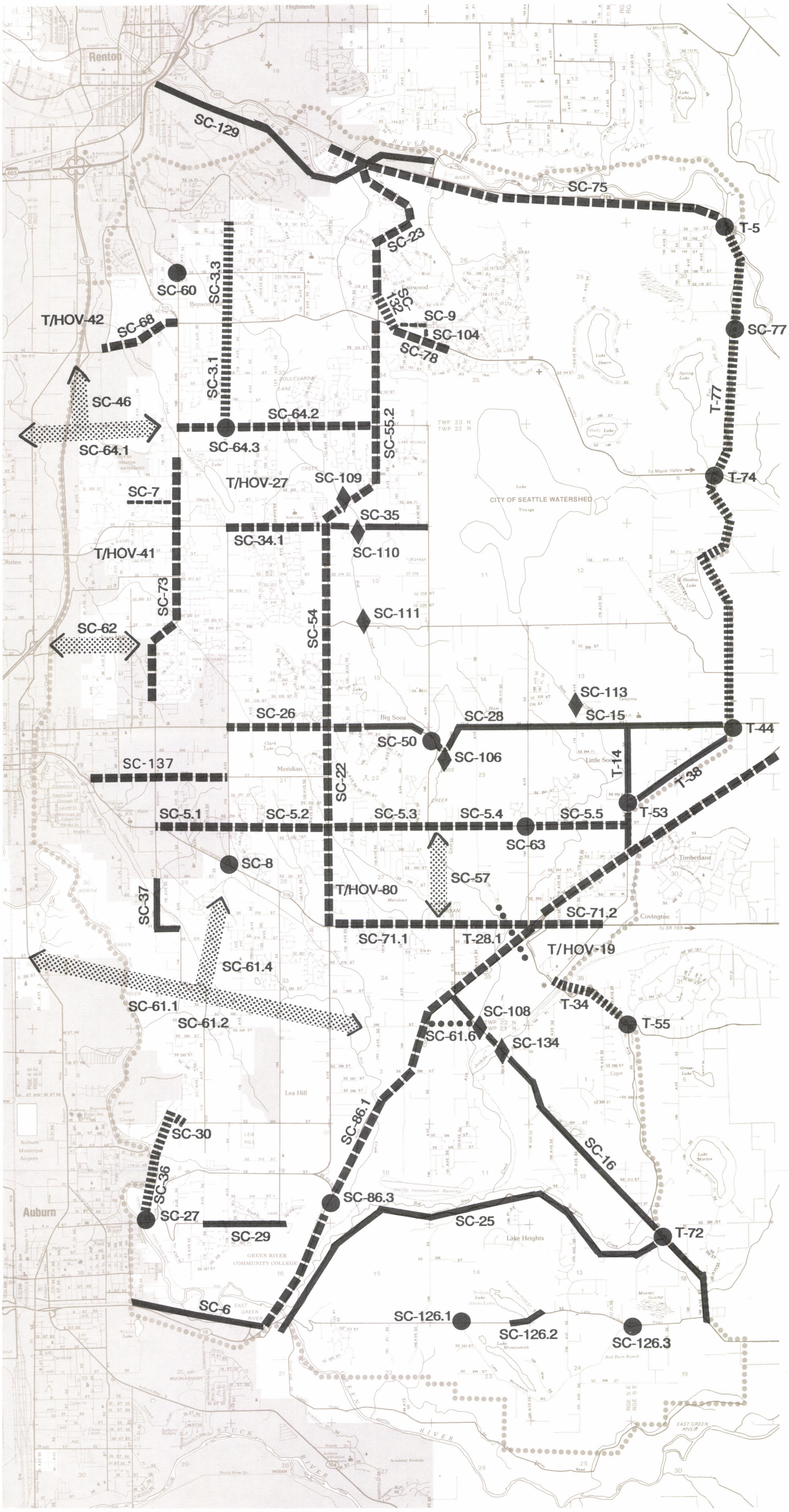
King County Planning and Community Development Division
1991

Programmed & Proposed Transportation Improvement Projects

(Taken from the *1991 Transportation Needs Report* Projects List)

- Intersection Operational
- Bridge
- Study
- Major Widening
- Minor Widening
- Miscellaneous
- New Construction
- Local

Source: King County Department of Public Works, Roads Division, Transportation Planning Section



Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

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Chapter 7: Facilities And Services

Introduction

This chapter contains policies to guide provision of water and wastewater disposal necessary to support the level of development envisioned by the Soos Creek Community Plan. It adapts the general direction of the King County Comprehensive Plan (KCCP), to the specifics of the planning area. It also supports the requirements for adequate school capacity prior to development within the Auburn, Kent and Renton School Districts established by Ordinance 9785, adopted by the King County Council in January, 1991.

Adequate, efficient water and sewage disposal facilities are necessary to ensure the health and welfare of the public. Each home needs safe drinkable water for its domestic use. This water must also be of sufficient quantity to meet both domestic needs throughout the year and the need for appropriate levels of fire protection. Sewage facilities must deal with wastewater in a way that protects the health of residents and avoids negative environmental impacts. In high-density urban areas, centralized sanitary sewers are used. They are, however, expensive and cost-effective generally only at urban densities of at least three homes per acre. In low-density urban and rural areas, on-site septic tanks can adequately treat wastewater at lower costs, if properly installed and maintained. They require low densities, especially where soil conditions are less than optimal.

This chapter augments the King County Comprehensive Plan by balancing an adequate level of service with the need to keep costs as low as possible. To do this, the extension of utilities should be paid for primarily by those who benefit, should avoid reducing service levels to existing communities, and should be timed both to prevent problems before they require a remedy and to avoid premature excess capacity. Premature public utility expansion is discouraged. Facility planning should be linked with land use plans and should be designed to serve the densities outlined in community plans. The Soos Creek community planning area contains both urban and rural areas. In urban areas, they should provide adequate quality, supplies, and fire flow. In rural areas, they should provide adequate quality and domestic supplies as well as fire flow consistent with lower densities.

The Sewerage General Plan designates Local Service Areas (LSA). The LSA is a geographical area within which sewers are encouraged. Sewers are the preferred method for wastewater treatment within urban areas. Community plans are the preferred method of establishing the LSA to insure coordination between land use planning and facility provision. Sewer service is not permitted outside the LSA. In rural areas and in urban areas where long term low density development is expected, the Comprehensive Plan would allow septic tanks when they adequately treat wastewater.

State House Bill #2929, the State Growth Management Act requires the delineation of an urban growth boundary, and states that urban growth should be located first in areas that already have existing public facilities and services to serve urban densities and second in areas that will be served by a combination of existing and needed public facilities not yet provided. The Act states that cities are the appropriate purveyor of urban services. Urban services include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection, public transit and other public utilities associated with urban areas. State House Bill #2929 mandates that sewer and water comprehensive plans shall not provide for the extension or location of facilities that are inconsistent with the urban growth boundary established through the planning process.

Utilities

The following policy directs regional utility and service providers to plan for the full range of services and utilities in urban areas, and to avoid environmental degradation when planning for new utilities.

F-1 **King County and affected utility service providers should plan for urban levels of service for the urban growth areas.**

F-2 **Utilities should be designed, located, constructed and maintained to avoid significant adverse environmental impacts and to protect valuable environmental features, such as streams and wetlands.**

Most of the Soos Creek area is within the service areas of Class 1 water systems of the 6 major purveyors. Class I water systems are those with 100 or more customers. This plan acknowledges these county-approved service areas and supports new development in these service areas to be served by these purveyors. Class I water systems provide stable water supply, ensuring high quality drinking water with enough flow to meet fire protection standards in urban areas.

F-3 **Water purveyors should demonstrate their ability to adequately serve all vacant and buildable portions of their existing service areas in addition to any proposed service area expansion as a condition for granting such expansions.**

F-4 **All of the Soos Creek planning area is designated a water service area and is within the South King County Critical Water Supply Service Area. Any new development and extension of water service within the planning area should be consistent with the Coordinated Water System Plan.**

The Lake Youngs Reservation is the midpoint and only open portion of the transmission pipeline corridor between the Cedar River source and the urban service area. The reservoir occupies about 675 acres of the 2,520 acre reservation; the balance of the land consists of managed second growth forest stands for only watershed functions. There are some pocketed wetlands and drainage from the reservation which contributes to Madson Creek, Honey Creek drain (a tributary to Peterson Lake), and Big Soos Creek. Lake Youngs itself contributes to Little Soos Creek.

The Lake Youngs Reservoir is operated as the main storage facility in the Seattle Water Department's system. It can contain a maximum of 4.8 billion gallons of water. The reservoir provides pressure to the entire system and allows operational flexibility to increase water flow in response to fluctuating demands. Chlorination and water treatment occurs as the water enters the Lake Young Tunnel. As the largest and upstream reservoir, the facility is an integral part of daily operation and is considered one of the most essential components of the entire system.

Lake Youngs also functions as a major emergency reservoir. During times when the supply pipelines must be taken offline, the reservoir is capable of providing in excess of fifteen days average water demand. This capability was used extensively in November 1990 when the Thanksgiving flood made the river water unsuitable to drink and customer needs were met by water stored in the reservoir prior to the storm. The Seattle Water Department provides drinking water to a portion of the Soos Creek planning area through the Cedar River and Soos Creek Sewer and Water Districts. A siphon to Little Soos Creek, in the south end of the Lake Youngs reservoir, provides a flow of two cubic feet per second year round.

The reservoir is used on occasion by migratory waterfowl and a few waterfowl nest in the pocketed wetlands. Small populations of deer and coyote reside in the reservation.

Currently, the SWD allows public use of a 7 to 8 mile perimeter trail along the outside of the reservation fence. This will be extended soon to complete the circle. Public access to the inside of the reservoir is restricted in order to protect drinking water quality. The SWD is working with neighboring jurisdictions to increase non motorized public access to the Cedar River Pipeline right-of-ways.

While most of the site is forested, physical improvements have been made to operate the lake as a major reservoir since the mid-1920's. Lake elevation increased by a peripheral dike system, a spillway to accept incoming water at the inlet, emergency overflow dikes, chlorination and water treatment facilities at the outlet and associated underwater and underground pipelines are the major manmade features. A gravel road system exists along the perimeter of the reservation and along the lake which interties in between. Also there are maintenance shops on the east side and two major water storage tanks on the west side of the reservation for the adjacent water district.

Timber harvest has been in the recent past and will be in the immediate future conducted only to provide space for new facilities. Herbicides have been used on a limited, site specific basis at the extremities of the reservation, primarily along the fence line and well away from surface water drainage.

A series of fringe wetlands have been created by the blockage of surface water flow toward the lake by the perimeter lake dike. Some wetland edges are restricted by mowing in order to maintain lake dike integrity for dam safety purposes, and to eliminate major forest fire potential and fire hazards which could endanger the treatment plant and contaminate the lake water.

Current management practices will continue to restrict public access to the perimeter trail for the foreseeable time. If at some future point, water filtration facilities are required and constructed by the SWD, management practices will be reevaluated.

F-5 The Lake Youngs Reservation should be designated Rural, and zoned Forest in order to protect the water quality of the watershed.

Increased densities in designated rural areas would not be consistent with the State Growth Management Act or the Comprehensive Plan. To be consistent with state and regional policies, water purveyors should explicitly state that water service is intended to serve only development levels anticipated in the Soos Creek Plan. Facility design should reflect rural residential densities in these areas.

The County's Utilities Technical Review Committee will review water system comprehensive plans and recommend to the King County Council whether these plans meet this policy as well as any other criteria contained in this plan affecting the expansion of public water systems into rural areas.

F-6 Extension of municipal water service into a designated Rural Area should comply with the following criteria:

a. Planned water service is based on the land use designations and densities of the Soos Creek Community Plan. Excess capacity shall not be justification for

higher residential density than provided for by the Soos Creek Community Plan and expansion of service shall not require increased density to finance planned facilities;

b. System improvements are designed for a rural level of service consistent with the design standards of the South King County Coordinated Water System Plan; and

c. Service will be paid for by developer extension only, or the district may extend service if water quality or quantity problems exist as documented by the Seattle-King County Health Department.

The Comprehensive Plan prefers sanitary sewers in urban areas (with certain exceptions specified in policy F-314) and designates via the Sewerage General Plan the areas appropriate for sewer service through the sewer "Local Service Area" (LSA). The LSA is a geographical area within which sewers are allowed. Sewers are not permitted outside the LSA. The Comprehensive Plan allows septic tanks when they adequately treat wastewater or when continued low densities support their long term use. In Rural Areas, the Comprehensive Plan foresees continued use of septic tanks.

Wastewater treatment is generally provided from two sources: public sewers and individual septic systems. It is generally recognized that densities of three units per acre and greater are necessary to support public sewer systems. In addition, sewers are considered to be part of the appropriate package of services in higher density urban areas. The State Growth Management Act directs incorporated areas to provide all urban services. Sewer service is an important urban utility that is anticipated within the Urban Growth Areas. Providing sewers in lower density areas can be very expensive. Therefore, sewers should be planned only for the anticipated urban growth areas.

When an on-site sewage disposal system fails in areas outside the local service area and actions to restore the system are impossible, extension of sewer lines to the affected property should be permitted. However, the extended lines should not serve properties other than those with system failure.

F-7 **Public sewers are the preferred method for wastewater treatment in designated urban growth areas.**

F-8 **Sewers should be required for development in the Covington Master Drainage Plan Area to protect the area's water quality.**

F-9 **On-site sewage disposal is the preferred method of sewage disposal for rural areas and resources areas and should be designed as the permanent solution to waste water disposal in these areas.**

F-10 **When a health hazard is identified by the Seattle-King County Health Department for existing development outside the sewer local service area, the applicant shall demonstrate that other alternatives for wastewater disposal are not feasible before sewer service is approved. This demonstration shall include a comparison of the effectiveness and cost of alternatives to sewer service. The new area proposed for sewer service shall be the minimum practicable area necessary to eliminate the health hazard.**

The Sewer Local Service Area (LSA) is established by the 1979 King County Sewerage General Plan. The 1979 Soos Creek Community Plan delineated an LSA boundary. For the SCCP Update, the LSA boundary matches the Urban/Rural boundary identified on the plan map. It replaces the LSA established in the 1979 Soos Creek Plan and amends the Sewerage General Plan.

F-11 **The sewer Local Service Area (LSA) shall include all lands within the Urban Area.**

F-12 **King County should not grant LSA boundary adjustments outside Urban Areas. Lot sizes larger than the minimum required by zoning should be required instead of a boundary adjustment.**

F-13 **In areas where on-site septic treatment systems are the predominant method of sewage treatment, education efforts to inform residents of the methods for proper operation and maintenance of on-site treatment systems should be expanded.**

Services

Services include schools, fire and police protection, transit, recreational programs, solid waste disposal, health care, daycare, and human services. Some of these services are provided by government, others by private purveyors. The State Growth Management Act requires urban levels of service in urban areas. The Act begins to define urban services that are appropriately provided by cities. This has stimulated regional discussions about service provision. Local and regional jurisdictions are in the process of assessing which services can most efficiently be provided at a regional (Countywide or by several counties) level and which services are more efficiently and effectively provided at the local (citywide) level. Regional services could include transit and regional sewage management, health services, solid waste disposal, courts and jails, property assessment, tax collections and elections. Local services could include garbage collection, street lighting, police and fire services, local parks and land use controls (such as zoning and development standard) within municipality limits.

The State Growth Management Act authorizes local jurisdictions to require impact fees for parks, open space, recreation facilities, school facilities and fire protection facilities so long as these facilities are addressed by a capital facilities element of a comprehensive land use plan. System improvements required of new development must be reasonably related to that development and are limited to a proportionate share of costs. Services that are not provided by the County have their own comprehensive and capital improvements plans. These are noted for each service.

While this plan does not propose policies to guide all services in Soos Creek, these services complement and reinforce land use decisions. Important services are highlighted below:

School Service

The Soos Creek Planning Area is serviced by the Kent(#415), Renton(#403) and the Auburn(#408) school districts. The Kent School District serves most of the planning area, the western portion of Tahoma/Raven Heights and the City of Kent. Population growth in the planning area has greatly impacted the Kent School district which is the third largest district in the County with student enrollment in l990 at 21,094 and a projection of 30,356 students by 1995.

The Renton School District serves the area north of S.E. 192nd of the Soos Creek area, the City of Renton and several unincorporated areas of the County. The District is less influenced by growth in the planning area and has actually seen a slow decline in school enrollment by approximately 11% between l989 and l990. Currently the district has 11,780 students.

The Auburn District serves the southern parts of the planning area and the City of Auburn. Currently the District has 10,562 students enrolled and anticipates a steady increase up to 13,560 enrollees by 2000. The

District has numerous capital improvement projects planned and approved for the next 4-5 years, including a new junior high school for eight hundred students from the Soos Creek area.

Due to the impact of residential development on schools' capacity, the 1990 Growth Management Act and the County Council Ordinance 9785 calls for impact fees. The Ordinance has established adequacy standard not to exceed class size standards by more than 5%. Hence, developers must submit a certificate of school facility availability along with the development proposal application. Concurrency of development with services is a major objective of the school mitigation ordinance. It is uncertain what impact the ordinance will have on future development.

F-14 **King County shall require certification by the appropriate school district that sufficient school facility capacity is or will be available to accommodate the projected student enrollment generated by proposed residential projects prior to approving new residential development.**

Fire Protection

Soos Creek is served by Fire Districts #37, #40, #43, and #44. The districts are connected to a centralized, computerized system which services South King County. Dispatches occur according to geographic location and according to the availability of equipment. Most of the districts have been impacted by urban development.

District #37, located at 24611 116th Avenue, SE, Kent serves the largest part of the Soos Creek planning area. The District borders SE 192nd on the north, SE 288th on the south, 184th Avenue SE on the east and 118th Avenue SE and Mill Creek on the west. The District has experienced over a hundred percent more calls in the past decade.

District #40, located at 10828 SE 176th Street, Renton, serves the area generally bounded on the north by the Cedar River, on the south by SE 192nd, on the east by Lake Desire and on the west by the City of Renton. The District has experienced a 20-40% increase in calls over the past 3-5 years.

District #43, located at 22225 SE 231 Street, Maple Valley, serves the area generally bounded on the north by James River Road and Webster Lake on the north, SE 288th Street on the south, 276th Avenue SE on the east and Lake Youngs Reservoir on the west. The District has received approximately 20% more calls over the past 5 years.

District #44, situated at 17088 Auburn/Black Diamond Rd., Auburn, serves the area generally bounded on the north by SE 288th Street, on the south by Green Valley Road, on the east by Lake Sawyer Road and the Auburn-Black Diamond Road and on the west by the Green River. Over the past year, the District received approximately 11% more calls.

With the exception of District #44, the districts are not meeting their expected response time. Most anticipate a 4 minute response time but average about 4.5 to 5 minutes. District #44 which is in a rural area averages 6.3 minutes. The major reasons given for delayed response time were: the lack of turn-out lanes; insufficient corridors; and traffic congestion.

Police Protection

Police service in Soos Creek is provided by the King County Sheriff. The Soos Creek area is served by Precinct #3 located at 22300 SE 231st, Maple Valley. The precinct has a minimum of eight cars in the field at all times, with several more available during peak hours.

Library Services

Fairwood Library at 17009 140th SE, Renton is fifteen thousand square feet and has the largest circulation in the County system with 98,892 books and 127,405 total items which includes periodical, references, etc.

Kent Library at 232 S. 4th, Kent is fifteen thousand square feet with 98,655 books and 132,968 total items.

Maple Valley Library at 23730 Maple Valley Highway, Maple Valley is a four thousand square foot building with 33,245 books and 43,799 total items.

Muckleshoot Library at 38811 172nd Avenue, SE, Auburn, located on the Muckleshoot Reservation serves both tribal and non-tribal areas. The facility is sixteen thousand square feet with a collection of 9,581 books and a total collection of 11,936.

A new library facility in Covington has been constructed with fifteen thousand square feet located near the intersection of the Kent-Kangley Road and Highway 18. The facility features a meeting room for library programs and public use.

The Traveling Library Center which is a part of the King County library system is available Countywide. It is a mobile library service for people who have difficulty getting to a library. All of the County's books are available through the Traveling Library Center.

Solid Waste Management

Solid waste management is guided by the King County Comprehensive Solid Waste Management Plan adopted in 1990 by King County and the cities that have signed solid waste Interlocal Agreements with King County and by KCCP policies F-326 through F-328. The policies stress the importance of handling solid waste in an environmentally responsible manner and that solid waste management should be a regional effort. The overall goal of the King County Solid Waste Division is to preserve the environment and public health through the proper management of solid waste.

The solid waste collection service providers are two private haulers regulated by the Washington Utilities and Transportation Commission. They are Rainier and Meridian Valley Disposal companies which offer weekly pick-up. Rainier serves north of S.E. 208th to the westside of the planning area. Meridian Valley Disposal serves south of 208th.

King County is by ordinance establishing the minimum levels of recycling services in the unincorporated areas. The two private haulers have until July 31, 1991 to provide the services. If the services are not fully implemented at that time, the County may elect to competitively bid for these services.

A transfer station facility is planned to replace the Algona Transfer Station. It will be located in the Auburn/South Green River area. The siting will take place in l992 and completion is anticipated in l996 or 1997.

The Local Hazardous Waste Management Plan for Seattle-King County provides for management of moderate risk wastes which include household hazardous wastes and small quantity generator wastes. The King County Household Waste Mobile travels to various communities within the suburban cities and unincorporated areas of the County to collect household hazardous waste.

Health Care

Valley Medical Center located at 400 S. 43rd in Renton is the primary health provider in the Soos Creek Planning Area. The Center also serves Renton, Kent and a third of southeast Tukwila. The Center provides both in and out-patient facilities and of the 303 licensed beds, 50% of the patients are from the Soos Creek area.

Covington Medical Clinic located in the Covington section of the planning area at 17128 SE 272nd has been serving the area since l983. The clinic is operated by private general practitioners, serving approximately one thousand patients each month.

Crest Airpark

The Crest Airpark is a privately owned general aviation airport. The Airpark currently supports about 300 aircraft with an estimated 90,000 total operations (takeoffs or landings) per year. The Airpark is near capacity with little opportunity for significant expansion. An adjacent residential development houses about 150 of the aircraft that use the facility.

Crest Airpark plays a critical role in the overall Puget Sound air transportation system. Without Crest Airpark, other Puget Sound facilities would have additional pressure for expansion. Recent closures of northwest general aviation airfields, due to land use conflicts, have resulted in regional facilities being unable to absorb all the displaced operations. Conflicts occur when residential development at high densities encroach in areas impacted by airport operations or the facilities themselves expand.

Noise and safety are the two major issues which affect future airport operations. Existing noise levels (which would negatively impact residential areas) are primarily concentrated around the airpark property. Noise levels are greatest at the ends of the runway. Approach and clear zones (safety zones) are also associated with the ends of the runway. Future expansion, if it did occur, would not appreciably alter the noise contours or approach and clear zone safety issues.

The SCCP supports the continued operation of Crest Airpark. The following policies provide guidance in reviewing land uses proposed near the facility.

F-15 **Crest Airpark is an important local facility and should continue operation at current levels of use.**

F-16 **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-17 **All new subdivisions within 1/4 mile of Crest Airpark, approved subsequent to the adoption of this plan, 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.**

Seattle International Raceway (SIR)

Seattle International Raceway (SIR) has existed in the community since 1958. The facility is permitted in King County under a Conditional Use Permit (CUP). Although the existing Soos Creek Plan designates the land uses surrounding SIR as Rural, the pressure of residential development in the area has raised traffic, noise, and public safety issues associated with the operation of the track. The existing CUP includes

conditions which set hours of operation, requires quiet days, and requires mitigation of traffic impacts and non-exempt noise impacts (e.g. loudspeaker noise). The conditions also address public safety issues such as liquor control, emergency vehicle access, and security. In addition to the permit conditions, a Permit Coordinator in Building and Land Development Division (BALD) oversees implementation of the CUP, and serves as a contact person for addressing issues which may arise during the racing season.

SIR is a legal, non-conforming use under the previous plan. This plan, however, recognizes the existence of SIR and supports the operating rules and conditions of the existing CUP. The intent of F-18 is to establish a policy to evaluate any future modification to the SIR permit. A P-suffix condition has been applied to the SIR site, which identifies the permitted uses on the site.

F-18 **The operation of SIR is expected to continue through the life of this plan. Any future consideration of the Conditional Use Permit should be consistent with the spirit and intent of the existing rules and conditions which regulate operation of the facility.**

Human Services

Human services are provided by the Federal and State governments, King County, and numerous non-profit organizations. The range and depth of services provided are extremely wide. For example, the King County Department of Human Services has programs for child care, extension education, veterans, women, work training, youth, mentally ill, the aging, the developmentally disabled, substance abuse, and public defense. The Crisis Clinic, a non-profit United Way Agency that has been operating in the King County area since 1964, has a community information line that provides information on services provided by 2400 human service agencies and organizations. Specific questions on services can be answered by them at 461-3200 or 1-800-621-4636.

Regional and Local Parks

Parks within the planning area are provided by King County, the Washington State Parks and Recreation Commission and the local cities. Parks are discussed in Chapter 8, Parks and Open Space.

Recreational Programs

A variety of recreation programs and facilities are available to residents year-round throughout the Soos Creek community. Classes, leagues, and special events for preschool through senior adult participants are offered for art, sports, health, fitness, and outdoor recreational interests. These are sponsored by King County, the cities and private organizations.

Corrections Facilities

Inmates convicted with less than a year sentence for non-Federal crimes are held at the King County Correctional Facility in downtown Seattle. King County is currently seeking a site for an additional jail. Inmates convicted with greater than a one year sentence for a non-Federal crime are placed in one of many State facilities throughout the state. Federal prisoners are held in one of many Federal correctional facilities.

Roads

Public roads are provided by King County Department of Public Works and the Washington State Department of Transportation. Within the Soos Creek area, State Routes 18, 167, 516 and Interstate 405 are operated by the State, and the remainder of the public roads are operated by King County. Facilities and improvements are discussed in Chapter 6, Transportation.

Transit

Transit services to the Soos Creek Area are provided by METRO. This plan identifies transit improvements linked to the Soos Creek Community Plan in Chapter 6.

Surface Water Management

The King County Division of Surface Water Management establishes regulations on stormwater drainage quantity and quality throughout the County, by establishing stormwater detention requirements on new developments and by constructing regional facilities to reduce drainage problems in built areas. Surface Water Management also provides floodplain management, including in the Green River and Cedar River Valleys.

Special Recommendations

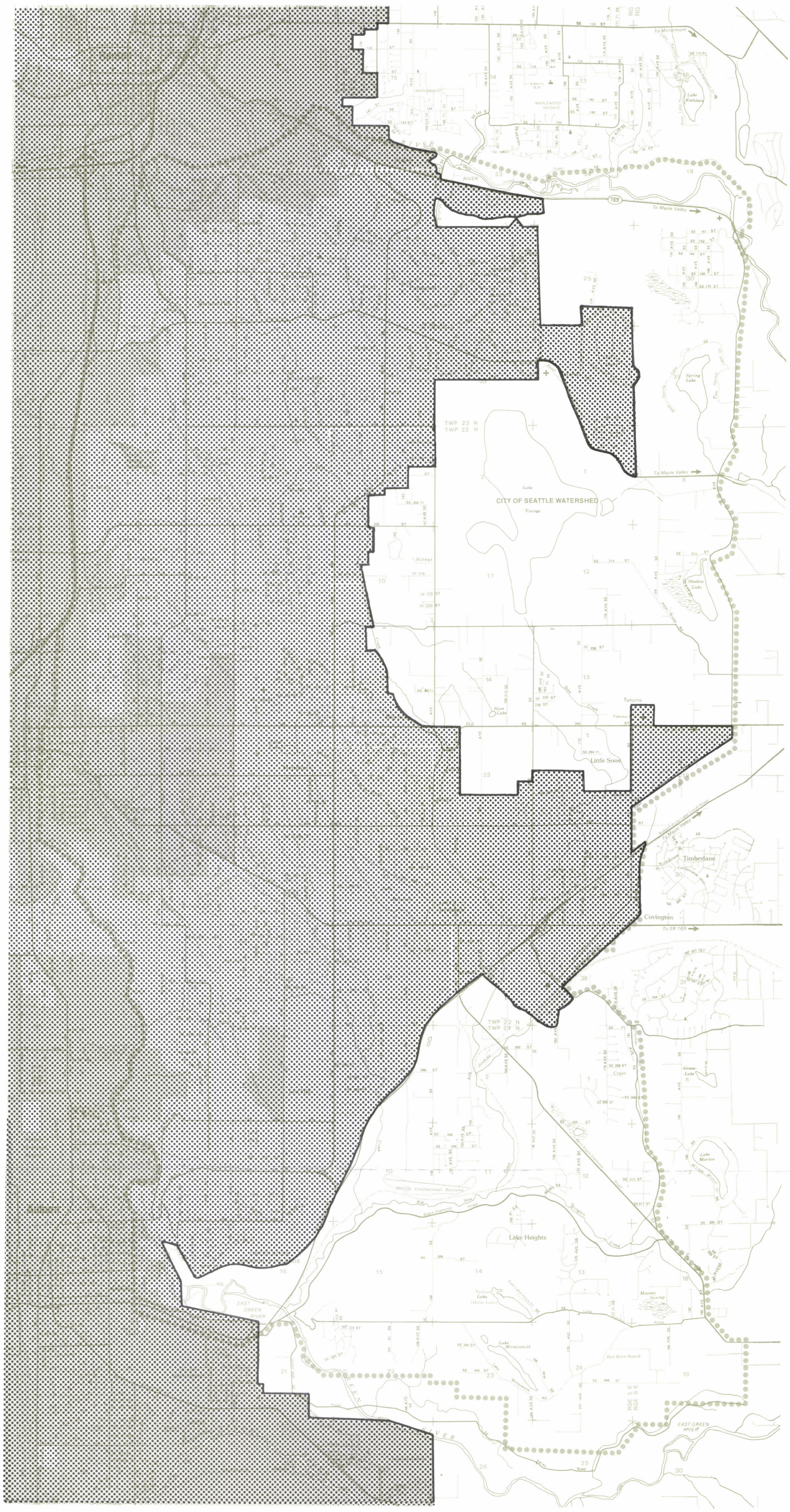
1. When new development occurs using on-site sewage disposal systems, a copy of the as-built drawings for the treatment system should be attached as a permanent part of the deed.

2. King County should require an inspection of the existing on-site system when property changes ownership. This inspection should be performed by the seller and a report prepared for the buyer, to fully inform the potential buyer and lending institutions of the current location, limitations and preventative maintenance requirements of the system. Where deficiencies are found, they should be corrected before the property changes ownership.

3. Regular maintenance should be encouraged through periodic reminders from the County to on-site treatment system owners when regular maintenance is due.

Sewer Local Service Area

Source: King County Community Planning



Soos Creek Community Planning Area

King County Planning and
Community Development Division
1991

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Chapter 8: Parks And Open Space

Introduction

This chapter establishes policies and sets priorities to guide decisions for both regional and community-wide park acquisition and recreation development projects in the Soos Creek community planning area. The Residential Development Chapter provides additional guidance on providing recreational opportunities within residential developments. The non-motorized policies of the Transportation Chapter provide for specific bicycle and equestrian trail improvements incorporated into roadway improvement projects. Analysis of existing parks and recreation sites and facilities, King County policies and standards, and direction from community-wide meetings and the Citizen Advisory Committee are the basis for the Soos Creek parks and recreational policies.

Soos Creek has experienced more population growth over the past ten years than any other planning area in King County. In comparison with other planning areas, Soos Creek has a disproportionately small share of both park acreage and facilities. Neighborhood parks are particularly needed in the more populated areas. Existing funding sources are inadequate to support all the park needs in the community.

To address this short fall, while providing for future park needs as the community grows, the Soos Creek Plan update seeks to integrate parks and open space within all new development. The plan update emphasizes provision of recreational opportunities convenient and accessible to where people live and work. These policies place renewed emphasis on acquiring additional park and open space areas. In developing park and recreation opportunities, these policies give highest priority to developing shoreline access and completing major trail systems. The section on open space policies recognizes a unique opportunity in Soos Creek to protect and link together major components of the regional open space system including Green River, Cedar River, and Lake Desire.

Comprehensive Plan

The 1985 King County Comprehensive Plan recognizes the importance of parks and open space through fundamental goals calling for protection of King County's natural beauty, open space and environmentally sensitive features, maintenance of a quality of living in King County, and the provision of adequate and affordable public facilities and services, including park and recreation facilities.

The Comprehensive Plan defines open space as lands which provide scenic amenities, are physically suitable for recreation or are sensitive lands which are protected by regulation. Comprehensive Plan Policies

PC-112 and PC-113 state that the County should maintain an open space system to preserve natural amenities and provide recreational needs for the residents.

The Comprehensive Plan presents specific policies on the County's open space system. The intent of the plan policies are to preserve open space opportunities in areas already designated Urban and in those areas expected to develop in the future.

Policies E-201 and E-202 define a large variety of lands which should be preserved for park and open space purposes. The policies recommend that preserved land provide multiple benefits whenever possible including active and passive recreation, scenic vistas, and fish and wildlife habitats.

Policies E-203 and E-204 address public involvement in identifying regionally significant parks as well as local open space needs.

Policies E-205 through E-211 describe a variety of methods which should be used to acquire or preserve parcels for parks and open space.

The following policies are intended to supplement and support the King County Comprehensive Plan and the King County Open Space Plan.

General

P-1 **King County should provide a variety of new park and recreation facilities to meet existing and future park needs. Park facilities and open space should be readily accessible to residents. In Urban Areas, they should be within reasonable walking distance of all residential developments. The following strategies should be considered:**

a. Evaluate the availability of suitable park land.
b. Evaluate the type, quality and level of development of existing parks in the area to assess the potential for park and facility improvements.
c. Evaluate the potential for increased coordination with other recreation providers such as cities, schools and private recreational organizations.

P-2 **All new development should provide park, open space, and recreational facilities adequate to meet the needs of new residents and employees.**

P-3 **King County should give high priority to the acquisition of both active and passive recreation sites or sites providing multiple recreational benefits in the Soos Creek community. Land acquisition should be pursued through a variety of methods, in addition to fee simple acquisition, including: incentives to developments, land dedications or fees-in-lieu-of payments through the development process and land trades.**

Parks

The King County Parks Division completed a Countywide Parks Assessment in 1987. The assessment measured acreage and relative distribution of traditional active, park and recreation sites within the County by planning area. The needs analysis compared each planning area to adopted King County standards (K.C.C. 20.12.090) for traditional parks as well as comparing the planning areas to each other. In comparison to County standards, Soos Creek was rated as having one of the largest deficits of park acreage (312 -

376 acres). Based on comparison of population to other planning areas, Soos Creek has a less than a proportionate share of traditional park acreage and of developed park facilities.

Currently there are approximately 800 acres of County park land in Soos Creek with approximately 200 of these classified as suitable for traditional active parks. The remaining 600 acres are considered natural resource areas that are generally minimally developed for passive recreation or are part of the Soos Creek and Lake Youngs trail systems. King County Parks standards provide criteria for the location, service area, size and amount of land needed to fill the park needs of the community. Based on the potential Soos Creek population of approximately 126,900 - 134,342 residents in the year 2000, King County standards identify a potential need for approximately 951 - 1,007 total acres of traditional park land. The need in the year 2010 to serve a population of 147,715 - 163,182 would be 1,107 - 1,224 acres. These park acres will be needed throughout the planning area, however they will be most needed to serve those areas of urban population concentration generally in the northern and eastern portion of the planning area and the Covington Activity Center.

The following policies are to serve as guidelines for park acquisition and development during the life of this community plan. The policies emphasize the need for adequate recreation to support existing and projected growth in the planning area. The plan calls for early prioritization and the acquisition of park sites while land is still available.

P-4 **Existing developed areas and areas identified for future growth should be evaluated for future park needs and should be given highest priority for new park acquisition and facility development.**

P-5 **Sites providing shoreline access opportunities to such areas as Soos Creek, its major tributaries, and sites adjacent to lakes should be high priority for acquisition. Shoreline sites should incorporate facilities for picnic activities and other passive recreational uses. Where physical access would disrupt environmentally sensitive areas, visual access should be preferred over physical recreational use.**

P-6 **King County should encourage private sector involvement to provide for public recreation facilities. Special provisions should be required to ensure public access and use by Soos Creek residents.**

P-7 **King County should enter into or continue cooperative agreements with school districts and with cities for shared recreational facilities.**

P-8 **King County should encourage retention of significant views of Mt. Rainier. Protection of scenic vistas of Mt. Rainier should be encouraged by using a variety of residential development strategies such as clustering, siting of building, height limitations and other techniques. Properties with significant vistas of Mt. Rainier should be considered for acquisition.**

P-9 **Park and recreational facilities should adequately support the existing and projected growth in the planning area. In particular, when allocating funds for the Soos Creek planning area, King County should give high priority to recreation facilities to meet the existing and projected demand. These facilities should include, but are not limited to play areas, tennis courts, and additional lighted athletic fields.**

P-10 **King County should seek opportunities to incorporate historic sites and cultural facilities into open space acquisitions and park development.**

As areas develop at urban residential densities, park demand increases while, tracts of land which are suitable for parks disappear. Establishing priorities for allocating dollars to park projects becomes especially significant given the demand for parks and limited revenue. The following strategies are recommended for establishing priorities:

1. Encourage cooperative agreements between King County and adjacent jurisdictions for funding park acquisition and development in agreed upon future annexation areas, planning areas, or other areas;

2. Pursue change in State tax structure to allow counties to tax, within urban densities, at the same level as cities for parks revenue;

3. Pursue contributions to acquire park sites from commercial, industrial and institutional developments;

4. Require on site facilities and/or participation in fee-in-lieu by multifamily developments;

5. Recommend that the County develop a Transfer of Development Rights (TDR) program;

6. Encourage cooperative agreements with school districts for joint use of facilities.

Existing Public Recreational Facilities

Renton Pool, 16740-128th Ave. SE, East Renton,
.50 acres, Developed

Soos Creek, SE 192nd to Lk Meridian, East Kent
420.20 acres Undeveloped

Springwood, SE 274th and 128th Pl. SE, Kent
10 acres Undeveloped

Auburndale, 108th Ave. SE and SE 316 Pl, Auburn
10 acres Developed

Auburndale II, SE 297th and 112th SE, Auburn
9.21 acres Undeveloped

Boulevard Lane, 126th Pl. SE and SE 188th Pl, East Kent
17.08 Partially Developed

Cascade, 126 Ave SE just N of SE 164th St., Renton
9.20 acres Developed

Cedar River, Maple Valley Hwy & 154th Ave. SE, Renton
96.36 acres Undeveloped

East Hill, 100 Ave. SE and SE 232nd, Kent
5.60 acres Developed

Eastridge, 143rd ave. SE and SE 257 Pl, Kent
.80 acres Developed

Green Tree, 120 Ave. SE and SE 215th St., Kent
1.50 acres Developed

Jenkins Creek, SE 267th and 184th Ave. SE, Kent
20 acres Undeveloped

Kent Pool, 25401 - 104th SE, Kent
.50 acres Developed

Lake Desire, East Lake Desire Dr. SE and 174th Ave. SE, Kent
.20 acres Undeveloped

Lake Meridian, 27103 - 148th SE, Kent
62.41 acres Partially Developed

Lake Youngs, SE 192nd and 148th Ave. SE, Kent
9 acres Developed

Lake Youngs Trail, SE 192nd and 148th Ave. SE, Kent
21.00 acres Developed

Lea Hill, SE 320 St and 122nd Ave. SE, Auburn
8 acres Developed

Maple Valley Heights, SE 164th and 190 Ave. SE, Maple Valley
2.90, Developed

Meridian Glen, Kent/Kangley and 136th Ave. SE, Kent
2.19 acres Undeveloped

Park Orchard, SE 230th and 110th Ave. SE, Kent
6.30 acres Developed

Petrovitsky, SE 164th and SE Petrovitsky Rd., Kent
87.50 acres Partially Developed

Pine Tree, SE 276th St and 114th Ave. SE, Kent
9.80 acres Developed

Renton Park, 130 Pl. SE and SE 172nd, Renton
19 acres Developed.

Trail System Development

Trails are an important asset in Soos Creek. Trails serve as recreational facilities and transportation routes for a variety of groups such as hikers, joggers, horseback riders, bicyclists, naturalists, and birdwatchers. They also provide view points and important links between scenic areas, parks and open space. The comprehensive plan supports the development of bicycle and pedestrian systems as alternative transportation options as well as for recreational purposes. Chapter 6, Transportation, discusses bicycle and pedestrian travel in more detail. It is a County priority to preserve public access for trails.

P-11 **When the development of properties occurs in the Soos Creek planning area, public access, easements or dedication should be required to complete the development of local and regional trail systems. Adequate right-of-way should be provided for trail uses. Local trails should connect to existing and proposed schools, parks, riding stables, recreation areas and neighborhoods.**

The County encourages trail easements or dedication in conjunction with land subdivision when that land is located along a trail corridor or at a key trail access point.

P-12 **Trail easements or trail dedications should be required as a condition of subdivision approval for those properties where existing trails have historically been used by the public and where the King County Open Space Plan identifies proposed trail alignment for regional and local trails. The open space program should review the applications during the development review process.**

P-13 **Trail systems acquisition and development should have a high priority, should safely accommodate a wide range of uses, including wildlife, and should be developed consistent with the Sensitive Areas Ordinance.**

P-14 **King County should acquire rights-of-way or easements along utility corridors, abandoned railroads, and other former transportation corridors as potential trail corridors.**

P-15 **King County should give high priority to expanding the Big Soos Creek trail by linking the Covington Urban Activity Center to the south and Fairwood Center to the north to the existing trail system.**

P-16 **King County should give high priority to linking the Green River and Cedar River corridors.**

P-17 **King County Parks, and Public Works should work together to develop a non-motorized trail system.**

No County trails for motorized vehicles, off-road-vehicles and all-terrain vehicles are proposed in the plan. Generally, motorized vehicles are not compatible with equestrian, pedestrian, bicycle and wildlife uses. However, the plan recognizes that such trail users represent a segment of the public whose needs should be addressed. This policy gives guidance to other providers who may develop such trails.

P-18 **Off Road Vehicles (ORV) should be strictly prohibited from areas not specifically designated for ORV use. Separate ORV trails should be located where environmental impacts can be minimized.**

Open Space

The King County Open Space Plan identifies and provides strategies for the future protection of open space lands of regional significance. In developing an interrelated system of open space lands, the plan chooses to focus on the following attributes: regional trails, shorelines, scenic resources, wildlife habitat, and wetlands. Given this focus, the Open Space Plan identifies three chief regional corridors (systems) in the Soos Creek planning area: The Green River corridor, the Cedar River corridor, and the Soos Creek trail system which would link these two major corridors.

The County is currently working on an action program to implement the Open Space Plan. The program will include a list of potential open space lands proposed for county acquisition. These open space

opportunities are threatened by development and require immediate protection. Lands proposed for acquisition within the Soos Creek area include the right-of-way necessary to complete the Soos Creek Trail both north and south and undeveloped land along Clark Lake shoreline.

P-18 **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-19 **King County should support the protection and/or preservation of the open space sites identified for acquisition by the Open Space Action Plan, especially the regionally important open space area located between Lake Desire and Spring Lake, and the open space adjacent to Clark Lake, either through acquisition, the establishment of development controls, or provision of development incentives.**

P-20 **Consistent with the King County Open Space Plan, The County should encourage use of various mechanisms to protect adjacent parks and open space areas. In particular, during King County's development review process, parks and open space mitigation should be required by all development. The County may require: lot clustering within or adjacent to open space areas; linkages between open space; and/or provide density bonuses or other incentives to developers who preserve valuable open space or establish trails.**

Urban Separators

The 1985 King County Comprehensive Plan supports park and recreation and open space initiatives in areas which have already experienced urbanization and to preserve park, recreation and other open space lands in areas which will experience continued or new growth in the future. The intent of the Comprehensive Plan policies is to preserve open space opportunities in areas already designated urban and in those areas expected to develop in the future.

E-102 **King County should encourage community development patterns and site planning that maintain and enhance natural landforms, and preserve open space.**

E-201 **A wide variety of lands should be preserved for park and open space purposes, including**

a. **Lands that define, through their natural features, the boundaries of urban and rural communities, including parks, trails, rivers, wetlands, and scenic corridors;**

b. **Lands valuable for active and passive recreation, such as athletic fields, trails, fishing, swimming or picnic areas on a regional or community sized scale.**

The Growth Management Act requires counties and cities to identify open space corridors within and between urban growth areas. These open space corridors should include lands useful for recreation, wildlife habitat, trails, and connection of critical areas such as wetlands. The Soos Creek urban separators are valuable in preserving lands for wildlife habitat and plant communities as well as preserving community character and visually recognizing community identity. The proposed separators fall within the overlapping interest areas of the 3 Valley cities and should form the physical basis for defining future urban growth area boundaries.

In the Soos Creek community planning area urban separators maintain corridors of natural landscape and habitat for wildlife; preserve open space opportunities in areas already designated urban; provide visual

relief from continuous urban development; and promote and maintain the physical basis for defining future urban growth area boundaries and visual identity between greater Renton, Kent, and Auburn. The SCCP proposes two urban separators; the northern separator separating greater Renton and Kent which links Big Soos Creek Park, Single Family zoned property, Panther Lake and its wetlands, the Renton Watershed, sensitive areas, and the north portion of the slopes of the ridge line defining the plateau from the valley. The southern separator separating greater Kent and Auburn includes the Kent Watershed, Olsen Creek, low density single family zoned property, the Green River and its flood plains and the steep sensitive wooded slopes of the ridge line defining the plateau from the west valley.

The western ridge of the Soos Creek Plateau constitutes a unique and irreplaceable community asset. The strong dominant landform and wooded character present there combine to provide distinct areas of contrast in terms of texture and color from the normal pattern of urban development. By virtue, of this contrast, the western ridge functions as a strong visual boundry or edge for both the valley cities of Auburn, Kent and Renton and the Soos Creek Plateau community and a view corridor for the valley cities and Highway 167.

P 21 **Urban separators should be established in areas designated on the community plan map through zoning regulation to provide visual relief from continuous development, provide important linkages for wildlife habitat, and maintain a visual identity between distinct communities. The Soos Creek Area Zoning will implement the Urban separators.**

P-22 **There are areas within the urban separators that are especially suitable for park sites for recreational use by present and anticipated population. King County should develop a trail and/or park system utilizing the preserved open space within the urban separators.**

Special Recommendation

1. King County should develop new funding sources and give increased emphasis to providing neighborhood parks in Urban designated areas where residential growth is highly concentrated.

Existing Parks & Recreation Sites

City Park

King County Park

Dept. of Wildlife Boat Launch

Private Recreation Site

Source: King County Community Planning

Cedar River Park
Renton Fish & Game Club
Phillip Arnold Park
Tiffany Park
Aquabarn Ranch
Cedar River
Cascade
Maple Valley Heights
Talbot Hill Elementary School
Renton Pool
Renton Park
Fairwood Golf & Country Club
Petrovitsky
Spring Lake
Soos Creek (Boulevard Lane, Gary Grant)
Lake Youngs Park & Trail
Green Tree
Garrison Creek Park
North Meridian
Park Orchard
East Hill
Kent Memorial Park
Meridian Valley Country Club
Tahoma Pool
Kent Pool
Canyon Park
Eastridge
North Green River
Springwood
Meridian Glen
Jenkins Creek
Pine Tree
Covington Aquisition
Brannon Park
Auburn Regional Park
Lea Hill Park
Seattle International Raceway
Auburndale
Lea Hill
Hatchery
Auburn Narrows
Green River Saddle Club
Red Barn Ranch
Neely Bridge
Metzler/O'Grady

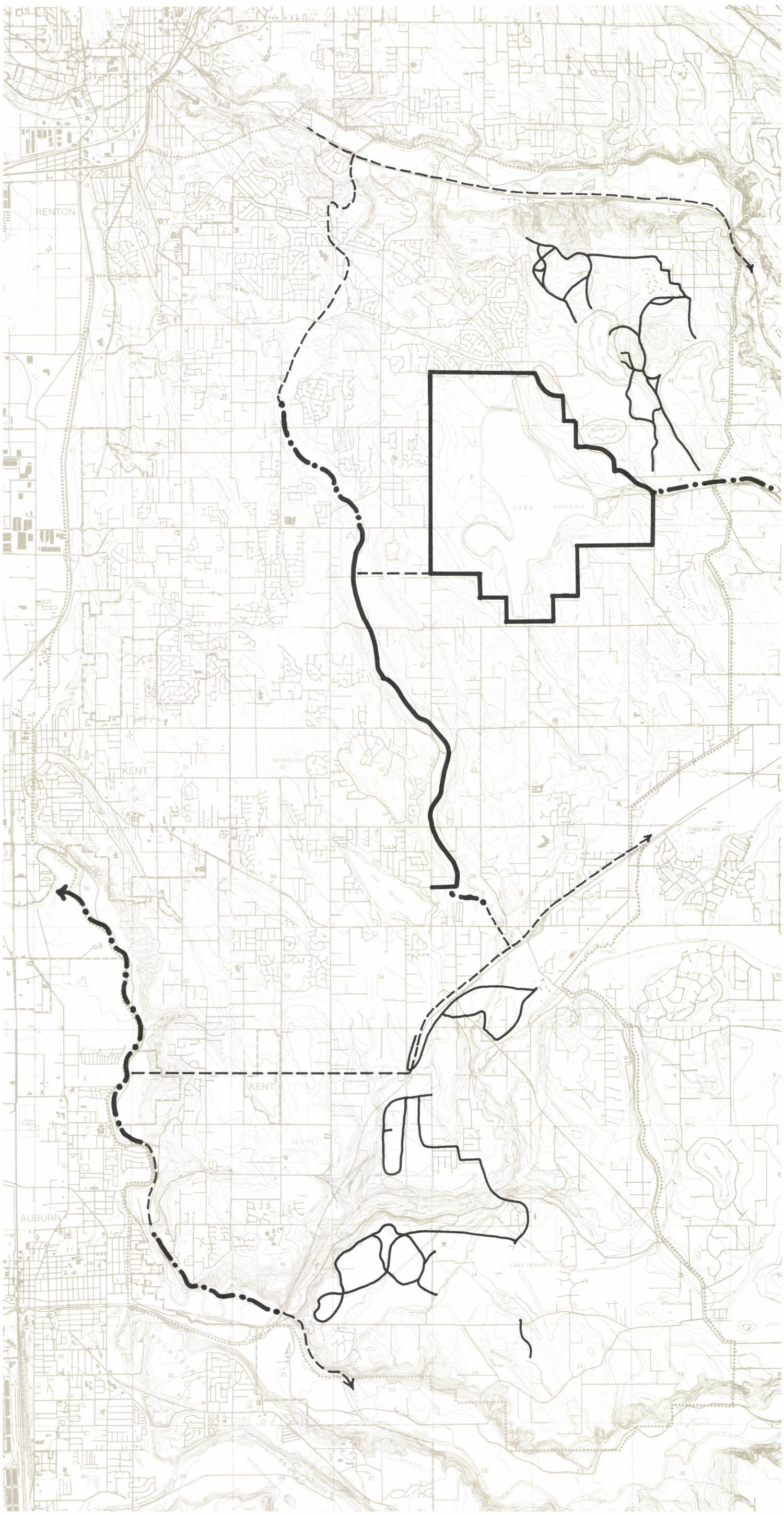
Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Soos Creek Regional Trails



- Improved Trails
- Proposed Trails on Public Owned Lands
- Proposed Trails
- Inventoried Local Trails

Source: King County Community Planning

Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Chapter 9: Cultural Resources

Introduction

This chapter establishes policies and guidelines to protect historic resources in the Soos Creek planning area, and makes special recommendations for actions that are outside the scope of the community plan. Specific resources identified in the King County Historic Resource Inventory and other resources which the community considers to be important are recommended for special consideration. The Plan recommends certain resources be considered for nomination as County or community landmarks. The designation of County and community landmarks is contingent upon action by the King County Landmarks Commission. The Landmarks Commission protects designated County landmarks from alteration or demolition through a Certificate of Appropriateness procedure.

There are fifty-one resources in the Soos Creek planning area listed on the King County Historic Resource Inventory. Seven of these resources are within the cities of Auburn, Kent, and Renton. Forty-four resources are within unincorporated King County. Of the forty-four resources under the County's jurisdiction, only the Elliott Farm has been designated a King County Landmark.

Historic resources are being lost at a rapid rate in the Soos Creek area through demolition, extreme alteration, or deterioration. An attrition survey of historic resources in the Soos Creek area was conducted in August, 1989. The survey revealed that of the forty-four resources originally inventoried in unincorporated King County, only nineteen are still eligible as potential County Landmarks. These resources are shown on the map at the end of this chapter.

Archaeological resources have not been comprehensively identified in Soos Creek. The State Office of Archaeology and Historic Preservation has one staff archaeologist for the entire state. No local jurisdiction in King County has any staff or program to systematically identify and protect archaeological resources.

The policies, guidelines, and special recommendations contained in this chapter seek to strengthen the overall land use concept of the Soos Creek Community Plan. Protecting agricultural buildings and landscape features such as the Elliott Farm helps to preserve rural character in certain areas. Urban quality is also improved by retaining the best examples of past architectural design.

The policies in this chapter supplement broad policies of the King County Comprehensive Plan (KCCP). The KCCP contains a chapter on heritage sites, which has policies to guide preservation efforts. A goal of the King County Comprehensive Plan is to preserve community diversity, including features that reflect King County's history. Preservation of heritage sites maintains aesthetic and cultural diversity and preserves continuity with the historic and prehistoric past. Heritage sites can be buildings, properties,

districts, and structures of historical significance. They include historic residences and commercial buildings, sites of historic events, and other buildings, districts and landscapes with cultural, architectural, engineering, geographic or archaeological interest and importance.

Other King County plans and ordinances provide guidance for the protection and enhancement of historic resources in King County. The Heritage Resource Protection Plan (1985) and the Landmarks Commission Six Year Workplan(1989) are functional plans that provide a framework for research efforts, establish a context for decisions regarding landmark designation, and establish budget and work priorities for the historic preservation program. Most ordinances relating to historic preservation are codified in KCC 20.62.

Inventory and Nomination

CR-1 Special effort should be made to consult and involve property owners in identifying and nominating historic resources in Soos Creek.

Property owners should be involved with the County in all aspects of the historic preservation process. Ideally there should be a partnership between the property owner and the County in the inventory and landmark designation of historic resources. King County Code permits the designation of historic landmarks with or without property owner consent. In the Soos Creek planning area, County efforts towards preserving historic resources should involve property owners wherever possible.

CR-2 Archaeological and historic resources not previously identified in Soos Creek should be surveyed as part of the action program to implement the County Open Space Plan. These resources should be added to the Historic Resources Inventory.

The King County Historic Preservation Program maintains an inventory of over 800 historic resources located throughout the County. The identification of historic and archaeological resources is an ongoing process, and resources can be added to the King County inventory over time. Development proposals for resources listed on the inventory are circulated to the King County Historic Preservation Officer for review. Potential historic resources to be considered for inclusion on the inventory area:

Soos Creek Ranch	22880 - 148th Ave SE
Pheiffer House	23831 - 148th Ave SE
Dairy Complex	26862 - 94th Ave S
Craftsman Farmhouse	15432 - 256th Ave SE
Big Soos Ck. Fish Hatchery	13030 - Auburn-Black Diamond Road

Archaeological resources have not been comprehensively identified, although site records are available for three sites in Soos Creek

Preservation Strategies

CR-3 King County should pursue interlocal agreements with the cities of Auburn, Kent, and Renton to allow the Landmarks Commission to identify and protect historic resources within the participating jurisdictions.

King County is authorized to enter into interlocal agreements with the suburban cities for the purpose of historic preservation. This should be a consideration for future planning and annexation proposals to ensure continued protection of historic resources.

CR-4 Historic resources should be incorporated into Economic Development and tourism activities in Soos Creek.

Historic resources are recognized for their role in recreational tourism. A driving tour brochure highlighting Soos Creek history is one example of how historic resources could help attract visitors and spending in the area.

CR-5 Adequate safeguards should be established between Historic Resources and visually obtrusive adjacent land uses in Soos Creek.

Historic resources often convey their history through an appropriate environmental context or setting. New land uses and development can often have an adverse visual effect on historic resources without proper mitigation. Mitigation measures can include retaining cultural landscape features as buffers, sensitive site planning, clustering, transfer of development rights, or other incentives and controls. The Landmarks Commission can designate portions of a site along with historic buildings or structures to ensure review of future development proposals, including site work. The Soos Creek Area Zoning establishes P-suffix development conditions to regulate future development proposals on properties located adjacent to sensitive historic resources.

CR-6 Historic Resources should be retained and integrated into plans for parks, open space, and trails acquisition and development in Soos Creek.

Historic resources located on county-owned park lands can contribute to the cultural enrichment of citizens. Many buildings and structures can be adapted to park functions such as picnic shelters or concession stands. Other historic resources can serve purposes such as interpretive exhibits.

Special Recommendation:

1. King County should conduct "How to" workshops and distribute technical and educational information on identification of architectural styles, methods for researching historic buildings, and restoration and rehabilitation techniques.

In an effort to increase awareness and encourage more public involvement in historic preservation in King County, more outreach programs should be developed. Workshops and other public presentations should be planned for in the yearly budget for King County's Historic Preservation Program.

2. Interpretive and educational programs to increase public awareness and appreciation of Soos Creek history and culture should be developed.

King County Historic Preservation's program services currently include a series of technical papers, slide shows, and technical assistance presentations, among others. Future projects could include a driving tour brochure of the planning area or interpretive exhibits to be installed in libraries or other public spaces. Historical societies or other public groups are also encouraged to develop such programs. The County Historic Preservation Program may be able to lend technical expertise or provide financial assistance through available grants.

Guidelines for Historic Resources

These guidelines establish a process for reviewing the impact of proposals for development, demolition, or moving of historic resources. They are implemented by the P-suffix applied to historic resources in the

area zoning. The guidelines will be used until the resources are formally designated as King County Landmarks. Following designation of County Landmarks the guidelines will supplement the Landmarks Preservation Ordinance, providing a specific interpretation for historic resources in this plan.

The community plan specifies that the following procedure be applied to all rezones, development proposals or demolition permits, or any other action which could affect historic resources identified in the area zoning and with a P-suffix. These resources are shown on the map at the end of the Chapter. Any resource identified in the future which meets the criteria for National, State, or County designation will also be subject to this procedure.

The procedure is:

1. An environmental checklist will be prepared for all historic resources identified by a P-suffix. (Historic resources are considered environmentally sensitive and therefore are not categorically exempt from threshold determination and environmental impact statement requirements of the State Environmental Policy Act.)

2. All permit applications and site plans for a rezone, development proposal or demolition permit, or other land use action shall be circulated to the County Historic Preservation Officer for comment on the impact of the project on historic resources. This includes all permits for the following types of actions: alterations to the exterior of historic buildings, or new construction in the same lot or adjacent lots under the same ownership or any other action requiring a permit which might affect the historic character of the resource.

   At a minimum, the information circulated to the Historic Preservation Officer must include:

   a. a vicinity map;
   b. a site plan showing the location of all buildings, structures, and landscape features;
   c. a brief description of the proposed project together with architectural drawings showing the existing condition of all buildings, structures, and landscape features and any proposed alterations to those buildings, structures, and landscape features over 40 years old;
   d. photographs of all buildings, structures, or landscape features on the site over 40 years old; and
   e. an environmental checklist.

3. The Historic Preservation Officer will provide information about available grant assistance and tax incentives for historic preservation. He/she may also provide the owner, developer, or other interested party with examples of comparable projects when historic resources have been restored or treated on a profit-making basis.

4. In the event of a conflict between the development proposal and adopted King County standards for preservation of historic resources, the Historic Preservation Officer will suggest alternatives to the owner/developer which achieve the goals of historic preservation.

5. The Historic Preservation Officer may:

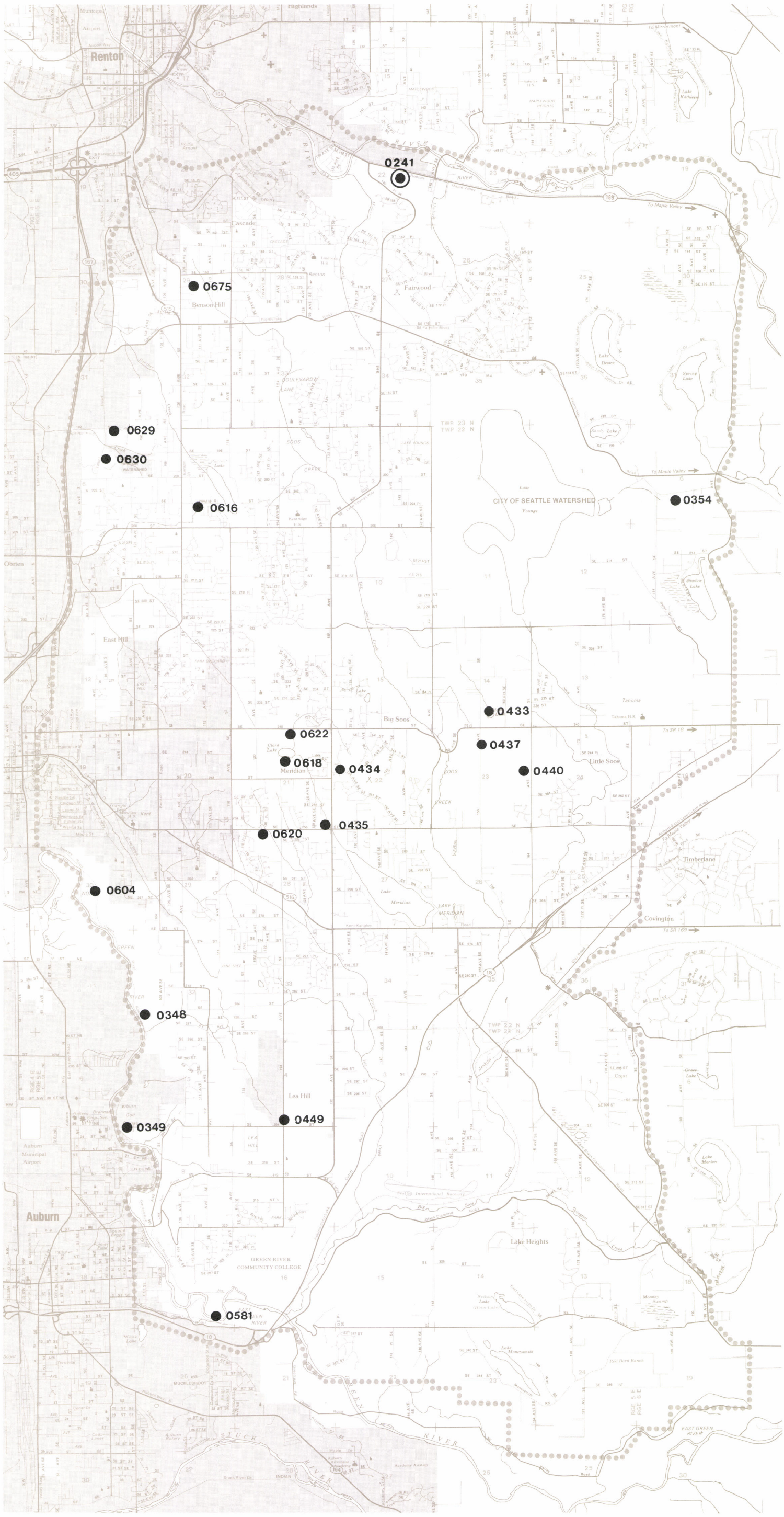
   a. recommend approval, or approval with conditions to the Manager of Building and Land Development Division; or

   b. may propose that a resource be nominated for County Landmark designation according to procedures established in the Landmarks Preservation Ordinance (KCC 20.62).

Soos Creek Historic Resources Inventory

Invent.#	Historic Name	Address
241	Elliot Farm	14207 Maple Valley Highway, Renton
348	Magnus Johnson Farm	28624 Green River Road S., Kent
349	Isaac Evans House	30504 Green River Road S., Kent
354	Pete Peterson House	18622 Lake Youngs Road SE, Renton
433	John T. Matson House	23836 - 156th Ave. SE, Kent
434	Moe House and Cabin	24826 - 132nd Ave. SE, Kent
435	Alex Swanson House	12824 SE 256th, Kent
437	Nyland-Olson House	24624 SE 156th, Kent
440	John P. Nelson House	24831 - 164th SE, Kent
449	Bacon House	30312 - 124th Ave. SE, Kent
581	Cluck House	11324 Auburn-Black Diamond Rd., Auburn
604	Neilson Farm	26616 94th S, Kent
616	Residence	20406 - 108th Ave. SE, Kent
618	Residence	24421 - 120th Ave. SE, Kent
620	Residence	12252 SE 256th, Kent
622	Atwood Bungalow	602 Jason Ave., Kent
629	Residence	19221 - 96th Ave. S., Kent
630	Residence	19224 - 96th Ave. S., Kent
675	Nicholis House	16832 - 108th Ave. SE, Renton

Historic Resources



Designated Sites

Potential Landmarks

0241 Elliott Farm
14207 Maple Valley Highway, Renton

0348 Magnus Johnson Farm
28624 Green River Road S., Kent

0349 Isaac Evans House
30504 Green River Road S., Kent

0354 Pete Peterson House
18622 Lake Youngs Road SE, Renton

0433 John T. Matson House
23836 - 156th Ave. SE, Kent

0434 Moe House and Cabin
24826 - 132nd Ave. SE, Kent

0435 Alex Swanson House
12824 SE 256th, Kent

0437 Nyland-Olson House
24624 - SE 156th, Kent

0440 John P. Nelson House
24831 - 164th SE, Kent

0449 Bacon House
30312 - 124th Ave. SE, Kent

0581 Cluck House
11324 Auburn-Black Diamond Road, Auburn

0604 Neilson Farm
26616 - 94th S., Kent

0616 Residence
20406 - 108th Ave. SE, Kent

0618 Residence
24421 - 120th Ave. SE, Kent

0620 Residence
12252 SE 256th, Kent

0622 Atwood Bungalow
602 Jason Ave., Kent

0629 Residence
19221 - 96th Ave. S., Kent

0630 Residence
19224 - 96th Ave. S., Kent

0675 Nicholis House
16832 - 108th Ave. SE, Renton

Source: King County Cultural Resources Division

Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Soos Creek Area Zoning

Chapter 1
Introduction

Background

The Soos Creek Area Zoning consists of text and official zoning maps for the unincorporated lands within the Soos Creek Community Planning (SCCP) area. The SCCP includes the Soos Creek Plateau, the Lake Youngs watershed, Maple Valley, and the plateau to the north of the Green River. The planning area is defined by the Cedar River bluffs on the north; 196th Avenue Southeast and Covington Creek on the east; the Green River and State Route 167 on the west; and the bluffs above the Green River on the south.

Area Zoning Definition and Scope

Area zoning is the process initiated by King County to adopt or amend zoning maps on an areawide basis. The procedure is comprehensive, and recognizes distinct communities, service districts, and other geographic areas having unified interests within the County. Unlike individual zoning changes (reclassifications), area zoning includes action on many distinct properties under a variety of ownerships. Area zoning uses zoning classifications to implement the 1985 King County Comprehensive Plan and the SCCP. The SCCP Area Zoning converts the SCCP land use designations and policies into zoning classifications on specific properties. Zoning is therefore the regulation which implements the goals and objectives stated as policies in the comprehensive plan and community plan. Site development conditions may also be applied to address specific site, or community-wide issues. The presence of site development conditions are illustrated on the zoning by a "P-suffix" following the zone classification (e.g. A-R 5-P). The Area Zoning maps and text constitute an "official control," as defined by King County Code (KCC) 20.08.140. Following adoption of the SCCP and Area Zoning by the King County Council, 1:200 scale zoning maps at the Department of Development and Environmental Services will be updated, and will become the official controls for Soos Creek.

How To Use The Area Zoning

The SCCP Area Zoning contains four chapters, including the Introduction. Chapter Two, entitled "Area Zoning and Land Use Summary," provides the policy basis for specific zoning recommendations made in this update. Chapter Three describes P-suffix conditions, for properties in the planning area. Chapter Four includes the Area Zoning map, and detailed zoning maps for each business center within the SCCP area.

A separate area zoning document will be prepared which includes the detailed half section maps for the entire planning area.

Rezones After The Plan Has Been Adopted

Individual rezone requests may be considered following adoption of the SCCP and Area Zoning by the King County Council. This is because the plan is long`range in scope, and may not account for unanticipated changed circumstances. However, rezones approved by the Council must still be consistent with the community plan. (KCC 20.12.070) Specific criteria for evaluating individual rezone requests are contained in KCC 20.24.190, and Chapter Three, under the Phase 2 discussion for Policy A-14.

The Department of Development and Environmental Services processes rezone applications. Land use and environmental impacts are evaluated, and a recommendation is made to the Zoning and Subdivision Examiner. The recommendation is made at a public hearing conducted by the Examiner on behalf of the County Council. Following testimony from all interested parties, the Examiner makes a recommendation to the Council. The Council makes the final decision on approval or denial of the request. Some rezones are considered directly by the Council as amendments to the community plan. In these cases, the Planning Division evaluates the request and makes a recommendation to the Council. Each process requires public notification of environmental determinations and public hearings, and public comment and review.

Chapter 2

Area Zoning And Land Use Summary

This chapter describes the major zones for the Soos Creek Community Plan Area Zoning and outlines the policies from the Soos Creek Community Plan Update on which the zones are based. P-suffix development conditions are covered in Chapter Three.

Urban Residential Areas

RS-5000
RS-7200

These zones allow high density single family residential development, clustered subdivisions, and low density multifamily under certain circumstances. RS 5000 zoning is based on policy R-1(b). RS 7200 zoning is based on policy R-1(a).

R-1 **In Urban Areas single family residential development densities should range from between 4 to 8 homes per acre. Specific densities should be based on land characteristics and the availability of facilities and services and using the following guidelines:**

a. A density of up to 6 homes per acre should be established as the predominant single family residential density in the Urban Area.

b. A density of up to 8 homes per acre should be established near centers along the Benson corridor to provide affordable single family housing in areas where urban services, (including regular transit), are available.

RS-5000 zoning has been located where areas of resubdividable lots exist on major arterials, including the Benson corridor and Petrovitsky. Resubdividable land was determined based on the following criteria:

1. Minimum lot size of 10,000 square feet.
2. Lot shape.
3. Location of house or other building on lot.

4. Age and condition of building stock.
5. Relationship of lot shape and building location to neighboring properties.
6. Location of property on a major arterial.

RS-7200 zoning is the predominant urban single family residential zone used throughout the SCCP planning area. The zoning occurs where property does not front on a major arterial and where the predominant lot size is 7200 square feet.

RS-9600
RS-15000

These zones implement SCCP policy R-1(c) as follows:

c. **Where urban lands have development constraints, clustering on unconstrained portions of the site should be used. Where these methods can't provide adequate protection of environmentally sensitive areas, a density of less than 4 homes per acre is appropriate.**

The RS-9600 and RS-15000 zones are retained on existing developed properties.

RMHP

This zone implements the following SCCP policy:

R-3 **Mobile home parks should be considered appropriate in the Urban Area on single family or multifamily designated land. Mobile home parks should be subject to the same open space and park dedication and other requirements in the King County Code as other single family development.**

This area zoning recognizes existing RMHP zoned properties. Future mobile home park applications in urban residential areas will be considered consistent with the SCCP, and King County Comprehensive Plan.

RD-3600
RM-2400
RM-1800
RM-900

RM-1800 implements policy R-4(a), RM-2400 implements R-4(b), and RD-3600 implement R-4(c).

R-7 **Multifamily development should be located only within designated centers at densities from between 9 and 30 homes per acre. Multifamily densities should decrease gradually outward from centers to provide a transition from activity center uses to single family neighborhoods using the following guidelines:**

a. **Densities of up to 30 residences per acre should be limited to Activity Centers on Benson Road and at the Covington Urban Activity Center on parcels adjacent to commercial or employment areas.**

b. **Densities of up to 18 residences per acre should be used to provide a transition between single family housing and high density multifamily housing or nonresidential uses.**

c. **Densities of up to 12 residences per acre should be provided to define the outer edge of all Centers and to encourage a gradual reduction in scale and density between center uses and single family residential areas.**

There are insufficient services to accommodate maximum density multifamily in Soos Creek. Additional RM-900 multifamily zoning, therefore is not proposed for the SCCP. Other existing multifamily zoning remains unchanged. Existing potential multifamily zoning also remains unchanged. Multifamily added as part of this plan update is potentially zoned.

GR

This zone implements the following policies:

R-5 **Vacant or partly developed lands designated for single family development in Phase 1 should receive a growth reserve overlay which expires on December 31, 1994. Vacant or partly developed lands designated for single family development in Phase 2 should be zoned growth reserve.**

R-10 **Undeveloped and partly developed lands designated for multifamily development should receive a growth reserve overlay which expires on December 31, 1994.**

GR zoning is used to reserve future options for urban development based on phasing of adequate facilities and services. The GR zone is applied to all undeveloped and underdeveloped Urban designated land in the planning area. GR-5 zoning in particular is applied to undeveloped and underdeveloped single family designated lands in Phase I and GR-2.5 is applied to undeveloped and underdeveloped lands in Phase II.

Commercial

BN
BC
M-P

These zones implement the following SCCP update policies:

C-1 **New commercial development should be allowed only within Urban, Community, and Neighborhood Activity Centers to minimize land use and traffic impacts on surrounding neighborhoods, and to allow efficient provision for urban services. No additional commercial development opportunities beyond those designated by this plan should be allowed.**

C-3 **The following centers are designated Neighborhood Business Centers: Benson/192nd; 164th/256th; Lake Meridian; Cascade; and Meridian Valley. These centers should consist of small-scale retail stores offering convenience**

goods and professional services to serve the everyday needs of the immediate neighborhood. Boundaries of neighborhood activity centers are identified on the land use map and area zoning, and should not be expanded during the life of this plan.

C-4 **The following centers locations are designated Community Business Centers and should provide a wide range of shopping and other commercial services for residents throughout the community: Benson Hill, Fairwood, Panther Lake, and Kent-Kangley/132nd. The boundaries of the community activity centers are identified on the land use plan map and area zoning and shall not be expanded during the life of this plan.**

C-7 **As an Urban Activity Center, Covington should provide a full range of shopping, office and other commercial services. Business and office park development in particular at Covington is encouraged to provide a firm employment base. Development must be consistent with drainage and source control requirements of the Covington Master Drainage Plan after it has been adopted by the King County Council.**

C-9 **Office and business park development should be encouraged in the Covington Urban Activity Center when they can be supported by a full range of urban services. These uses should be developed subject to site plan review to minimize adverse land use and traffic impacts on surrounding properties.**

The centers at Covington, and at 192nd are the only centers in the SCCP planning area with additional business zoning designated as part of the 1991 plan update. All other centers in the planning area are otherwise sufficient in size and scale to serve the community.

Rural Residential Areas

AR

This zone implements the following SCCP policies:

R-11 **In the Rural Area, the maximum overall density should be 1 unit per 5 acres in the Rural Area to maintain a rural character and to ensure that urban services and facilities do not become necessary.**

R-12 **A density of 1 home per 2.5 acres may be designated if: a) a density higher than one unit per five acres already exists; b) soil conditions are able to handle the cumulative impacts of on-site sewage disposal without adverse impacts to ground and surface water; and c) public water supply is available.**

R-13 **A residential density of one house per 10 acres should be applied to rural areas where at least one of the following circumstances applies:**

a. **The lands are adjacent to a designated Agricultural Production District, Forest Production District or legally approved long-term Mineral Resource Extraction site;**

b. **The lands include significant areas of 40 percent steep slopes, severe landslide hazards, number 1 and 2 wetlands or other severe development constraints; or**

c. **The lands are within the identified 100-year flood plain of the Cedar or Green Rivers or other streams in the Soos Creek Planning Area.**

The Rural zoning is used to preserve rural and environmental values in Maple Valley, the Lake Youngs watershed, and most of the former north transitional area and all of the south transitional areas.

Soos Creek Basin Stream Corridor Areas

AR and SC

This zone implements the following SCCP policies:

NR-1 **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 policy NR-1 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.**

R-20 **Urban lands which fall within the 1/4 mile Soos Creek Basin Plan significant stream corridors should remain urban. Transitional lands should be redesignated as Rural. Rural lands should remain designated as Rural.**

Chapter 3
P-suffix Development Conditions

A P-suffix attached to a zone classification indicates that a particular property or area is conditionally suitable for the permitted use(s), provided that the property/area is designed and developed in accordance with guidelines, performance standards, permitted uses, or requirements specified in the area zoning. The purpose of a P-suffix in a community plan is to implement community plan policies at specific sites. The Zoning Code (and other County Codes) are used to apply development conditions on an County or areawide basis. P-suffix conditions also assure that the public interest is protected when development occurs, and assures compatibility within the community and with adjacent land uses. Following is a matrix showing where each P-suffix shall apply.

Soos Creek P-Suffix Conditions Matrix

	P-Suffix	Area of Application
I.	Natural Systems	
	A. Soos Creek Basin Streams	Urban properties within the Big Soos Creek and Soosette Subbasins, GR-5 overlay with SC
	B. Clearing and Grading	All Urban and Rural zones
	C. Seasonal Clearing Restrictions	All Urban and Rural zones within the Soos Creek Basin.
	D. Vegetation Coverage	All AR zoned properties within the Soos Creek Basin
II.	Vegetation	
	A. Street Trees	All AR; GR-2.5; GR-5 overlay with SC, RS or SR; GR-5 overlay within RM or RD; and all outright SC, RS, SR, and RM or RD zoned properties; GR-5 (potential RM); BN; BC; ML; MH; and MP zoned properties.
	B. Significant tree retention	All AR outside of Soos Creek Basin; GR-2.5; GR-5 overlay with RS or SR; GR-5 overlay with RM or RD; and all outright SC, RS, SR and RM zoned properties; and GR-5 (potential RM) zoned properties.

III.	Commercial/Multifamily Development Review	
	A. Bulk/Scale Design	All GR-5 overlay with RM or RD; GR-5 (overlay with RM or RD); and all outright RM and RD zones.
	B. Pedestrian Circulation	All GR-5 overlay with RM or RD; GR-5 (overlay with RM or RD); and all outright RM and RD zones.
	C. Recreation Space	All GR-5 overlay with RM or RD; RM or RD outright zoned properties; and GR-5 (potential RM) zones.
IV.	Single Family Development Review	
	A. Street Design	All AR; GR-2.5; GR-5 overlay with RS and SR; and SC, RS and SR outright zoned properties
	B. Pedestrian Circulation	All GR-2.5; GR-5 overlay with RS and SR; and outright zoned SC, RS and SR properties.
	C. Recreation Space	All GR-2.5; GR-5 overlay with RS and SR; and outright zoned RS and SR properties.
V.	Historic Preservation	All properties shown on the Cultural Resources Map, at the end of Chapter 9
VI.	Urban Separators	All properties within the Urban separators shown as SC-P on the Area Zoning map
VII.	Phasing Urban Development	
	A. Phase 1 Lake Desire	Lake Desire Drainage Basin
	B. Phase 2 Clustering	GR-2.5 zone
VIII.	Covington Urban Activity Center	
	ULID-72-S properties	30-22-6 Tax lot 52 and portions of tax lots 14, 21,26 and 53 which are west of Jenkins Creek.
IX.	Covington MDP	All properties within the Covington MDP. See Basin Map.
X.	Crest Airpark Covenant	All SCCP properties within 1/4 miles of Crest Airpark.
XI.	Meridian Valley Center	All properties within the business center located at SE 240th and 132nd Ave. SE as identified on Business Center Map No. 6.
XII.	Seattle International Raceway	SIR property identified on Area Zoning map as ML-P.
XIII.	Green River/Cedar River	See map
XIV.	Lotto/Toppano/Ranniger Rezones	SW 16-22-5, Tax lots 13, 112, and 113 NW 21-22-5, Tax lots 48 and 51

XV.	Sandifer Rezone	19-23-5, Tax lots 43, 62 and west half of tax lot 45
XVI.	NW Lead Products	14-21-5, lot 0070 of East Auburn Five-Acre Tracts
XVII.	West Coast Auto Storage	14-21-5 portion T.L. 48
XVIII.	Kofal Rezone	5-21-5, Tax lot 14

I. Natural Systems

Environmental regulations which contribute to protecting natural systems in Soos Creek include the State Environmental Policy Act (SEPA), the King County Sensitive Areas ordinance (SAO), and the King County Surface Water Design Manual. These are regulations which apply Countywide and may not account for the unique circumstance of different sites or drainage basins. The P-suffix conditions which follow address special development conditions adjacent to the urban stream systems (Section A) and specific site clearing concerns within the Soos Creek planning area. The conditions for Sections B and C are taken from the Soos Creek Basin Plan, which also contains the scientific analysis and justification for the conditions.

A. Soos Creek Basin Streams

Streams and wetlands within the planning area help to protect water quality, control surface water runoff, and provide habitat to a substantial fisheries resource and extensive wildlife populations and provide agricultural and fish hatchery water supply and aesthetic enjoyment for people. The Sensitive Areas Ordinance provides protection to streams and wetlands by requiring buffers and by limiting the types of allowable alterations that can occur within these sensitive areas and their buffers. Unfortunately, the impacts of development and the cumulative effects of human activity in the face of land use changes in the basin can not be fully mitigated by the SAO. Additional efforts are needed to fully protect the streams and wetlands of the planning area including density controls adjacent to significant stream reaches.

NR-1: **The continued viability and health of the Soos Creek planning area's stream systems and fisheries resources dependent upon them should be assured through zoning, special zoning conditions and development regulations. The intent of policy NR-1 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 densities within 1/4 mile of significant stream systems identified as Types 1, 2 and 3 waters according to the Sensitive Areas Ordinance.**

The following P-suffix conditions apply to the SC-P within the urban portion of the Big Soos and Soosette sub-basins:

1. Clustering shall be required for all subdivision of property within the stream corridor. The reserve tract shall be retained in permanent open space retaining the natural vegetation. For properties adjacent to the streams, clustering shall occur on the portions of the property furthest away from the stream, fencing shall be required along the boundary of the reserve tract or along the edge of the stream buffer required by the Sensitive Area Ordinance, which ever is the greater distance from the stream.

2. To reduce the harmful effects of Suburban Cluster - Townhouse (SC-TN) zoning on significant salmon habitat in the Urban areas of the **Soosette and Upper Big Soos Sub-basins**:

   a. Impervious surfaces, as defined by the 1990 King County Surface Water Design Manual shall cover no more than 8 percent of the site. This percentage shall be calculated for the entire area covered by the development proposal, instead of on individual building lot.

   b. Building lots shall be clustered on 30 percent of the site. Clustering shall apply to parcels of two acres or more. For all parcels (including those of one acre or less), onsite structures shall be placed as far as physically possible from streams and wetlands.

   c. Seventy percent of all parcels shall be set aside in a permanent native growth protection tract. If the tract does not contain a density of indigenous tree species that is typical of Lower Puget Sound forests, it shall be replanted with indigenous trees and vegetation according to a County-approved landscape planting and maintenance plan.

   d. Keeping or grazing of livestock shall be prohibited.

   e. No new road crossings of Class 1, 2, or 3 streams shall be constructed. Crossing of streams by public utilities shall be limited to existing road or utility rights-of-way except as provided by K.C.C. 21.54.050.

3. **In the Big Soos Sub-basin,** onsite retention/detention (R/D) facilities shall be designed to reduce post-development levels for all flows greater than 50 percent of the 2-year event and less than the 50-year event. Additionally, the 100-year post-development peak flow shall be reduced to pre-development levels.

   A calibrated continuous flow simulation model, such as HSPF, is the preferred model to be used in designing these onsite R/D facilities. If a continuous model cannot be used, a modified 1990 King County Surface Water Design Manual method may be used. This modified method replaces the manual's SCS Type 1a distribution with a seven-day rainfall distribution based on actual storms in the Puget Sound Lowlands. In addition, the time of concentration shall be computed separately for pervious and impervious segment and added to obtain a net time of concentration. Travel time and time of concentration computations for existing or pervious land segments shall be based on the sum of the interflow, shallow concentrated flow, and open channel flow. The modified Design Manual method shall meet the following release goals:

Post-Development Event	Pre-Development Flows
2-year	1/2 the 2-year
10-year	2-year
100-year	10-year

   These standards shall apply according to the procedures of the 1990 King County Surface Water Design Manual except that the threshold for drainage review shall be lowered to include proposals that will construct 300 square feet or more of new impervious surface where runoff is discharged onto soils other than the following Soil Conservation Service series soils: Arents ("An" only), Everett, Indianola, Klaus, Neilton, Pilchuck, Puyallup, or Ragnar. A soils report may be required to verify the soils series or to classify previous unmapped series.

NOTE: For onsite retention/detention requirements for the Soosette Sub-basin, please see the adopted Soos Creek Basin Plan.

The amount of land cleared for development and covered by impervious surfaces contributes substantially to storm water volumes, which in turn contribute to stream damage and flooding problems. The costs associated with such flooding problems are incurred by both private individuals and public agencies. Limitations on the amount of land covered by a building are one tool to help reduce this damage. Townhouse design also minimizes total lot coverage. Resulting reductions in dwelling unit size also enhance housing unit affordability.

NEW POLICY:

NR-1A **Lot coverage limitations for buildings shall be applied in all stream corridors in urban designated areas of the Soos Creek Community Plan. In all stream corridors, townhouse design shall also be required. Dwelling unit footprints shall not exceed 1,000 square feet per unit, and the footprint for associated parking structures shall not exceed 400 square feet per dwelling unit. Total impervious surfaces 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.**

Add a P-suffix condition to all SC-P zoned land along stream corridors within the urban area of the Soos Creek Basin as follows:

> Residential development is limited to townhouse design only. Dwelling unit footprints shall not exceed 1,000 square feet per unit, and the footprint for associated parking structures shall not exceed 400 square feet per dwelling unit. Total impervious surface coverage (buildings, parking areas and driveways) shall not exceed 8 percent. Total site clearing shall not exceed 30%. Where existing clearing already exists at greater than 30% of the total site, reforestation must be provided to restore forested cover to the site to achieve the 30% standard.

B. Clearing and Grading

As a general rule, the vegetation on a development site should be retained as long as possible to reduce impacts. Even after construction has begun, permanent retention of as much of the native vegetation as possible is important and contributes to mitigating the adverse impacts. Native vegetation is adapted to the conditions of the Northwest including summer drought, winter temperatures, insect pests, and diseases. Native vegetation provides food, shelter, and breeding sites to which local wildlife has adapted.

Temporary erosion control and drainage facilities are required to be in place prior to any clearing on a plat. Once the roads and utilities have been constructed and the plat has received final approval, the construction of individual homesites begins. The cumulative sedimentation from the construction of a number of single family homes without erosion control can be significant. Generally, individual single family residential homes fall below the threshold for drainage and erosion control plans pursuant to the Surface Water Design Manual. As a result, erosion and sedimentation control are needed for individual development.

In addition, tighter controls should be placed on the clearing that occurs during the platting process. Under present conditions, sites are often completely cleared very early in the development process, sometimes long before there are any building permits issued for a site. During the time between clearing and site development, substantial erosion and sedimentation can occur. Until there is a need to remove the existing vegetation for construction, the forest should remain in order to protect surface and ground water quality, and to provide wildlife habitat. When construction does occur, the surface water management facilities should be installed first, in order to control the increased surface water flows that will occur when the site is cleared.

Commercial property should not be cleared until after approval of an individual site plan. This delay will allow for integrating the existing vegetation and trees on site into the overall landscape design.

Policy NR-7 states:

NR-7 **Clearing and grading should be limited to all short plats, plats, and commercial projects to protect water quality, limit surface water runoff and erosion and maintain wildlife habitat and visual buffers.**

The following areawide P-suffix conditions implement policy NR-7. These conditions shall apply throughout the Soos Creek planning area. The conditions shall expire automatically upon the effective date of an adopted Countywide clearing ordinance.

1. Subdivisions, Short Subdivisions and PUDs. The following conditions apply only to applications for subdivisions, short subdivisions and PUDs. Deviations from these standards may be allowed based on a special study prepared by a qualified forester with expertise in windthrow or tree disease.

   a. Lot clearing during road and utility construction. The building envelope on each buildable lot shall be identified on the engineering plans. The following table specifies the maximum size of the building envelope based on actual average lot size:

Lot Size (in sq. ft.)	Building Envelope
Greater than 15,000	5,000 sq. ft.
9,001-15,000	35% of lot size
5,000-9,000	45% of lot size
Less than 5,000	55% of lot size

   Except as provided in subsection 1.b., the clearing of building envelopes shall occur at the same time as the clearing for roads and utilities. The clearing limits for each building envelope shall be clearly marked or flagged on each lot and inspected prior to any clearing. Erosion and sedimentation controls shall be instituted on the building envelopes as required by the Surface Water Design Manual. The vegetation remaining after initial clearing of the building envelope may be preserved or cleared as deemed appropriate by the permittee of the residential building permit for that lot after its approval and issuance.

   b. Lot-by-lot clearing. In subdivisions, short subdivisions and PUDs served by on-site septic systems, clearing on individual lots shall be postponed until the approval and issuance of the individual residential building permit for each lot. No clearing on the individual building lots shall occur during the construction of roads and utilities except that necessary to accommodate cuts and fills due to topography and road design. Erosion and sedimentation control plans shall be designed through buildout including sediment pond sizing. All building permits shall have erosion control measures consistent with the Surface Water Design Manual standards.

   In subdivisions, short subdivisions and PUDs served by sewers, the applicant may opt to postpone clearing on individual building lots until the approval and issuance of the individual residential building permits for each lot. Under this option, no clearing on individual building lots shall occur during the construction of roads and utilities except that necessary to accommodate cuts and fills due to topography and road design. Erosion and sedimentation control plans shall be designed through buildout including sediment pond sizing. All building permits shall have erosion control measures consistent with the Surface Water Design Manual standards.

C. Seasonal Clearing Restrictions

Introduction of fine-grained sediment into stream channels is a significant cause of fish-habitat and water-quality degradation in the Soos Creek basin. This fine sediment clogs stream gravels, reduces the clarity of the water, and carries a substantial proportion of the urban contaminants into downstream water bodies. Based on numerous observations of existing development during the winters of 1988-89 and 1989-90, active construction and land-grading sites are one of the primary sources of observed turbidity problems in individual streams throughout the Soos Creek system.

The identification of November 1 through March 31 in policy NR-8 is particularly important because of the amount of rain received by the County, and the extent of flooding which historically occurs between these months.

NR-8 **Within the Soos Creek Basin, bare ground associated with clearing, grading, utility installation, building construction, and other development activity should be covered or revegetated in accordance with King County Surface Water Design Manual Standards between November 1 and March 31 of each year. Earth-moving or land-clearing activity should not occur during this period within the Soos Creek Basin except for regular maintenance for 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.**

The following P-suffix conditions implement policy NR-8. These conditions shall apply in the portions of the Soos Creek Basin covered by the Soos Creek Community Plan. The conditions shall expire automatically upon the effective date of an adopted Countywide clearing ordinance. See map identifying Soos Creek Basin Urban and Rural areas.

1. Seasonal restrictions. Clearing and grading shall not be permitted between November 1 and March 31. All bare ground must be fully covered or revegetated between these dates.

2. Exemptions. The following activities are exempt from the clearing and grading seasonal restriction:

   a. Emergencies that threaten the public health, safety and welfare.

   b. Routine maintenance of public agency facilities.

   c. Routine maintenance of existing utility structures as provided in the Sensitive Areas Ordinance, K.C.C. 21.54.030.D.

   d. Clearing or grading where there is 100 percent infiltration of the surface water runoff within the site in approved and installed construction-related drainage facilities.

   e. Clearing or grading where all state water quality standards are met including turbidity. SWM shall develop an administrative process before such exemptions are allowed.

   f. Landscaping of single-family residences.

   g. Class II and III forest practices.

h. Quarrying or mining within sites with approved permits.

i. Clearing or grading for utility hook-ups on approved residential and commercial building permits.

j Completion of any final clearing/grading work for construction activities which meet all applicable permit conditions and best management practices for a period of time (not to exceed two weeks) in the month of November if dry weather conditions are present.

D. Vegetation Coverage

Protection of natural vegetation coverage moderates surface water runoff and erosion and protects the integrity of stream channels. Removing forest cover increases the peak rate of surface runoff. Forest cover intercepts falling rain, absorbs water through roots and creates an absorbent duff layer on the forest floor. The following policy addresses retention of vegetation within the Soos Creek Basin.

NR-9 **For new subdivisions in the Rural Area of the Soos Creek Basin a minimum of 20% of the property should be retained as a separate tract of undisturbed indigenous vegetation.**

The following P-suffix conditions implement Policy NR-9. These conditions shall apply in the Rural portions of the Soos Creek Basin covered by the Soos Creek Community Plan. The conditions shall expire automatically upon the effective date of an adopted Countywide clearing ordinance. See map identifying Soos Creek Basin Urban and Rural areas.

1. Separate tracts. In the rural zones listed below, 20 percent of each subdivision or short subdivision shall be placed in a separate tract to reduce surface water runoff:

   A-R 2.5
   A-R 5

2. Areas to be included. In meeting the percent requirement, the applicant may include all acreage set aside in sensitive areas tract except for wetlands and streams. Buffers for these sensitive areas may be included.

When additional acreage beyond that occupied by the above features is necessary to meet the percent requirement, this land shall be included in the separate tract but the applicant shall receive full density credit for this land. The applicant may reduce lot sizes below the minimum required for that zone to accommodate the transfer of density but they shall not change the residential uses permitted in the zone. Density transfers within the A-R classification shall be subject to the clustering provisions in the A-R zone.

The separate tract shall retain vegetation in large contiguous areas rather than isolated patches, strips or individual trees. Forest or trees are the preferred vegetation type to be included in the tract, shrubs are the second preference and grasslands or pastures are least preferable.

II. Vegetation

Vegetation is a very important landscape feature that shapes the character of the Soos Creek community. The 1990 Soos Creek Update recognizes the importance of vegetation to ecological systems and neighborhood character of neighborhoods such as, but not limited to Covington, Lea Hill, Meridian Valley and

Benson/Cascade. Nonetheless, subdivision activity through the 1980's indicates that Soos Creek has experienced a loss of approximately 6,500 acres of mature vegetation since the adoption of the 1979 Soos Creek Plan.

The Soos Creek CAC and planning area residents are concerned that this diminishing resource will be lost through the development process. The CAC has recommended that King County aggressively implement policies that will regulate the loss of mature vegetation in Soos Creek.

Additional care and site work is necessary to save trees during the construction process. However, newly planted vegetation cannot equal the screening, shade, form and character of the existing mature vegetation of Soos Creek. Of particular value are trees that are defined as "significant." These trees are usually over 30 years in age, measuring 8" to 12" at breast height. Newly planted trees are typically 4-8 years of age, resulting in a lag period of 15-20 years before new plantings can equal the ecological characteristics of mature trees. King County does not currently have a Countywide clearing ordinance to regulate and clearing in nonsensitive areas. Because significant vegetation in Soos Creek is a diminishing resource, contributes to the environmental quality of the area and is a distinct part of community character, this plan proposes the following policies to regulate the removal of significant vegetation during the development process. Special zoning conditions are necessary to ensure that the 6,500 acre loss of vegetation over the last decade is not repeated, and the remaining resources are carefully managed during the development review process.

In addition to retaining existing trees during the development process, site landscaping can assist in mitigating the impacts of trees and vegetation that are lost through construction, and the impact of increased impervious surfaces. The Soos Creek community has experienced more population growth over the past 10 years (1989-1990) than any other planning area in King County. Estimates show that impervious surfaces now cover an additional 2,100 acres since the adoption of the 1979 Soos Creek Plan. Residents and the CAC have stressed the need for improved vegetation as the planning area builds out. The CAC has recommended that the County examine landscaping standards for new development which reduces the effect of impervious surfaces, offsets the loss of vegetation and habitat and respects the existing resources of the planning area.

Soos Creek has been heavily impacted by increased traffic, resulting in congestion and diminished air quality. Street trees can help offset the impacts of vehicle traffic and emissions by providing a visual buffer, absorbing toxic gases and pollutants, oxygen exchange from the foliage, and physically separating traffic from pedestrian areas. The following policies direct protection of existing significant vegetation, development of landscape standards necessary for development in Soos Creek and the addition of street trees to all new development in Soos Creek. The use of native plant material is encouraged to reduce water consumption and the need for expensive irrigation systems.

A. Street Trees

Policies R-34 and C-13 state:

R-34 **All new residential development including multifamily should provide street trees to augment the natural character of the Soos Creek community and help mitigate impacts of vegetation removal in the Soos Creek planning area.**

C-13 **Trees and landscaping should be utilized to mitigate environmental degradation and buffer surrounding land uses that are impacted by industrial and commercial activities. Street trees and landscaping should be required in all commercial/industrial development and redevelopment in Soos Creek**

The following P-suffix conditions implement policies R-34 and C-13:

On all public streets which are either created as part of or are on the perimeter of a commercial or subdivision permitted development, street trees should be provided in accordance with the following specifications:

1. Trees shall be planted in accordance with Drawing 23 of the King County Road Standards.

2. One tree shall be provided on both sides of residential and commercial access streets for every 30 feet of access streets contained within the development. One tree shall be provided on the improved side of the roadway for every 30 feet of residential and commercial access streets on the perimeter of the development, where the development is required only to improve only part of the full roadway section. The trees shall be evenly distributed throughout access streets in the development, taking into account driveways, intersections, etc. The requirement for street trees on access streets does not apply to public parks. Street trees planted back of sidewalk may be included in the calculation for the required number of trees in perimeter buffers.

3. One tree shall be provided on both sides of arterial roads for every 40 feet of arterial roadways contained within the development. One tree shall be provided on the improved side of the roadway for every 40 feet of arterial roadway on the perimeter of the development, where the development is required only to improve part of the full roadway section. The trees shall be evenly distributed throughout arterial roads of the development, taking into account driveways, intersections, etc..

4. On arterial roadways, and residential and commercial streets, only trees on the list of approved street trees, as provided by the BALD arborist may be planted.

5. A street tree plan shall be provided by the developer in order for BALD to determine if the above requirements will be met. The plan is subject to the review and approval of BALD.

6. Planted trees shall be healthy. Deciduous trees shall have a minimum trunk diameter of one and three-quarter inches at the caliper at time of planting; evergreen trees shall be a minimum of four feet tall at time of planting.

B. Significant Tree Retention

Policy R-33 states:

R-33 **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 as defined in the Soos Creek area zoning, and augment this vegetation with new landscaping. Native vegetation shall be utilized wherever possible.**

The following P-suffix conditions implement policy R-33. These conditions shall expire upon the adoption by the King County Council of a revised Zoning Code which includes significant tree retention standards.

1. Significant trees shall be retained on grading permits, subdivisions and apartment, commercial, industrial or institutional developments as follows:

   a. All significant trees located within required perimeter landscaping area;

   b. Five percent of the significant trees in the remaining site area including sensitive area buffers, of a commercial or industrial development;

c. Ten percent of the significant trees in the remaining site area including sensitive area buffers, of a multifamily or institutional development;

d. Ten percent of the significant trees on individual lots for single detached dwellings, if any portions of such lot contains erosion hazard areas.

e. Utility developments shall be exempt from the tree retention requirements of this chapter;

f. Fifty percent of the significant trees within sensitive areas or surface water management biofiltration system areas may be used to satisfy the tree retention requirement;

g. Except as provided in subsection H, significant trees to be retained shall not include significant trees that are:

1) Damaged or diseased;
2) Safety hazards due to potential root, trunk or limb failure.

h. At the discretion of the County, damaged or diseased or standing dead trees may be counted toward the significant tree requirement if the applicant demonstrates that such trees will provide important wildlife habitat.

2. Significant tree retention plan. A tree retention plan should be submitted concurrent with a grading or building permit or preliminary subdivision application, whichever is reviewed and approved first. The tree retention plan shall consist of:

a. A tree survey that identifies the location, size and species of all significant trees on a site. The tree survey:

1) Shall not include significant trees that are:
   a) Damaged or diseased;
   b) Safety hazards due to potential root, trunk or limb failure.
2) May be conducted using standard timber cruising methods to reflect general locations, numbers and grouping of significant trees.
3) Shall show the location and species of each significant tree of 18 inches or greater in diameter, regardless of survey method used.

b. A development plan identifying the significant trees that proposed to be retained, transplanted or restored.

c. For subdivisions with individual lots containing erosion hazard areas, the face of the plat map shall further stipulate for such lots that development plans consistent with KCC 21.14.130.C are to be submitted by each lot owner at the time of development, if lot clearing is to be deferred until individual lot development occurs.

3. Incentive Criteria for retaining significant trees. Each significant tree that is retained and located outside of the area for perimeter landscaping, sensitive areas and sensitive area buffers, and that meets one or more of the following criteria may be credited as two trees in complying with the retention requirements.

a. Exceeds 60 feet in height or 24 inches in diameter;

b. Located in groupings of at least five trees with canopies that touch or overlap;

c. Provides energy savings through winter wind protection or summer shade due to their location relative to buildings;

d. Belongs to a unique or unusual species of native or non-native tree not usually found locally; or

e. Are located within 25 feet of any required sensitive area buffers.

4. Protection of Significant Trees. To provide the best protection for significant trees:

a. No clearing shall be allowed on a site until approval of tree retention and landscape plans.

b. A limit of disturbance generally corresponding to the drip line of the significant tree shall be identified during the construction stage with either a:

1) Temporary five-foot high fence, or
2) Line of five-foot high, orange colored two-by-four inch stakes placed no more than ten feet apart.

c. No impervious surfaces, fill, excavation, or storage of construction materials shall be permitted within the area defined by such fencing or stakes.

d. A rock well shall be constructed if the grade level around the tree is to be raised by more than one foot. The inside diameter of the well shall be equal to the diameter of the tree trunk plus five feet.

e. The grade level shall not be lowered within the larger of the two areas defined as follows:

1) The drip line of the tree(s), or
2) An area around the tree equal to one foot diameter for each inch of tree trunk diameter measured four feet above the ground.

f. Alternative protection methods may be used if determined by the manager to provide equal or greater tree protection.

g. If significant trees as described in KCC 21.14.160.A and B were previously located in a closed, forested situation, an adequate buffer of smaller trees shall be retained or replaced on the fringe of such significant trees.

5. Restoration of significant trees. When the required number of significant trees cannot be retained, significant trees that are removed shall be restored with:

a. Transplanted significant trees;

b. New trees measuring three inch caliper or more at a replacement rate of one and one-half (1.5) square inches for every one square inch of basal area; or

c. New trees measuring less than three inch caliper at a replacement rate of two square inches for every one square inch of basal area.

6. Performance bonds or other appropriate security (including letters of credit and set aside letters) should be required for a period of one year after the planting or transplanting of vegetation.

7. <u>Definition of significant tree:</u>

Significant tree: an existing healthy tree which, when measured four feet above grade, has a minimum diameter of:

- o Eight inches for evergreen trees, or
- o Twelve inches for deciduous trees.
- o A grouping of 3 or more existing tress, each having a diameter of at least 3" measured at 4' above grade, may be substituted for each required significant tree.

Multifamily Development Review

The 1979 adopted Soos Creek Plan proposed numerous guidelines to direct development in a manner compatible with surrounding land uses. Development since the adoption of the 1979 plan has in many cases failed to achieve these goals of the 1979 plan. Many multifamily developments feature large parking lots which face pedestrian thoroughfares. Traffic from the developments has not been coordinated with pedestrian walkways, resulting in conflicts between pedestrians and cars from cars entering and leaving the site. The bulk and scale of these developments did not provide for a transition to adjacent residential uses of a lower intensity. Multifamily development has been one of the biggest planning issues for the Soos Creek CAC. Citizens and the CAC agreed that new multifamily development would be more acceptable to the community if it were designed in a manner that respected pedestrian circulation patterns, provided outdoor recreational space and responded to the scale and intensity of existing development. The CAC has recommended policies which direct new development to consider size, scale, bulk, materials, style, site topography, sensitive features and existing vegetation. The following policies are necessary to ensure that new multifamily development reflects the established environmental and social character of Soos Creek neighborhoods.

A. Bulk/Scale Design

Policies R-36 and R-37 state:

R-36 **Significant views should be protected by siting structures below and setback from promontories, ridgelines, and summits.**

R-37 **Multifamily buildings should incorporate elements such as setbacks, offsets, angled facets, deep roof overhangs, recesses, pitched roofs, modulation, and other features which serve to reduce the perception of their scale. Multifamily structures directly adjacent to single family homes should be limited to the height permitted in the single family area.**

The following P-suffix conditions implement these policies:

1. Architectural Features

   a. Roofline variation: Development shall provide roofline variation as follows:

      1) The maximum roof length without variation shall be 30 feet;
      2) The minimum horizontal or vertical offset shall be three feet;
      3) The minimum variation length shall be eight feet;
      4) Roofline variation shall be achieved using one or more of the following methods:

- vertical off-set in ridge line;
- horizontal off-set in ridge line; or
- any other technique which achieves purpose of these conditions as approved by BALD

b. Building facade modulation: Developments shall provide building facade modulation on facades facing abutting streets or any single family zoned properties. The following standards shall apply:

1) the maximum wall length without variation shall be 30 feet;
2) the minimum modulation depth shall be three feet; and
3) the minimum modulation width shall be eight feet.

2. Scale and Transition

a. Height modulation: Second stories shall be set back from adjacent single story development a minimum of 15 feet.

b. Views of Mount Rainier from adjacent public rights-of-way, and public places shall not be blocked, unless application of this condition results in an unbuildable lot.

B. Pedestrian Circulation

Policies R-25, R-26, C-15, C-16 and T-23 state:

R-25 **All new urban residential developments should provide public pedestrian access to and through the development, and to parks, schools, and Activity Centers. The access should be a direct and convenient link to existing or planned routes and trails beyond each development. All developments should provide sidewalks or walkways designed to decrease the distances between parking areas, building entrances, bus stops, recreation facilities, external sidewalks, and to other destination points.**

R-26 **Residential development should be designed so that pedestrian access to and through the neighborhood is not impeded. Where topographic barriers exist in the route of a public path; the developer should provide stairs and ramps where they can be provided consistent with Sensitive Areas Ordinance requirements. Walls, fences, or other physical barriers, that extend the entire length of the property lines should not be erected unless public easements are established at convenient intervals.**

C-15 **All commercial centers should be accessible by pedestrians, bicycle, and transit service in addition to the automobile.**

C-16 **All new commercial development should integrate safe, convenient auto/pedestrian and bicycle circulation systems with Activity Center transportation systems.**

T-23 **Residential developments shall provide pedestrian facilities such as pathways connecting with adjacent developments, transit service, and arterials. Metro should be consulted regarding new service locations where appropriate.**

The following conditions implement these policies:

1. All new multifamily developments must provide sidewalks abutting roads. Site`specific zoning may delineate additional requirements.

2. All new multifamily development must provide for internal pedestrian circulation through the site including pedestrian connections walkway from the street to the main building entrance (or entrances, if more than one) and to the community facility (if present). Pedestrian connections must be separated from the roadway through the use of one of the following:

   a. Grade separation;
   b. Planting beds; or
   c. Cover structure for the walkway
      (striping or change in surface texture do not alone provide sufficient separation, but may effectively complement one of the above).

3. Internal connections to on-site recreational features, passive open space or common area is required for each building. This can be achieved through a combination of grade separation, planting beds, covered walkway, change in surface texture or striping. Striping alone shall not be allowed when connecting to children's play areas.

4. When a multifamily development of 2 acres or more is located within a given distance of a community facility, (criteria listed below) the development shall provide a pedestrian connection off-site to that facility. The connection may utilize existing off-site sidewalks, crosswalks, or delineated walkways in completing the links, but under all circumstances, complete pedestrian links to these facilities shall be provided. Connections shall consist of sidewalks, gravel or paved walkways, or shoulders separated from the roadway by a vertical curb. Use of additional measures such as pedestrian traffic signals may be required at the discretion of BALD.

   a. A public school or institute of higher education is located within 1/2 mile of the site.

   b. Community businesses are located within 1000 feet of the site.

   c. Community facilities such as churches, parks, trails, governmental services, daycare and others are located within 1000 feet of the site. Access shall be coordinated with entries to parks and public facilities.

   d. Existing bus stop, park and pool, or park and ride lot is located within 1000 feet of the site.

C. Recreation Space

Policy R-29 states:

R-29 **All urban single family residential subdivisions and multifamily developments shall provide recreation space on site.**

The following conditions for multifamily development implement policy R-29. These conditions shall expire upon adoption of Countywide zoning controls which require residential recreation space.

1. For multifamily development, 5 acres or larger in size, at least 5,000 sq. ft. of land for common recreation space shall be provided on site.

2. The common recreation space shall:

a. Be level and dry; and
b. Have no dimension less than 50 ft.; and
c. Be accessible and convenient to all residents within the development; and
d. Connect by trail or walkway to any existing or planned neighborhood recreation space or community park open space, or trail system which is located on adjoining property.
e. If more than one recreation space is provided, one of the spaces must be no less than 4,000 sq. ft. and at least 50 ft. wide.

These minimum sizes and dimensions are based on conventional space requirements referenced in Architectural Standards for court sports, pools and similar recreation facilities.

3. 1000 sq. ft. of the required recreation space shall be a play area. The play area shall:

a. Be no less than 1000 sq. ft. with no dimension less than 30 ft.; and
b. Include at least one play apparatus such as a slide, swings or sandbox; and
c. Meet Consumer Product Safety Standards for equipment, soft surfacing, and spacing.

4. 25 percent of the required recreation space may be provided for as private outdoor space for each unit. The private space shall be provided as follows:

a. The space shall be no less than 48 sq. ft. and no dimension shall be less than 6 ft; and
b. The space shall be provided for as a deck or on the ground but must be attached to the unit; and
c. Ground level private outdoor space shall be screened to provide privacy on 2 sides of the space with vegetation, walls, fences, trellis or the building; and
d. The space shall be distinguished from the common space with a change in surface and or fencing.

The 48 sq. ft. requirement for each dwelling unit is based on spatial requirements needed to seat two people comfortably at a small table.

5. Multifamily development less than 5 acres in size, excluding senior citizen developments, shall provide an enclosed play area on-site. The play area shall:

a. Be no less than 1000 sq. ft. with no dimension less than 30 ft.; and
b. Include at least one play apparatus such as a slide, swings or sandbox; and
c. Meet Consumer Product Safety Standards for equipment, soft surfacing, and spacing.

IV. Single Family Development Review

Residential areas should be built with the facilities necessary to serve residents within the development as well as facilitate a pattern of development that contributes toward a well functioning community.

This section promotes well designed residential areas where services are convenient to residents and public facilities are cost-effective to provide. Primarily, this includes guidance for designing residential areas which contribute toward more mobility options throughout the community and more convenient recreation area for its residents.

Residential areas should provide residents the opportunity to walk, bike or take a bus to places which offer a variety of activities. To make it possible to walk on certain trips rather than drive, the distance must be reasonable and the walking experience enjoyable. A safe, convenient, and pleasurable means of non-

motorized travel will need to be established. That is, in addition to streets a network of trails and other routes need to be established that link desired destination points with all residential areas.

Open land within residential areas for common use by the residents of the project and adjacent projects is necessary to fulfill the need for active and passive recreation within walking distance of every home. The Parks and Open Space Chapter deals with the communitywide and regional recreation needs, while this section focuses on providing recreation opportunities within residential projects. This includes small tot-lots, small play fields, sport courts, passive recreation space and other neighborhood gathering points.

A. Street Design

Policy T-11 states:

T-11 **New developments shall design and construct their internal road system consistent with small area circulation plans developed by King County for the Soos Creek community planning area. New developments link their internal road system with adjacent developments, to create a complete and usable neighborhood circulation system. Circulation patterns to be considered include vehicular, pedestrian, and bicycling.**

To implement policy T-11 the following P-suffix condition is required:

In all PUDs, short subdivisions and subdivisions, loop streets and road stubs are required where King County Building and Land Development and Department of Public Works deems appropriate and necessary for adequate neighborhood circulation and access.

B. Pedestrian Circulation

Policies R-25, R-26 and T-23 direct that adequate on-site and off-site pedestrian circulation be provided when new developments are built.

To implement these policies, the following P-suffixes shall apply:

1. In all new residential PUDs and formal subdivisions, pedestrian walkways from the interior of the plat to the perimeter shall be provided at average 350 feet intervals on the plat perimeter. Building and Land Development (BALD) shall review the proposed locations of the walkways to determine if they will provide for maximum pedestrian circulation, and may require them to be moved if appropriate.

   Walkways are not required in those locations where in one continuous length of the plat boundary there are 250 feet of uses on either side of the boundary which should not be accessed by pedestrians, or cannot be, due to physical constraints. The following are examples of such uses:

   - pedestrian-prohibited highways and freeways
   - sensitive areas where development would not be or is not permitted to occur
   - established residential development which does not have pedestrian connections at the plat boundary and which is unlikely to redevelop in the next 20 years
   - railroad right-of-way
   - power sub-stations

   Walkways may either be street sidewalks/walkways or pedestrian walkways between lots or tracts. Street sidewalks/walkways shall be built to the King County Road Standards.

2. In addition to providing walkways to the perimeter of the subdivision, formal subdivisions shall provide for internal plat circulation by achieving the following criteria:

   Internal blocks of lots which have a perimeter of 1000 linear feet or greater (excluding cul-de-sacs) shall have a walkway bisecting the block at its approximate center.

   Walkways required by the above conditions shall be placed in tracts which shall be owned by a homeowners' association for the subdivision, or held in undivided interest by the subdivision lots. The walkway tract shall be ten feet in width. The walkway tract shall be fenced by a 3 or 4 foot high green or black chainlink, or wooden split rail fence. The walkway itself shall be 5 feet wide and paved. These physical standards may be modified on a site-specific basis by BALD if good reasons can be demonstrated. An easement for pedestrian movement shall be conveyed to the public at large for easement.

   The area of the walkway tracts may be included in calculating the average lot area of the subdivision.

   This P-suffix requirement is made in addition to the open space requirement of K.C.C. 19.38.

3. When a subdivision of 15 lots or more is located within a given distance of a community facility, (criteria listed below) the development shall provide a pedestrian connection off-site to that facility. The connection may utilize existing off-site sidewalks, crosswalks, or delineated walkways in completing the links, but under all circumstances, complete pedestrian links to these facilities shall be provided. Connections may consist of sidewalks, gravel or paved walkways, or shoulders separated from the roadway by a vertical curb. Use of additional measures such as pedestrian traffic signals may be required at the discretion of BALD.

   a. A public school or institute of higher education is located within 1/2 mile of the site.

   b. Community businesses are located within 1000 feet of the site.

   c. Community facilities such as churches, parks, trails, governmental services, daycare and others are located within 1000 feet of the site. Access shall be coordinated with entries to parks and public facilities.

   d. Existing bus stop, park and pool, or park and ride lot is located within 1000 feet of the site.

C. Recreation Space

Policy R-29 states:

R-29 **All urban single family residential subdivisions and multifamily developments shall provide recreation space on site.**

The following conditions for single family residential plats in urban areas implement policy R-29. These conditions shall expire upon adoption of Countywide zoning controls which require residential recreation space.

1. For single family residential plats in urban areas, 20 acres in size or larger, at least 1 acre of land shall be provided for common recreation space on site.

2. The 1 acre recreation space shall be provided for as follows:

   a. The space shall be level and dry; and

b. No dimension of the space shall be less than 130 ft.; and
c. If more than one recreation space is provided, one of the spaces must be no less than 1/3 of an acre and at least 90 feet in width; and
d. The space shall be accessible and convenient to all residents within the development; and
e. The space shall be connected by trail or walkway to any existing or planned neighborhood recreation space or community park open space, or trail system, which is located on adjoining property.

3. 50 percent of the required recreation space can be provided for as active recreation space such as: swimming pool, sportcourt, community clubhouse, gym or similar recreational facilities.

V. Historic Preservation

Policies CR-1 and CR-2 state:

Historic resources are being lost at a rapid rate in the Soos Creek area through demolition, extreme alteration, or deterioration. An attrition survey of historic resources in the Soos Creek area was conducted in August 1989. The survey revealed that of the forty-four resources originally inventoried in unincorporated King County, only nineteen are still eligible as potential County Landmarks. These resources are shown on the map at the end of this chapter.

The policies, guidelines, and special recommendations contained in this chapter seek to strengthen the overall land use concept of the Soos Creek Community Plan. Protecting agricultural buildings and landscape features such as the Elliott Farm helps to preserve rural character in certain areas. Urban quality is also improved by retaining the best examples of past architectural design.

The KCCP contains a chapter on heritage sites, which has policies to guide preservation efforts. A goal of the King County Comprehensive Plan is to preserve community diversity, including features that reflect King County's history. Preservation of heritage sites maintains aesthetic and cultural diversity and preserves continuity with the historic and prehistoric past. Heritage sites can be buildings, properties, districts, and structures of historical significance. They include historic residences and commercial buildings, sites of historic events, and other buildings, districts and landscapes with cultural, architectural, engineering, geographic or archaeological interest and importance.

CR-1 **Special efforts should be made to consult and involve property owners in identifying and nominating historic resources in Soos Creek.**

CR-2 **Archaeological and historic resources not previously identified in Soos Creek should be surveyed as part of the action program to implement the County open space plan. These sites should be added to the Historic Resources Inventory.**

These policies are implemented by the following P-Suffix conditions:

1. An environmental checklist shall be prepared for all historic resources identified by a P-suffix except where categorically exempt under King County SEPA guidelines.

2. All permit applications and site plans for a rezone, development proposal or demolition permit, or other land use action shall be circulated to the County Historic Preservation Officer for comment on the impact of the project on historic resources. This includes all permits for the following types of actions: alterations to the exterior of historic buildings, or new construction in the same lot or adja-

cent lots under the same ownership or any other action requiring a permit which might affect the historic character of the resource.

Additional information may be required including but not limited to:

a. a vicinity map;
b. a site plan showing the location of all existing and proposed buildings, structures, and landscape features;
c. a brief description of the proposed project together with architectural drawings showing the existing condition of all buildings, structures, and landscape features and any proposed alterations to those buildings, structures, and landscape features over 40 years old;
d. photographs of all buildings, structures, or landscape features on the site over 40 years old; and
e. an environmental checklist.

3. The Historic Preservation Officer will provide information about available grant assistance and tax incentives for historic preservation. He/She may also provide the owner, developer, or other interested party with examples of comparable projects when historic resources have been restored or treated on a profit-making basis.

4. In the event of a conflict between the development proposal and adopted King County standards for preservation of historic resources, the Historic Preservation Officer will suggest alternatives to the owner/developer which achieve the goals of historic preservation.

5. The Historic Preservation Officer may:

a. recommend approval, or approval with conditions to the Manager of Building and Land Development Division; or

b. may propose that a resource be nominated for County Landmark designation according to procedures established in the Landmarks Preservation Ordinance (KCC 20.62).

Soos Creek Historic Resources Inventory

Invent.#	Historic Name	Address
0241	Elliot Farm	14207 Maple Valley Highway, Renton
0348	Magnus Johnson Farm	28624 Green River Road S., Kent
0349	Isaac Evans House	30504 Green River Road S., Kent
0354	Pete Peterson House	18622 Lake Youngs Road SE, Renton
0433	John T. Matson House	23836 - 156th Ave. SE, Kent
0434	Moe House and Cabin	24826 - 132nd Ave. SE, Kent
0435	Alex Swanson House	12824 SE 256th, Kent
0437	Nyland-Olson House	24624 SE 156th, Kent
0440	John P. Nelson House	24831 - 164th SE, Kent
0449	Bacon House	30312 - 124th Ave. SE, Kent
0581	Cluck House	11324 Auburn-Black Diamond Rd., Auburn
0604	Neilson Farm	26616 - 94th Ave. S, Kent
0616	Residence	20406 - 108th Ave. SE, Kent
0618	Residence	24421 - 120th Ave. SE, Kent
0620	Residence	12252 SE 256th, Kent
0622	Atwood Bungalow	602 Jason Ave., Kent
0629	Residence	19221 - 96th Ave. S., Kent

0630	Residence	19224 - 96th Ave. S., Kent
0675	Nicholis House	16832 - 108th Ave. SE, Renton

IV. Urban Separators

The purpose of an Urban Separator in the SCCP is to provide visual relief from continuous urban development; maintain corridors of natural landscape and habitat for wildlife; and promote and maintain a visual identity between communities. See map for location of Soos Creek Urban Separators.

Policies P-21 and P-22 state:

P 21 **Urban separators should be established in areas designated on the community plan map through zoning regulation to provide visual relief from continuous development, provide important linkages for wildlife habitat, and maintain a visual identity between distinct communities. The Soos Creek Area Zoning will implement the Urban separators.**

P-22 **There are areas within the urban separators that are especially suitable for park sites for recreational use by present and anticipated population. King County should develop a trail and/or park system utilizing the preserved open space within the urban separators.**

The following P-Suffix conditions implement policies P-21 and P-22:

1. All subdivisions permitted under this plan, within the Urban Separator boundary (see Area Zoning map) shall link its open space with that of the adjacent properties unless conditions such as sensitive areas prevent reasonable linkage of open spaces.

2. All proposed road locations through or on the western ridge shall be reviewed to insure minimum grade disturbance and minimum cut-and-fill activity, particularly in those areas most visible due to slope, topographic or other conditions.

VII. Phasing Urban Development

The following policies call for phasing blocks of residential development to time development with the availability of services to allow service providers to anticipate and plan for growth. Phasing is, therefore, a plan for growth and to encourage efficient use of urban land before opening new areas to urban development. Phasing is also a tool used to achieve concurrency. The SCCP uses two phases, implemented through a growth reserve overlay zone with underlying urban densities which will apply automatically in three years (the overlay zone expires December 31, 1994) in Phase 1 and GR-2.5 zoning which applys in Phase 2. These policies are intended to guide County Departments, property owners and the cities in the timing of development.

The Growth Management Act requires that growth should first be located in areas that already have existing public facilities and services to serve urban densities.

A. Phase 1

A-12 **Lands immediately adjacent to the Cities of Renton, Kent and Auburn in the Soos Creek planning area, the urban portions of the Soos Creek Basin stream corridors, the multifamily/commercial centers and the Covington Urban Activity Center and Master Drainage Plan area within phase 1 of the urban growth area should be zoned for urban development. A GR-5 overlay shall be in place until December 31, 1994 at which time urban density zoning will become effective. King County will accept and process applications for urban density development in phase 1 sites after July 1, 1993; provided, that such applications shall be subject to any new or revised standards regarding adequacy of schools or roads developed and adopted prior to December 31, 1994.**

The following P-suffix condition applies to the Urban Phase 1 area around Lake Desire.

"Properties in the Lake Desire Drainage Basin shall meet all water quality and quantity requirements as outlined by the King County Surface Water Management Division. These requirements must be in compliance with the State Growth Management Act. Special attention should be given to increased retention/detention requirements and clearing restrictions on undeveloped parcels and storm water treatments which will ensure that the quality of discharged waters shall be equal to or better then the current Lake Desire Water Quality."

B. Phase 2

A-13 **Vacant and partially developed lands within the Phase 2 area will be designated Growth Reserve (GR-2.5) and remain at low densities until the area annexes to the Cities of Renton, Kent or Auburn or a plan amendment applies urban densities.**

The following P-suffix is recommended:

Mandatory clustering shall be required. The applicant will demonstrate how urban densities can be achieved in the future through the submission of a shadow plat. Resubdivision of the reserve tract would be permitted following a plan update or the approval of urban zoning.

A-14 **Requests for rezones in the Phase 2 area may be considered after December 31, 1994 if an application for a rezone in the phase 2 urban designated area meets all the criteria below. A rezone may be applied for and shall be considered under rules and procedures normally applied to the rezone process, and the rezone shall not be denied solely because of the zoning or phasing associated with the property.**

a. **The proposed project would be consistent with the King County Comprehensive Plan and the intent of the Growth Management Act by encouraging infill development; and**

b. **No probable significant adverse environmental impacts will occur as a result of appropriately designed development on the property; and**

c. **Restrictions established by the Community Plan and Area Zoning that are specific to the property are met; and**

d. **The property is served by all necessary utilities including water or sewer. Before urban density zoning may be applied, any needed service area boundary adjustments within the established LSA must be approved by King County; and**

e. **All necessary urban facilities including stormwater drainage, roads, and schools are available or can be made available to serve the development; and**

f. **Transportation capacity exists for the increased demands placed on the system by the development; and**

g. **The combined capacities of the city and the Phase 1 area within the respective urban growth boundary are shown to be insufficient to accommodate year 2000 forecasts as determined by the joint planning process between the city and county implementing the Growth Management Act.**

VIII. Covington Urban Activity Center

The Covington Urban Activity Center was expanded to include all properties served by ULID 72-S. This includes properties west of Jenkins Creek and east of Wax Road south of SE 267th. The additional area is zoned RM 900-P and is included in Phase 1.

The following P-suffix condition applies:

"No multifamily development will be permitted on these properties due to the potential impacts of such uses on Jenkins Creek. Development on these properties will be coordinated in a manner to ensure a consolidated access point is provided."

IX. Covington Master Drainage Plan (MDP):

Further degradation of the fishery found in the Soos Creek Basin will occur unless additional controls are applied to existing and future development in Covington Center.

The following P-suffix condition shall be applied to the area known as the Covington MDP.

Prior to the King County Council's adoption of the Covington Master Drainage Plan, applicants for new preliminary subdivisions or any non-single family construction permits (including grading permits) shall submit for approval to the surface water management division a site-specific drainage plan which mitigate the project and cumulative impacts of the development pursuant to the 1990 Drainage Manual standards.

X. Crest Airpark Covenant

F-17 **All new subdivisions within 1/4 mile of Crest Airpark, approved subsequent to adoption of this plan, 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.**

The following P-Suffix condition implements this policy:

All new subdivisions within 1/4 mile of Crest Airpark's property line approved subsequent to the adoption of this plan, shall include a covenant. The covenant shall 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. Each resident/property owner shall be given a copy of the covenant. A copy of the covenant shall also be filed with King County Records and Elections.

XI. Meridian Valley Center

NR-13 **Increased on-site retention/detention requirements, as recommended in the Soos Creek Basin Plan, should be adopted and implemented as an appendix to the King County Surface Water Design Manual.**

The following P-suffix condition applies to the Meridian Valley Center at SE 240th/and 132nd SE.

"Prior to any business or multifamily approval a drainage plan shall be approved by SWM (consistent with the King County Surface Water Design Manual) which does not increase site specific, and cumulative flooding and drainage problems. Prior to development of any parcel in this center, King County Surface Water Management Division must certify that the Meridian Valley Channel and Culvert Improvements are installed as SWM intended and that the flooding problems to residences, businesses and roads have been corrected within the Meridian Valley Neighborhood Center.

XII. Seattle International Raceway (SIR)

F-18 **The operation of SIR is expected to continue through the life of this plan. Any future consideration of the Conditional Use Permit should be consistent with the spirit and intent of the existing rules and conditions which regulate operation of the facility.**

The following P-Suffix condition applies to policy F-18.

The site is limited to racetrack uses only; no other manufacturing uses are allowed which are not permitted by the SIR conditional use permit (CUP). The KCCP Rural land use designation will remain; should the racetrack use be terminated, this property should continue to be designated Rural and a subsequent Area Zoning should apply AR zoning to the site.

XIII. Green River/Cedar River Valleys

Lands overlooking the Green River Gorge Upper Green River Valley and Cedar River Valley, face a unique hazard due to the instability and height of the gorge and valley walls. Soil failures and slides along these walls, which are vertical or nearly vertical at many points, can result in major earth movements, as the loosened material seeks a stable "angle of repose", which probably will not be steeper than one-to-one (height to horizontal distance between slope top and toe). A one-to-one, or 100 percent, slope in these circumstances may mean that extensive land on top of these walls may be unstable, since the walls are 200 to

over 500 feet tall in many places. Therefore the review area for this hazard is set at 660 feet, which is the depth of a typical 10-acre parcel in the area, and the normal building setback required will be 100 feet, twice that required in the SAO for "steep" slopes, defined as those steeper than 40 percent.

NR-14 **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.**

The following P-Suffix conditions implement policy NR-14:

All development within 660 feet of the top of the slopes of the Green River Valley and Green River Gorge, the ridge line south and west of the Lea Hill Plateau including Olson Canyon and the Cedar River Valley walls including the ridge lines north and east of Lake Heights shall meet the following requirements. See map for the location of these areas.

A. General

The procedural requirements of the Sensitive Area Ordinance shall apply to all permit and land use approval applications within this area, except for a single-family residence or accessory structure constructed by an owner or lessee for his or her own use. Such residence or accessory structures shall still comply with the development standards of this section.

B. Standards

1. No discharge of water from any constructed drainage system shall be allowed onto valley or ravine side slopes, or into any swales which discharge onto these slopes. Discharge shall be carried in a tightline system which can be installed with a minimum of slope disturbance and which is sufficiently durable to withstand slope movements, tree fall or other hazards. The tightline shall discharge to a non-erodable location at the tow of the slope.

2. Building set-back lines (BSBLs) for residences shall be 100 feet from the top of slope over 15 percent in the direction of the Green River, Olson Creek or Cedar River unless the applicant:

   a. shows that this requirement precludes any reasonable use of the property; and
   b. provides geotechnical studies showing conclusively that the normal BSBLs required by the Sensitive Areas Ordinance are sufficient to avoid any future instability caused by a major landslide on or near the subject property.

XIV. Lotto/Toppano/Ranninger Rezone

Apply GR-5-P/RM 2400-P zoning to the subject property, subject to the following conditions:

Site plan review is required to ensure that all appropriate measures are taken to enhance the aesthetic character of large residential buildings, to reduce the visual impact of large residential buildings from adjacent streets and properties, to meet the on-site recreation needs of project residents, and to generally improve the quality of multifamily residential development. The natural drainage area on the Lotto/Toppano property shall be designated as permanent open space. This area shall not comprise less than 30% of the total sites. Among the building and site design features to be considered during site plan review are the following:

- a variety of unit sizes ranging from studies to four bedroom units, with an overall average of note less than 1-1/2 bedrooms per unit;
- private outdoor spaces for each unit;
- on site active recreation areas including tot/children's play areas;
- appropriate separations between buildings; and
- building facade modulation and roof line variation.

1. Mike Lotto/Angelo Toppano
   Issue #177
   SW 16-22-5
   Tax Lots 13, 112 and 113

2. Dr. Dan Ranninger
   Issue #182
   NW 21-22-5
   Tax Lots 48 and 51

XV. Sandifur Rezone

Apply GR-5-P/RS 5000-P zoning to the subject property, subject to the following conditions:

This parcel shall be developed as part of a unified sites plan incorporating the sites to the west and to the east which are in common ownership with this parcel.

The Urban Separator conditions set out in the area zoning requirements shall apply to this site to the extent possible.

Sensitive area on the site which are preserved in their natural conditions may serve the urban separator function.

The density capacity of that portion of this parcel in sensitive areas and buffers shall be transferred to adjacent parcels to the east and west in order to enhance the urban separator created by the preservation of sensitive areas on this site.

Site design shall emphasize height, bulk and/or architectural features which provide visual access to the urban separator.

The subject property consists of tax lots 29-23-05-9043 and 29-23-05-9062, and the west half of 29-23-05-9045.

XVI. Northwest Lead Products

MH-P, with the P-suffix as follows:

The uses are limited to those currently on site. The KCCP Rural land use designation will remain; should the current uses be terminated, this property should continue to be designated Rural and a subsequent Area Zoning should apply AR zoning to the site.

XVII. West Coast Auto Storage

AR-5 on vacant concrete plant site, MH-P on auto storage portion of site.

P-suffix as follows:

The use is limited to the current auto storage use on the site. The KCCP Rural land use designation will remain; should the auto storage use be terminated, this property should continue to be designated Rural and a subsequent Area Zoning should apply AR zoning to the site.

XVIII. Kofal Rezone

Outright SR-9600-P zoning is applied to 5-21-5, Tax lot 14.

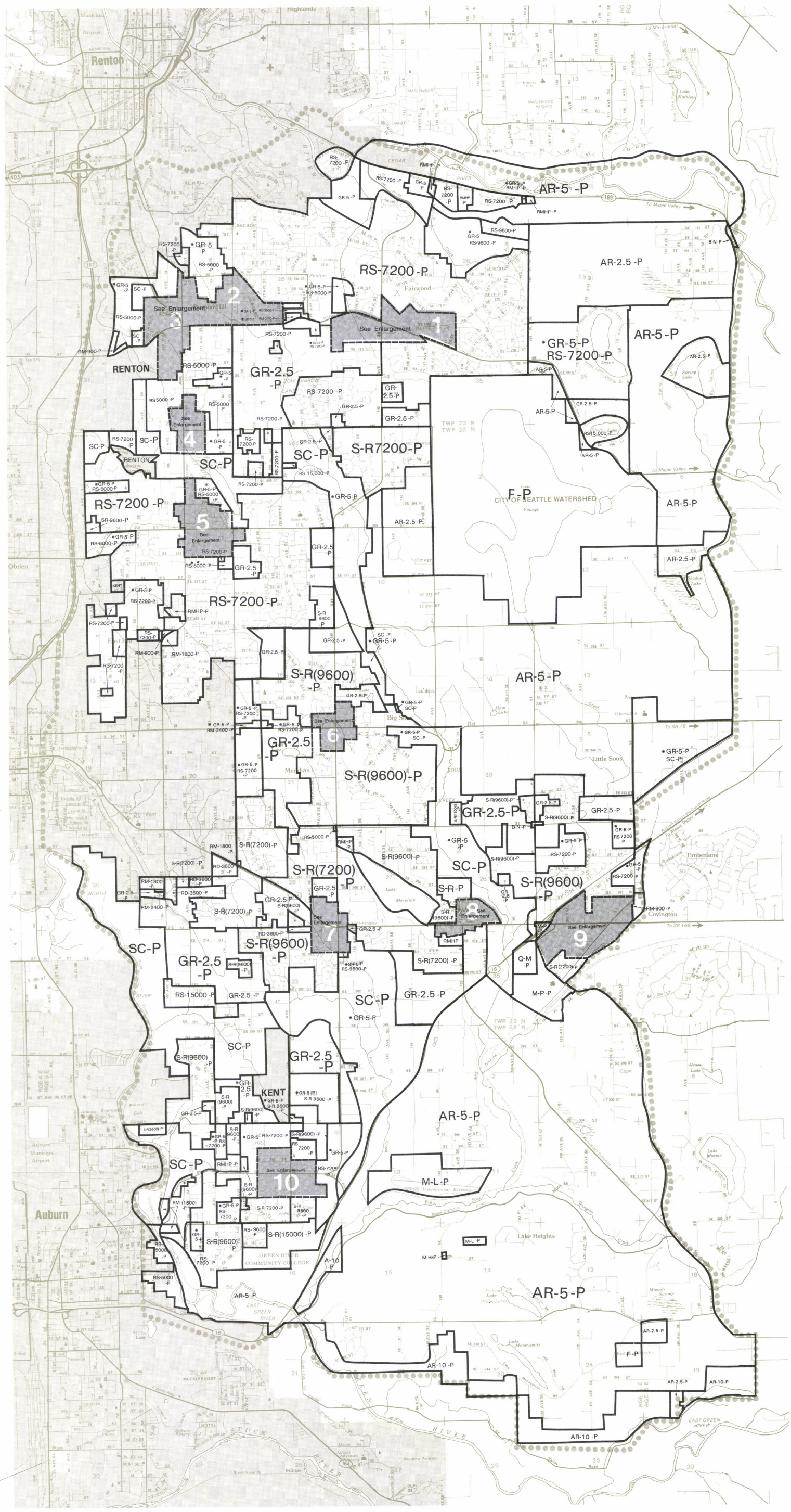
The following P-Suffix condition applies:

Development is limited to townhouse development

Chapter 4
Area Zoning Maps

This chapter of the SCCP Area Zoning includes a zoning map of the planning area, zoning maps of each activity center in the planning area and maps illustrating the areas affected by the P-suffix conditions for the Soos Creek Basin and the Green and Cedar River Valleys. Detailed 1/2 section zoning maps will be prepared based on 1/4 section assessor maps and published in a separate document.

Soos Creek Adopted Area Zoning



Residential:

AR-10	Rural Area, 1 unit per 10 acres
AR-5	Rural Area, 1 unit per 5 acres
AR-2.5	Rural Area, 1 unit per 2.5 acres
SC	Suburban Cluster, 1 unit per acre
SR/RS-15000	Single Family, 1 unit per 15,000 sq. ft.
SR/RS-9600	Single Family, 1 unit per 9,600 sq. ft.
SR/RS-7200	Single Family, 1 unit per 7,200 sq. ft.
SR/RS-5000	Single Family, 1 unit per 5,000 sq. ft.
RMHP	Residential Mobile Home Park
RD-3600	Low Density Multiple Dwelling, 1 unit per 3,600 sq. ft.
RM-2400	Medium Density Multiple Dwelling, 1 unit per 2,400 sq. ft.
RM-1800	Medium Density Multiple Dwelling, 1 unit per 1,800 sq. ft.
RM-900	Maximum Density Multiple Dwelling, 1 unit per 900 sq. ft.
GR-5	Growth Reserve, 1 unit per 5 acres
GR-2.5	Growth Reserve, 1 unit per 2.5 acres

Resource:

A-10	Agriculture, 1 unit per 10 acres
F	Forest, 1 unit per 80 acres
Q-M	Quarry and Mining

Commercial:

BN	Neighborhood Business
BC	Community Business

Industrial:

ML	Light Manufacturing
MH	Heavy Manufacturing
MP	Manufacturing Park
-P	P-suffix is a development condition available from Building and Land Development and King County Community Planning
*	GR-5 Overlay, expires 12/31/94

Contact: King County Planning and Community Development Division for Area Zoning Detail Maps for business/multifamily centers.

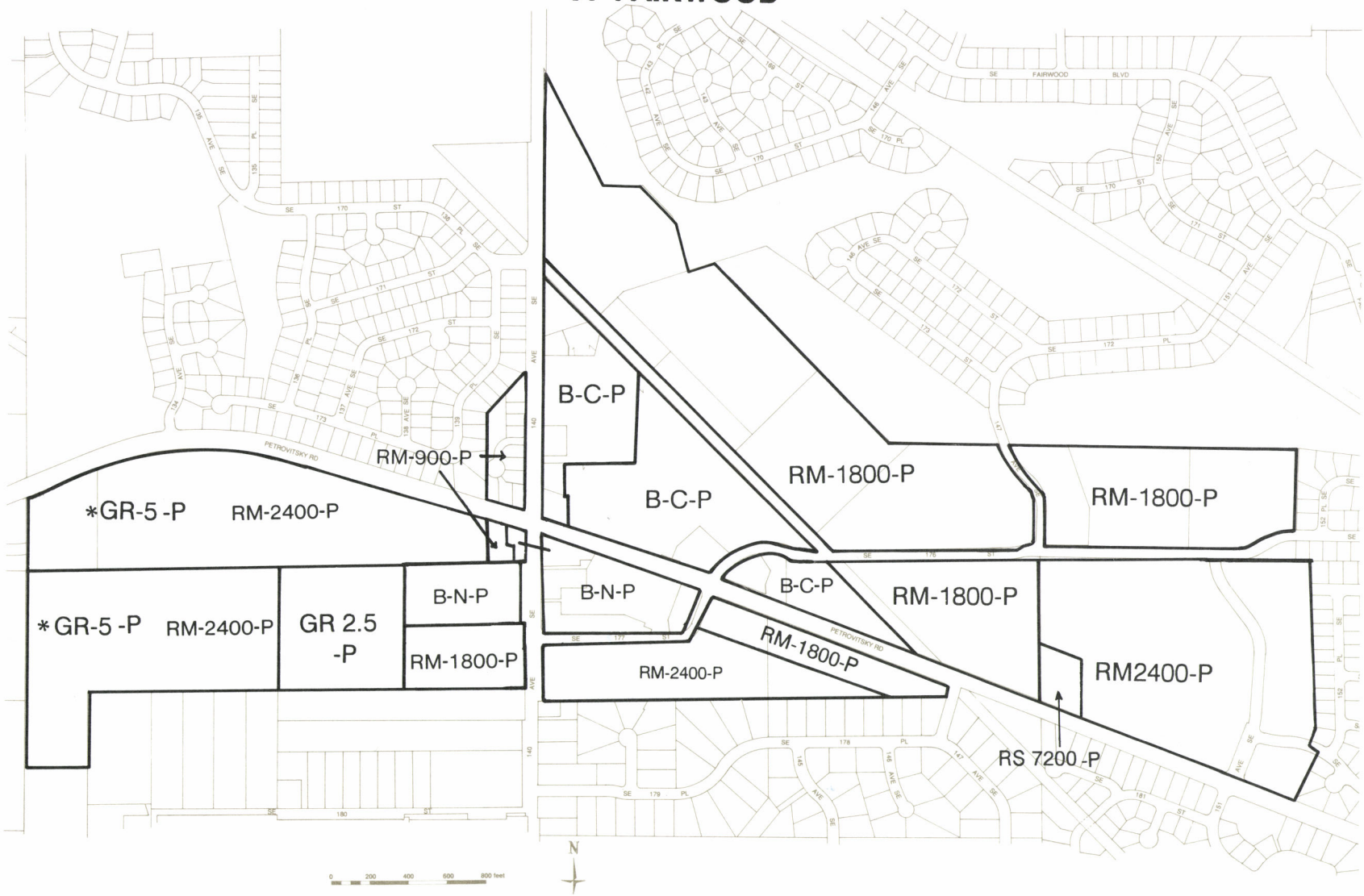
Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

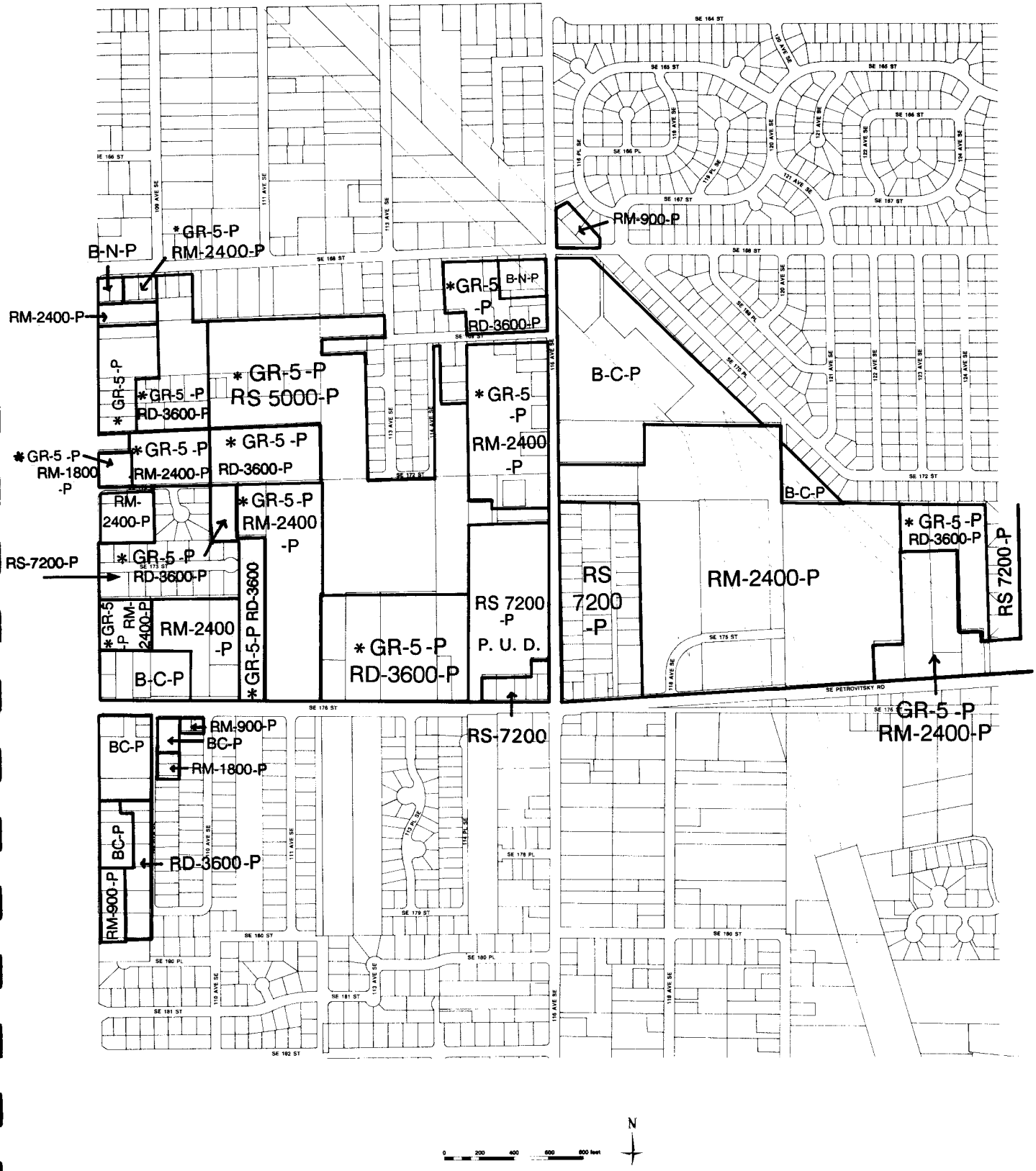
N

1 0 1 Mile

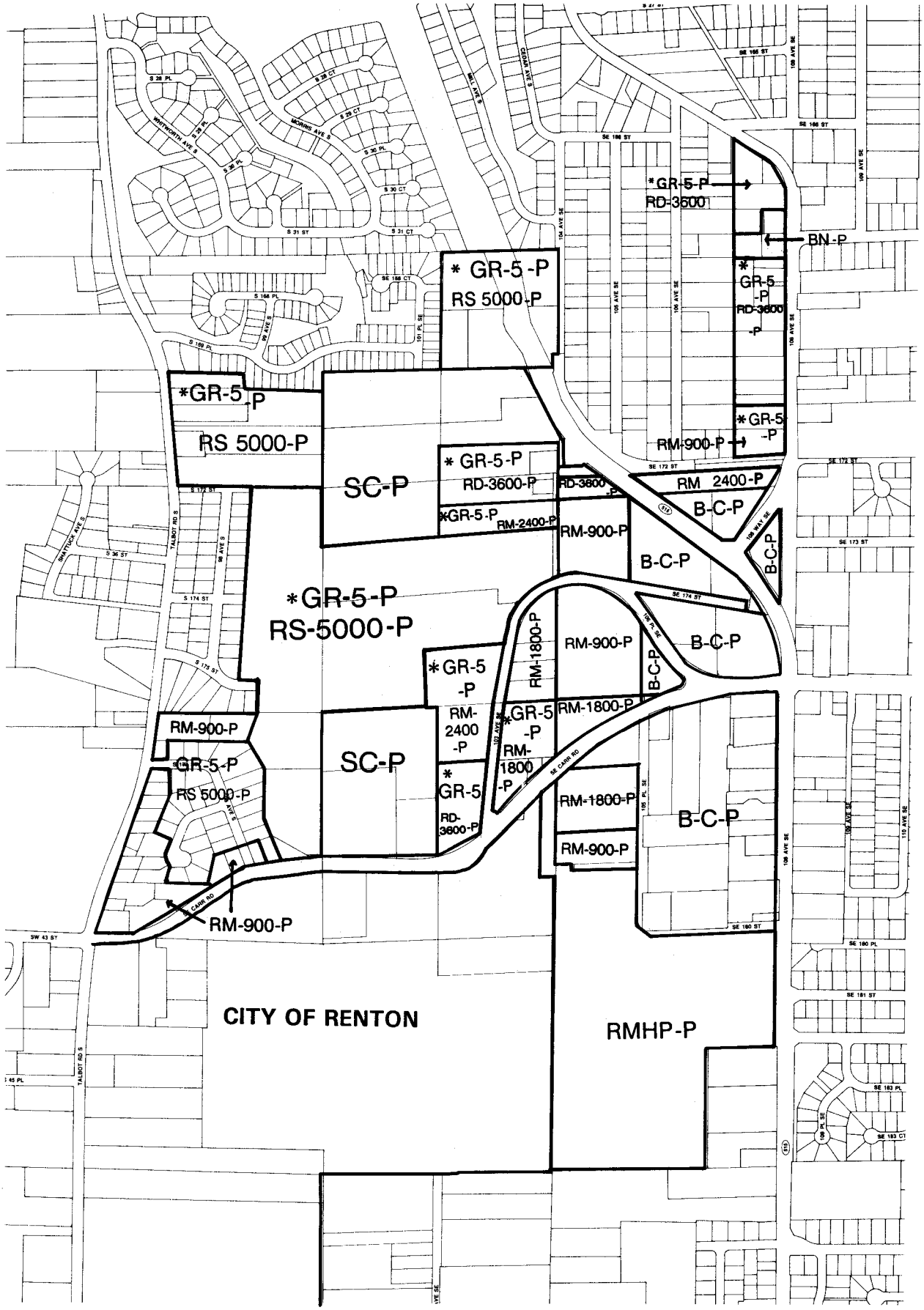
1. FAIRWOOD


*GR-5 -P
RM-2400-P
RM-900-P
B-C-P
B-C-P
RM-1800-P
RM-1800-P
*GR-5 -P
RM-2400-P
GR 2.5 -P
B-N-P
RM-1800-P
B-N-P
B-C-P
RM-1800-P
RM-1800-P
RM-2400-P
RM2400-P
RS 7200 -P
PETROVITSKY RD
SE FAIRWOOD BLVD
N

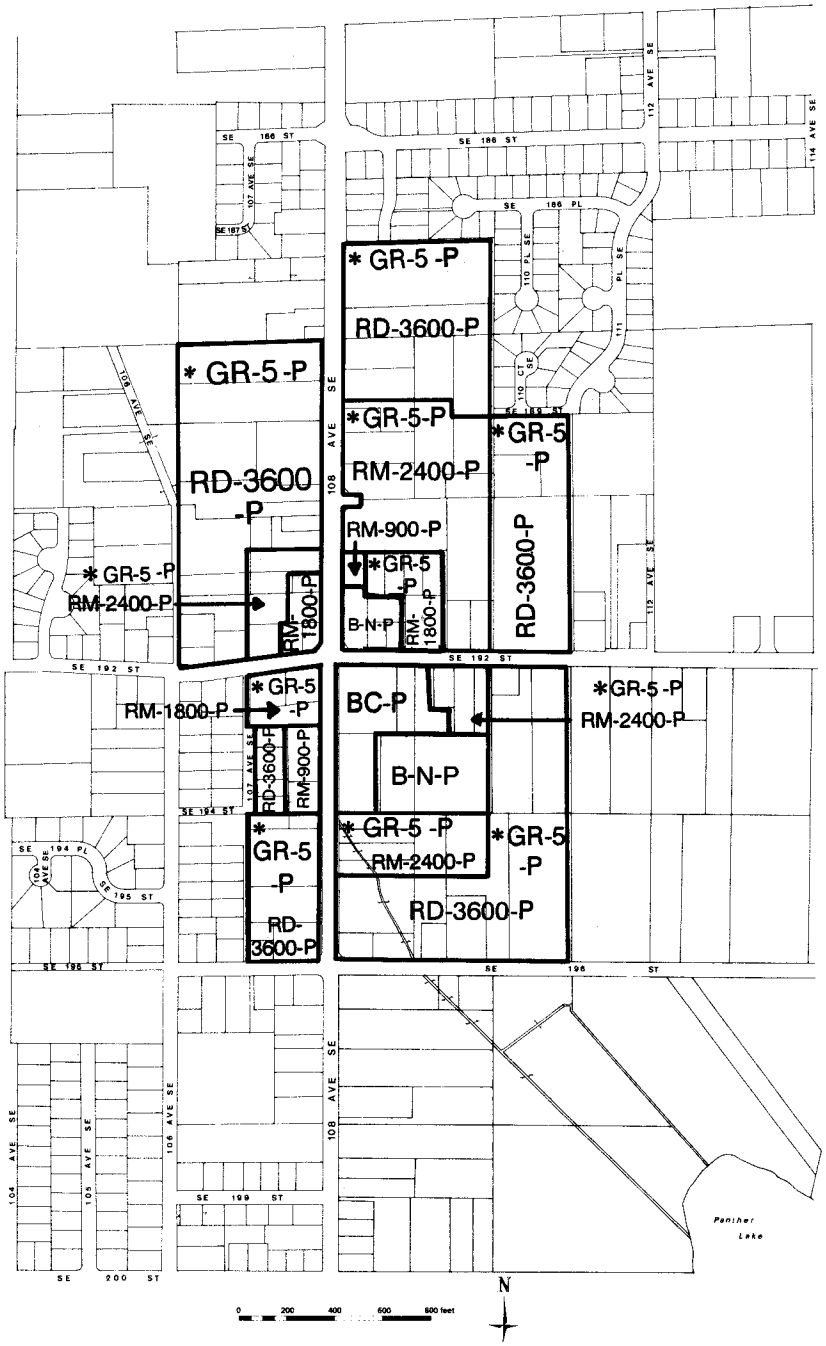
2. CASCADE CENTER



3. BENSON CENTER

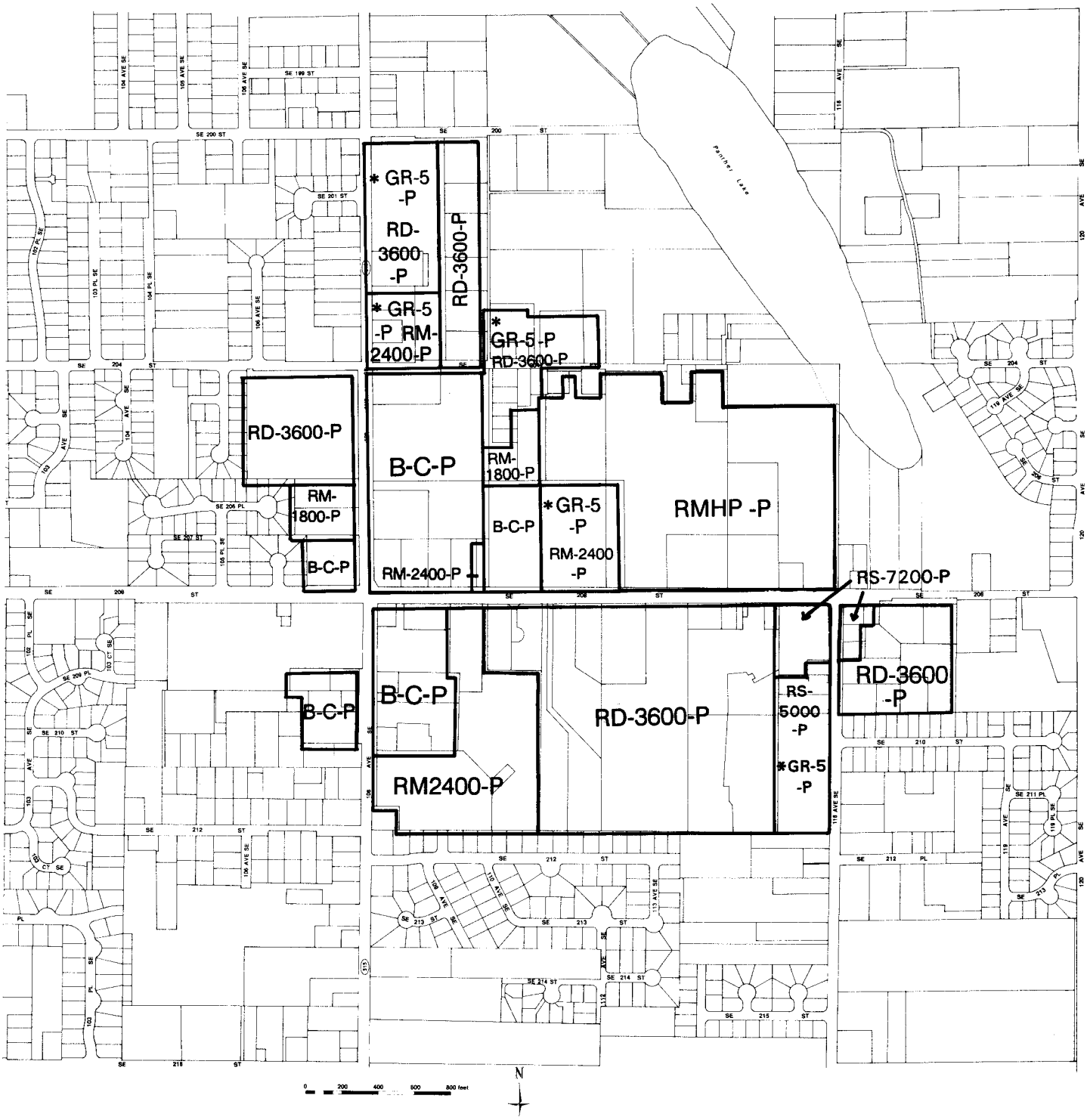


4 . SE 192

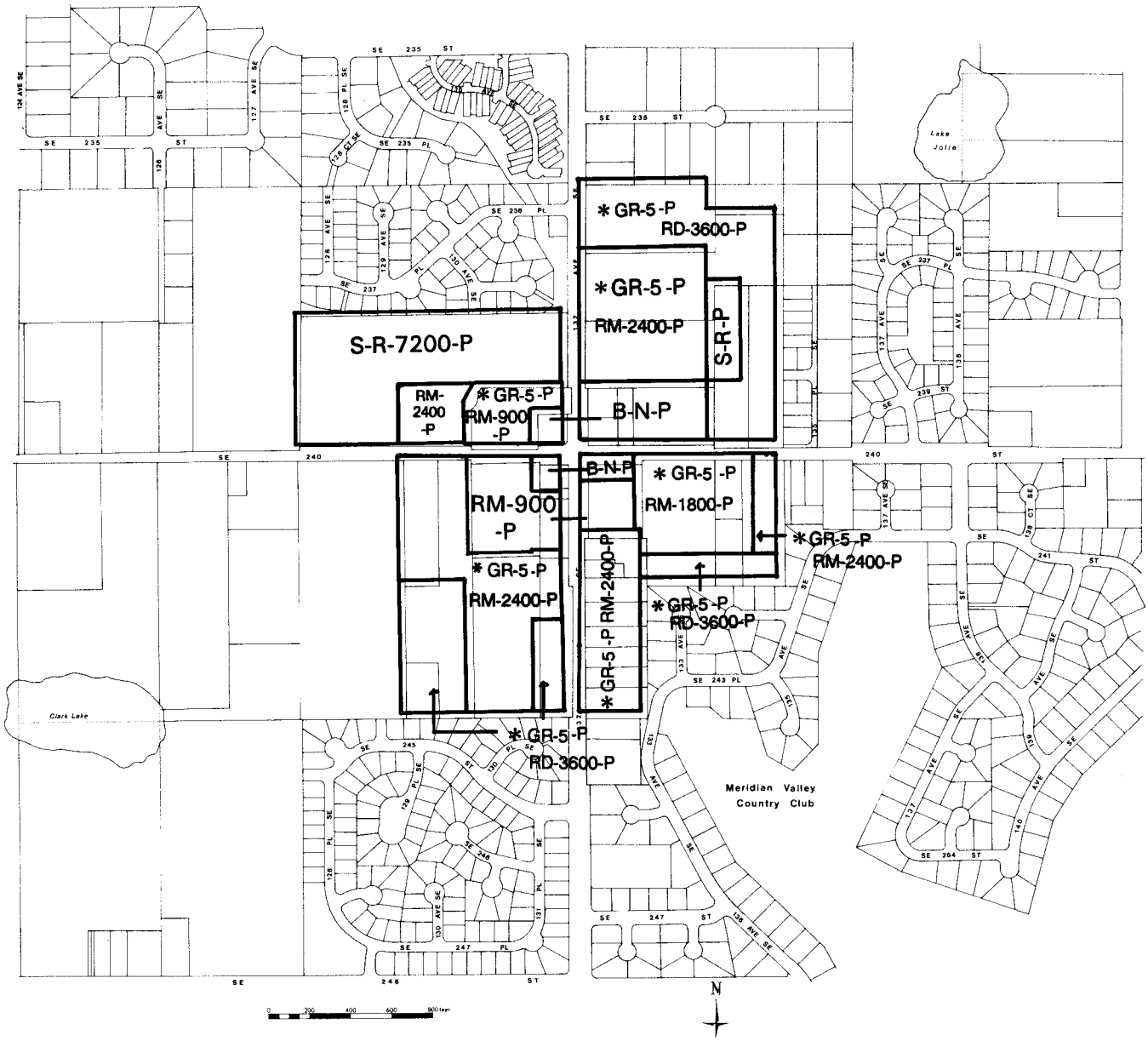


SE 186 ST
SE 186 PL
SE 189 ST
SE 192 ST
SE 194 ST
SE 194 PL
SE 195 ST
SE 196 ST
SE 199 ST
SE 200 ST
107 AVE SE
108 AVE SE
106 AVE SE
104 AVE SE
105 AVE SE
112 AVE SE
114 AVE SE
110 PL SE
110 CT SE
111 PL SE
* GR-5 -P
RD-3600-P
* GR-5 -P
RD-3600 -P
* GR-5-P
RM-2400-P
RM-900-P
* GR-5 -P
RM-2400-P
RM-1800-P
B-N-P
RM-1800-P
* GR-5 -P
RM-1800-P
BC-P
* GR-5 -P
RM-2400-P
RD-3600-P
RM-900-P
B-N-P
* GR-5 -P
RD-3600-P
* GR-5 -P
RM-2400-P
* GR-5 -P
RD-3600-P
Panther Lake
N
0 200 400 600 800 feet

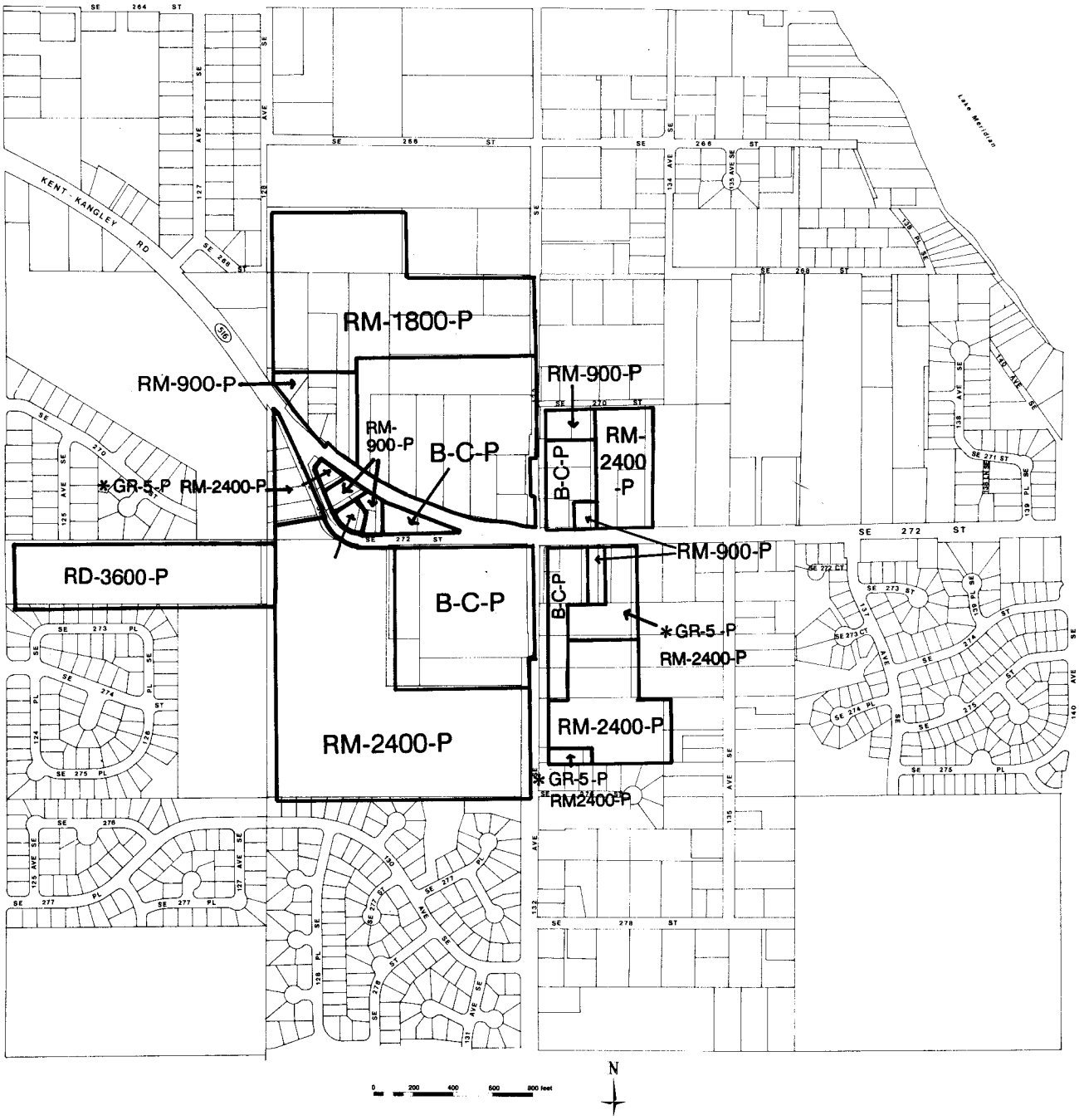
5. PANTHER LAKE



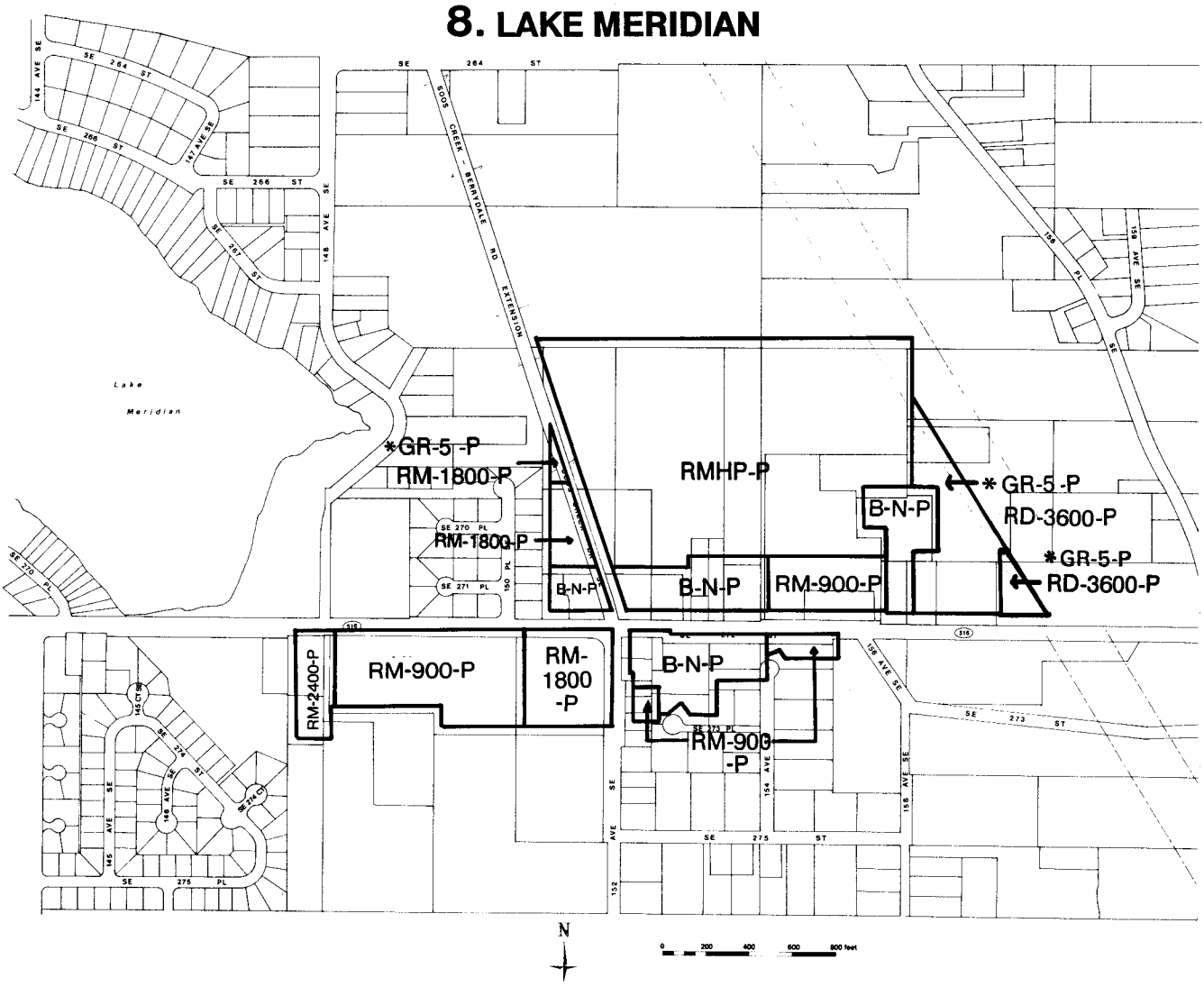
6. MERIDIAN VALLEY



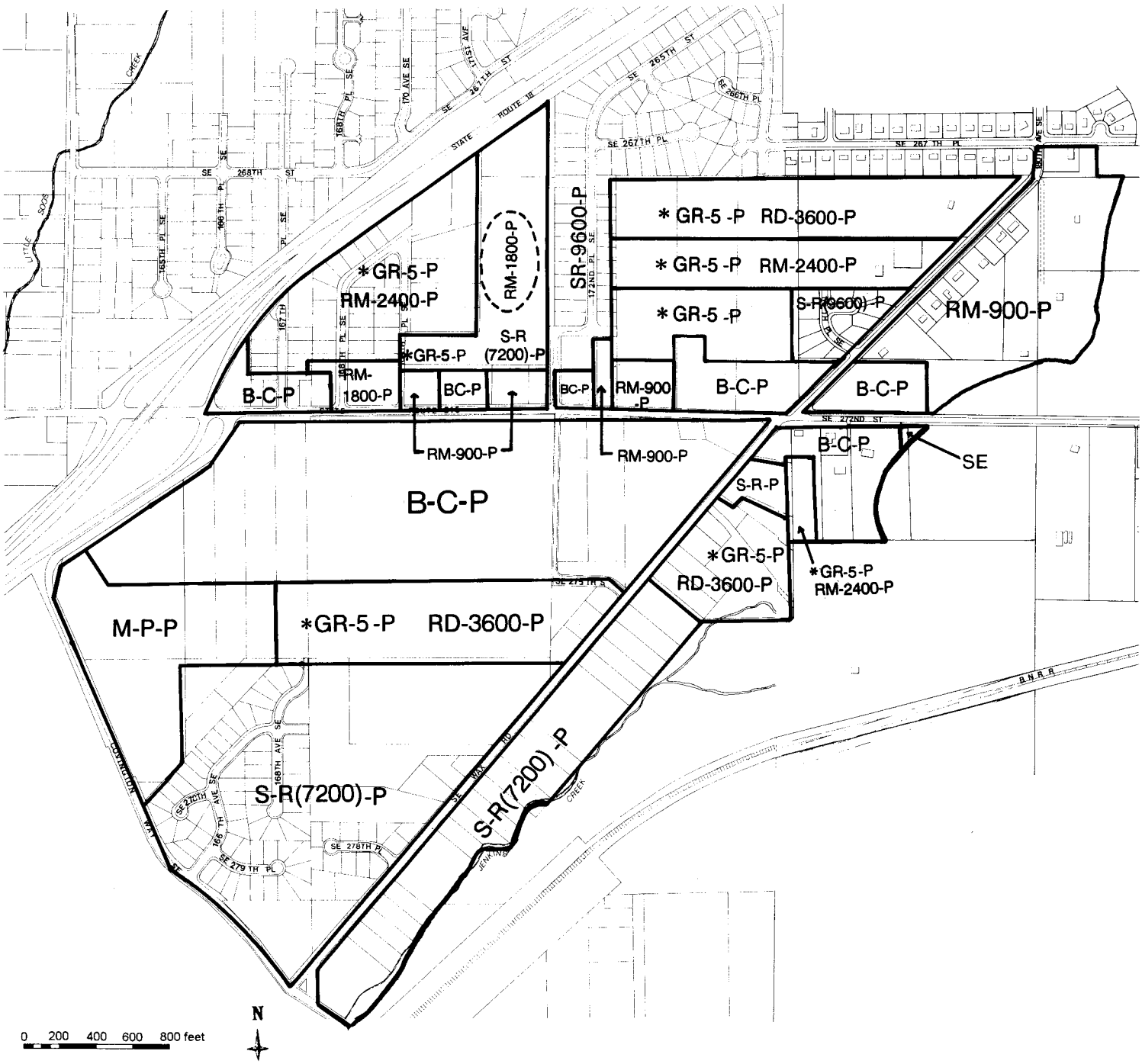
7. KENT HIGHLANDS



8. LAKE MERIDIAN

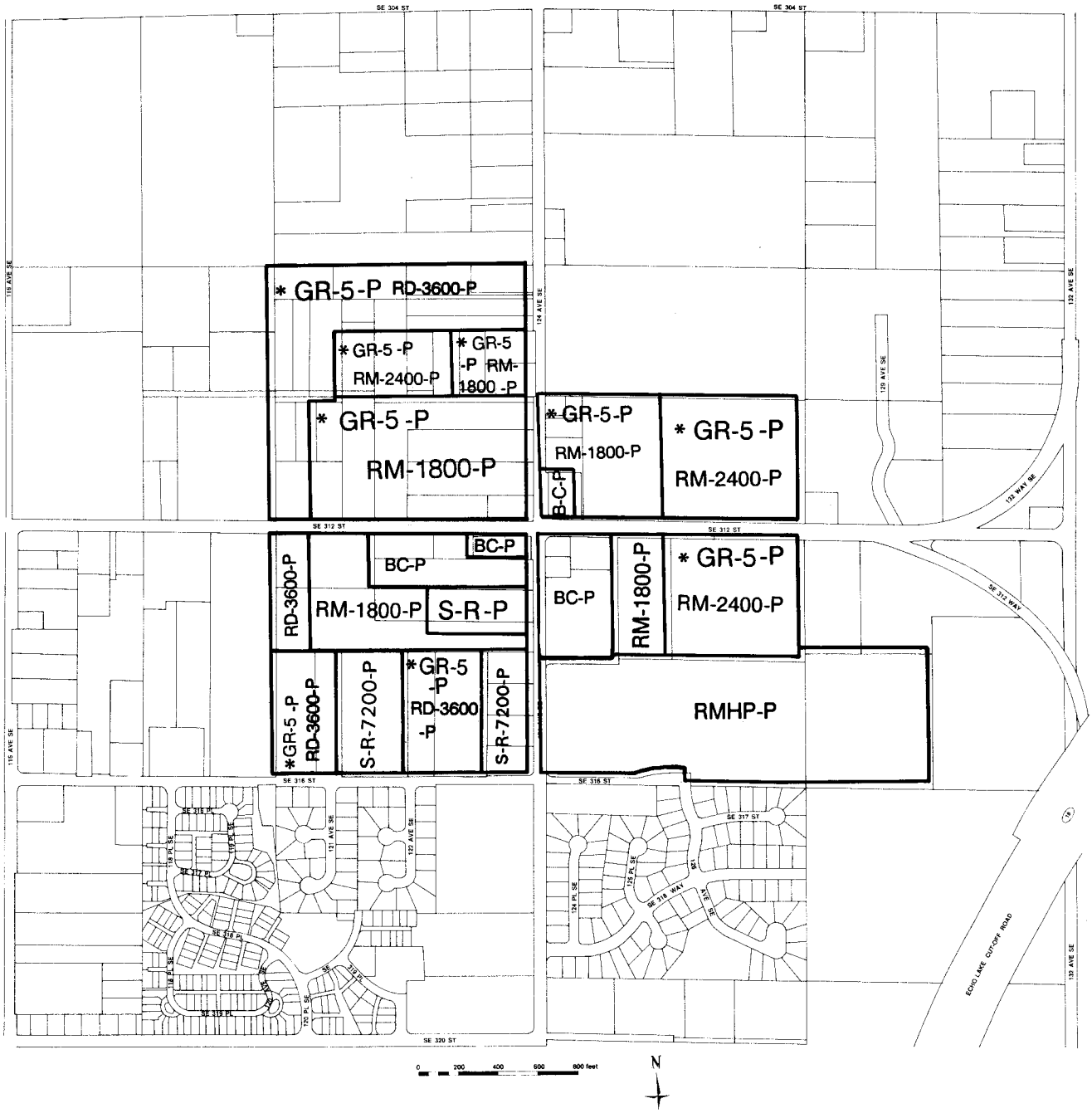


9. COVINGTON



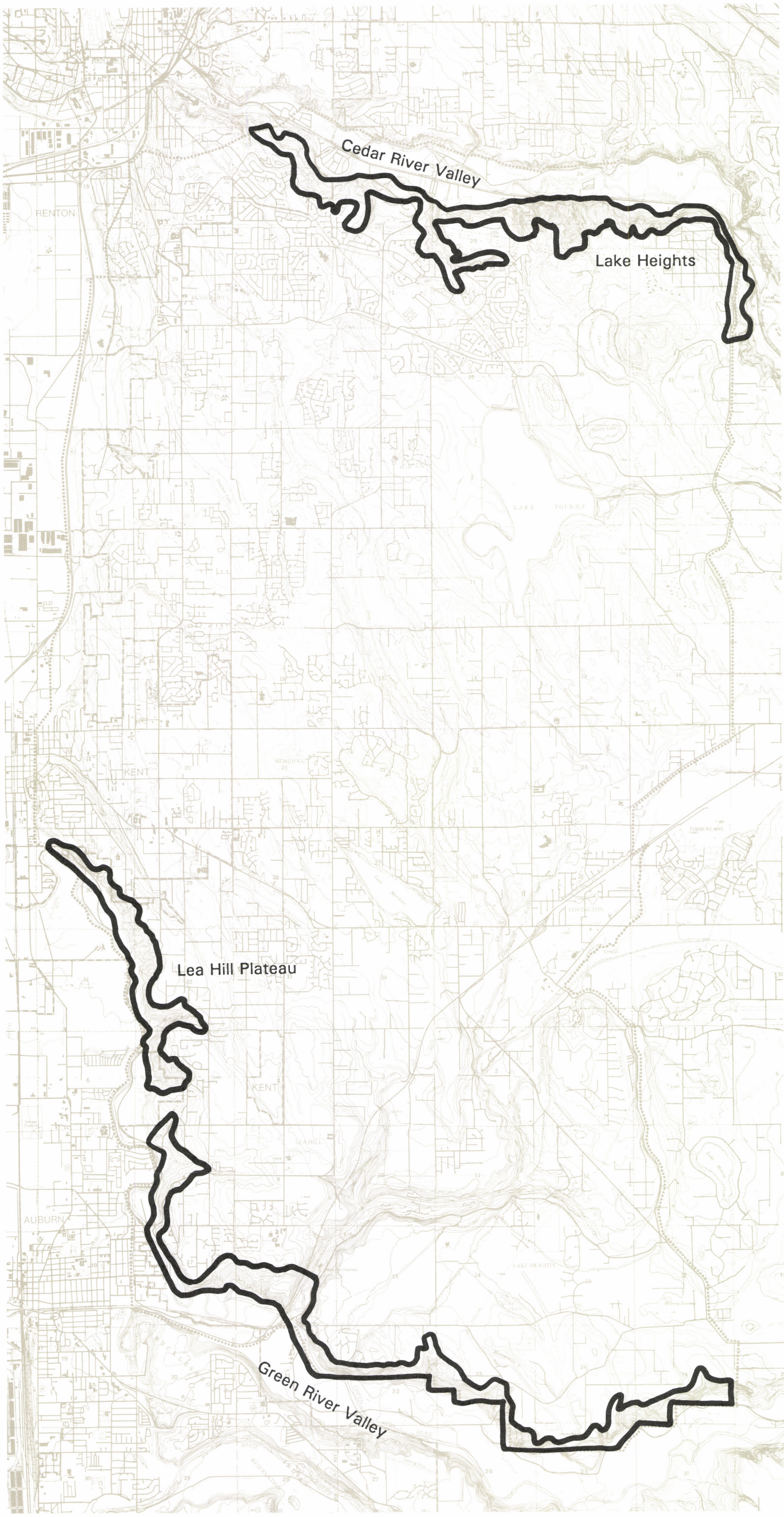
* GR-5 -P RD-3600-P
* GR-5 -P RM-2400-P
* GR-5 -P
S-R(9600) -P
RM-900-P
SR-9600-P
RM-1800-P
* GR-5-P
RM-2400-P
S-R
(7200)-P
*GR-5-P
RM-
1800-P
B-C-P
BC-P
BC-P
RM-900
-P
B-C-P
B-C-P
RM-900-P
RM-900-P
B-C-P
SE
S-R-P
B-C-P
*GR-5-P
RD-3600-P
*GR-5-P
RM-2400-P
M-P-P
*GR-5 -P RD-3600-P
S-R(7200)-P
S-R(7200) -P
SE 268TH ST
SE 267TH ST
SE 265TH ST
SE 267TH PL
SE 272ND ST
SE 278TH PL
SE 279 TH PL
STATE ROUTE 18
COVINGTON WAY SE
SE WAX RD
JENKINS CREEK
B N R R
N
0 200 400 600 800 feet

10 . LEA HILL



SE 304 ST
SE 304 ST
116 AVE SE
124 AVE SE
132 AVE SE
129 AVE SE
132 WAY SE
* GR-5-P RD-3600-P
* GR-5 -P RM-2400-P
* GR-5 -P RM-1800 -P
* GR-5 -P RM-1800-P
* GR-5-P RM-1800-P
B-C-P
* GR-5 -P RM-2400-P
SE 312 ST
SE 312 ST
BC-P
BC-P
RD-3600-P
RM-1800-P
S-R-P
BC-P
RM-1800-P
* GR-5-P RM-2400-P
SE 312 WAY
*GR-5 -P RD-3600-P
S-R-7200-P
*GR-5 -P RD-3600 -P
S-R-7200-P
RMHP-P
SE 316 ST
SE 316 ST
SE 317 ST
SE 318 WAY
ECHO LAKE CUT-OFF ROAD
SE 320 ST
0 200 400 600 800 feet
N

P-Suffix Map for Cedar River Valley, Olson Canyon and Green River Valley



Area of P-Suffix conditions

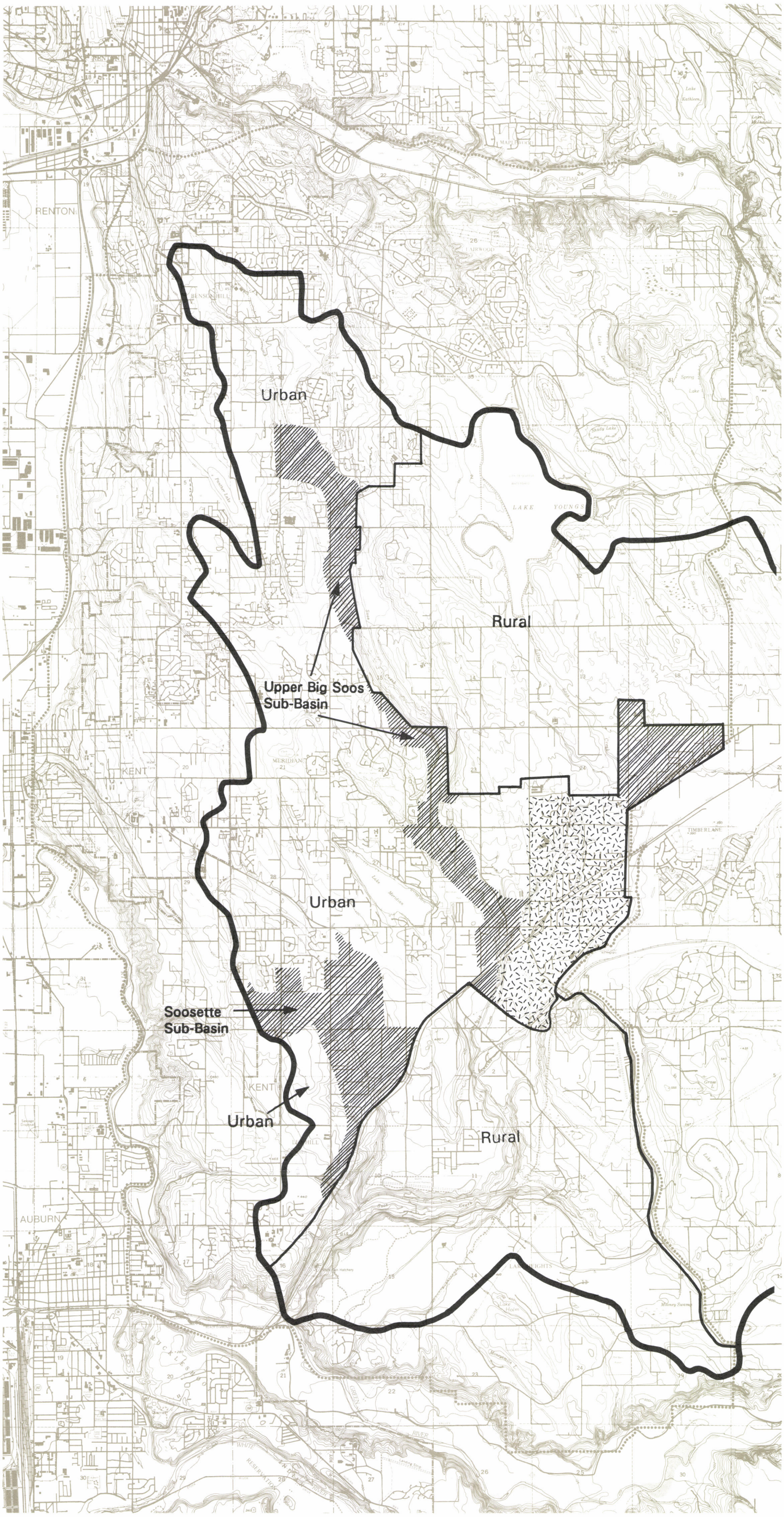
Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Soos Creek Basin Area



Soos Creek Basin Boundary

Urban/Rural Boundary

*GR-5-P SC-P portion of basin

Covington Master Drainage Plan Area

Soos Creek Community Planning Area

King County Planning and Community Development Division
1991

N

1 0 1 Mile

Appendicies

Appendix A

December 12, 1991
91-459S/SOOSCRKCP:RT

Introduced by: Bruce Laing

Proposed No.: 91-459

ORDINANCE NO. 10198

AN ORDINANCE relating to comprehensive planning within the Soos Creek community planning area; amending the King County Comprehensive Plan (Ordinance 7178); and adding a new section to K.C.C. 20.12

PREAMBLE:

For the purpose of effective areawide planning and regulation, the King County council makes the following legislative findings:

1. The 1985 King County Comprehensive Plan and Map, adopted April 8, 1985 by Ordinance 7178, guides land use throughout King County.

2. The Executive Proposed Soos Creek Basin Plan, a functional plan prepared under the guidance of the Comprehensive Plan provides new information regarding land use recommendations for stream and water quality protection. The Executive Proposed Soos Creek Basin Plan recommended that properties within 1/4 mile of significant streams be zoned to maintain aquatic habitat and water quality. The reasons for and impacts of these changes are described in the issue paper attached hereto as Exhibit A.

3. The Executive Proposed Soos Creek Community Plan has recommended the amendment of the Comprehensive Plan Map to redesignate the transitional areas to identify where low density rural patterns should continue and where urban areas should locate. The reasons for and impacts of these changes are described in the issue paper attached hereto as Exhibit A.

4. A portion of the north transitional area located generally east of Fairwood, south of Maple Valley Road, north of Petrovitsky Road, and west of 196th Avenue Southeast is constrained because of major physical barriers to providing urban services, particularly to providing roads at urban standards, and natural constraints including wetlands, steep slopes, erosion hazards, and coal mine hazards which significantly diminish the area's suitability for urban development.

5. A portion of the north transitional area located in the SW 1/4 of the NE 1/4 of 26-23-05, known as the Cavanaugh property, is suitable for urban development. The site is bound by steep slopes to the north and urban development (including Fairwood Elementary School, the Fairwood development) to the south, east, and west. The property is traversed by a Bonneville Power Administration power line easement.

6. A portion of the north transitional area southwest of and including Petrovitsky Park and southwest of Lake Desire, abutting Petrovitsky Road, is suitable for urban development because:

   a. there are not significant environmental constraints;

   b. public facilities and services are in place or can be provided at reasonable cost to accommodate urban growth; and

   c. a new junior high school site is located in the area.

7. The south transitional area south to the Green River is constrained because of major physical barriers to providing urban services, including sewer and roads at urban standards at a reasonable cost and sensitive anadromous fish habitat, including Big Soos Creek.

8. Technical criteria for designating the Soos Creek portion of Maple Valley Urban were erroneously applied when the 1985 Comprehensive Plan was adopted. Maple Valley is severely constrained by environmentally sensitive areas including:

   a. Cedar River flood plain;

   b. Class I and II wetlands;

   c. City of Renton sole source aquifer; and

   d. Erosion, landslide, and seismic hazard areas. The Cedar River also supports anadromous fish.

9. Redesignation of the Soos Creek portion of Maple Valley from urban to rural will not substantially affect the capacity of the Soos Creek planning area to provide increased housing. The reasons for and impacts of this change are described in the issue paper attached hereto as Exhibit A.

10. Technical criteria were erroneously applied when the rural designation was made for property known as the Campbell property (located in the SE 1/4 23-22-05). Surrounding urban land uses make small-scale farming unlikely, and possibly incompatible. There are no resource lands nearby, nor are there significant environmental constraints, or major physical barriers to providing urban services at a reasonable cost. The reasons for and impacts of this change are described in the issue paper attached hereto as Exhibit A.

11. Technical criteria for designating a portion of the Green River Valley were erroneously applied when the 1985 Comprehensive Plan was adopted. The Green River Valley is constrained by environmentally sensitive areas including:

   a. the valley floor is in the flood plain;

   b. seismic, erosion and landslide hazard areas in the north facing slopes; and

c. the Green River supports anadromous fish.

12. Redesignation of a portion of the Green River Valley from Urban to Rural will not substantially affect the capacity of the Soos Creek planning area to provide increased housing. The reasons for and impacts of this change are described in the issue paper attached hereto as Exhibit A.

13. The Executive Proposed Soos Creek Community Plan Update recommends the amendment of the Comprehensive Plan Map to redesignate most of the Transitional area to Rural areas; a portion of the Transitional area to Urban; to redesignate portions of the Maple Valley and a portion of the Green River Valley to Rural; and to redesignate to Rural a portion of the Transitional area which is within 1/4 mile of significant streams as identified by the Soos Creek Basin Plan.

14. Amendment of the Comprehensive Plan Map will provide for the coordination and regulation of public and private development and bears a substantial relationship to and is necessary for the public health, safety and general welfare of King County and its citizens.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The King County Comprehensive Plan Map, adopted by Ordinance 7178, is amended within the Soos Creek community planning area to redesignate the transitional area, to redesignate portions of rural lands, and to redesignate portions of urban areas, as indicated on Map A attached to ordinance 10198, as implemented by the Soos Creek Community Plan Update and Area Zoning adopted by ordinance 10197.

Dec.12, 1991
91-459:Ord.RT

SECTION 2. SEVERABILITY. If any provision of this ordinance or its application to any person or circumstance is held to be unconstitutional or invalid for any reason, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

INTRODUCED AND READ for the first time this 17th day of June, 1991.

PASSED this 17th day of December, 1991.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Lois North
Chair

ATTEST:

Gerald A. Peterson
Clerk of the Council

APPROVED this 20th day of December, 1991.

Gary Locke
King County Executive

Dec.12, 1991
91-459:Ord.RT

EXHIBIT A 10198

ISSUE PAPER
Proposed Amendments to the King County Comprehensive Plan
Soos Creek Community Plan Update

I. Comprehensive Plan Map Amendment Requirements to Redesignate a Transitional Area Are Met

KCCP - PI-109 ALL PROPOSED COMPREHENSIVE PLAN POLICY AND COMPREHENSIVE PLAN MAP AMENDMENTS SHOULD INCLUDE THE FOLLOWING ELEMENTS:

A. A DETAILED STATEMENT OF WHAT IS PROPOSED TO BE CHANGED AND WHY;

1. North Transitional Area

Most of the North Transitional area is proposed for change to Rural per proposed SCCP policy R-14. The natural constraints of the land significantly diminish this area's ability to support urban development without serious consequences to the environment. About 40% of the land in this area is constrained by sensitive environmental features. Fragile slopes, important wetlands, and the water quality of the lakes would be adversely affected by extensive urban development. Soil conditions would contribute to extensive surface water runoff problems. The area also contains coal mine hazards.

From a transportation perspective, the area is more appropriate for rural rather than urban development. There are major physical barriers to providing adequate arterial capacity at a reasonable cost. It is cost prohibitive to develop the background street network necessary to serve urban development in the North Transitional Area. Currently, this large area is served internally only with local access streets. A more complete road network of arterials, neighborhood collectors and local roads would be required for urban development. Topographical constraints (steep slopes), environmentally sensitive features (wetlands, coal mine and erosion hazards), and other obstacles (existing development power lines, large waterbodies), make provision of a street network sufficient to support urban densities difficult. Another major north/south arterial from SR-169 to Petrovitsky is infeasible to construct due to the cost involved to negotiate the steep, unstable

slope immediately south of SR-169. An additional east/west arterial would be feasible to construct for the same reason due to a canyon east of 140th Avenue SE which any road would need to cross.

The portion of the North Transitional area north of Fairwood is proposed for change to Urban per proposed SCCP policy R-15. This area includes a developed subdivision, Valley Faire II, which has sewer service currently and approximately 135 acres which has a sewer trunk line running through the property. The vacant property is immediately adjacent on the north to the Fairwood subdivision which is developed at urban densities of 7200 square foot lots. The natural features of the site are such that most of the site is capable of supporting urban development without significant environmental degradation.

The portion of the North Transitional areas southwest of and including Petrovitsky Park, and southwest of Lake Desire abutting Petrovitsky Road is also proposed for Urban per proposed SCCP policy R-16. The area does not contain the environmental constraints present in much of the remainder of the North Transitional area. The area does contain property which is proposed for development as a new junior high school site in the next five years. Petrovitsky Park is in need of sewer service.

2. South Transitional Area

The South Transitional area is proposed for change to Rural. The area is characterized by the presence of Big Soos Creek, Covington Creek, Seattle International Raceway, and Crest Airport. Environmental constraints in this area include: severe seismic, erosion, and landslide hazards along the slopes adjacent to Big Soos Creek, and a number of significant wetlands south of the Lake Heights area. The Open Space Plan identifies the southern portion of this area as part of the Green River Open Space System buffering the rural and agricultural lands in southern King County from the rapidly developing areas to the north and east. Outwash soils with good permeability are found throughout most of the area.

The area northwest of Big Soos Creek includes two uses which are not compatible with intense urban development: the Seattle International Raceway and Crest Airpark. Current densities and lotting patterns in these two areas would limit the future ability to achieve overall urban densities. The area south of Auburn-Black Diamond Road does not have an adequate existing road system to support urban development. Also, it is not included in the planning areas for any sewer district. Although Auburn is the nearest service provider, representatives from Auburn have expressed a reluctance to serve this area because of it remoteness from Auburn, physical barriers, and costs to provide service.

The proposed amendments to the King County Comprehensive Plan (KCCP) map are consistent with the KCCP.

B. A STATEMENT OF ANTICIPATED IMPACTS OF THE CHANGE, INCLUDING GEOGRAPHIC AREA ISSUES PRESENTED;

The Draft Environmental Impact Statement (DEIS) for the SCCP Update describes in detail the area affected, and an analysis of anticipated impacts.

C. A DEMONSTRATION OF WHY EXISTING COMPREHENSIVE GUIDELINES SHOULD NOT CONTINUE IN EFFECT, OR WHY EXISTING CRITERIA NO LONGER APPLY;

The existing KCCP guidelines will remain in effect, as KCCP policy PI-105d directs community plans to determine the location or rural and urban areas within transitional areas.

D. A STATEMENT OF HOW FUNCTIONAL PLANS SUPPORT THE CHANGE;

The Proposed Soos Creek Basin Plan recommends that the Soos Creek basin sub-catchment be designated as a Rural Area, to maintain aquatic habitat and water quality. This recommendation will be fulfilled in the proposed Comprehensive Plan designations.

E. PUBLIC REVIEW OF THE RECOMMENDED CHANGE, NECESSARY IMPLEMENTATION (INCLUDING AREA ZONING IF APPROPRIATE), AND ALTERNATIVES;

Public review of the proposed redesignation of transitional land to urban and rural, accompanying proposed zoning, and alternatives to this proposal is provided through public review of the SCCP Update and Area Zoning, the Soos Creek DEIS, and public hearings conducted by the King County Council. Over 38 Citizens Advisory Committee meetings and 6 community open houses were held by the Executive for the creation of the SCCP Update.

KCCP - PI-100 PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN'S POLICIES OR COMPREHENSIVE PLAN MAP SHOULD BE ACCOMPANIED BY ANY LAND USE REGULATORY CHANGES REQUIRED FOR IMPLEMENTATION, SO REGULATIONS WILL BE CONSISTENT WITH THE PLAN.

The adopting ordinance for the SCCP Update and the attached proposed ordinance would amend applicable King County plans. Regulatory changes required for implementation are contained in the Executive Proposed Soos Creek and Area Zoning Document.

II. Comprehensive Plan Amendment Requirements to Redesignate an Urban Area to Rural Are Met.

KCCP - P-109 ALL PROPOSED COMPREHENSIVE PLAN POLICY AND COMPREHENSIVE PLAN MAP AMENDMENTS SHOULD INCLUDE THE FOLLOWING ELEMENTS:

A. A DETAILED STATEMENT OF WHAT IS PROPOSED TO BE CHANGED AND WHY;

1. Maple Valley

A portion of Maple Valley contains significant environmental constraints to achieving urban development. Renton's sole source aquifer is located in Maple Valley. The amount of impervious surface, if this area is developed at urban densities, would restrict infiltration to replenish the aquifer; the types of uses associated with urban areas could pollute the irreplaceable source of ground water. In addition, the area contains floodplains, seismic, erosion and landslide hazard areas which would further restrict urban development. Policy NR-18 recommends this area be redesignated from Urban to Rural to protect these sensitive features.

C. A DEMONSTRATION OF WHY EXISTING COMPREHENSIVE GUIDELINES SHOULD NOT CONTINUE IN EFFECT, OR WHY EXISTING CRITERIA NO LONGER APPLY;

The existing KCCP guidelines will remain in effect, as KCCP policy PI-112 allows the KCCP to be modified when there are major changes in circumstances and in the public's values regarding the need to preserve Rural Areas and Resource Lands, and the amendment serves a valid public purpose. Policy PI-112 also allows modifications to the KCCP when new information demonstrates that the technical criteria were erroneously applied when original designations were made.

D. A STATEMENT OF HOW FUNCTIONAL PLANS SUPPORT THE CHANGE;

At this time, there are no functional plans which address conversion from urban to rural in this area.

E. PUBLIC REVIEW OF THE RECOMMENDED CHANGE, NECESSARY IMPLEMENTATION (INCLUDING AREA ZONING IF APPROPRIATE), AND ALTERNATIVES;

Public review of the proposed redesignation of Urban land to Rural, the accompanying proposed zoning, and alternatives to this proposal is provided through public review of the SCCP Update and Area Zoning, the Soos Creek DEIS, the Soos Creek Basin Plan, the South King County Ground Water Management Program, and public hearings conducted by the King County Council. Over 38 Citizens Advisory Committee meetings and 6 community open houses were held by the Executive for the creation of the SCCP Update and Area Zoning.

KCCP - PI-110 PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN'S POLICIES OR COMPREHENSIVE PLAN MAP SHOULD BE ACCOMPANIED BY ANY LAND USE REGULATORY CHANGES REQUIRED FOR IMPLEMENTATION, SO REGULATIONS WILL BE CONSISTENT WITH THE PLAN.

The adopting ordinance for the SCCP Update and the attached proposed ordinance would amend applicable King County plans. Regulatory changes required for implementation are contained in the Executive Proposed Soos Creek Area Zoning Document.

An area on the south side of Maple Valley Road, approximately between 149th Avenue SE, and 164th Avenue SE (if extended) should remain in an Urban designation because of the presence of sewers and pre-existing urban development.

2. Green River Valley

A portion of the Green River Valley is proposed for redesignation from Urban to Rural due to significant environmental constraints which make the area generally unsuitable for urban development. In addition, the Green River supports extensive populations of anadromous and resident fish. This resource supplies industries that are an important part of the local and regional economies.

3. Soos Creek Basin Area

The Soos Creek Basin Plan recommends a comprehensive basin management program that will correct significant surface water problems and provide substantially greater protection for the basin's valuable resources than current County programs. One of the mechanisms for protecting significant fish habitat recommended by the basin plan is establishing rural densities along significant stream corridors. Much of the area within 1/4 mile of the basin plan identified as significant streams is already designated for rural densities. However, approximately 1500 acres within 1/4 mile of significant streams are currently designated Urban by the Comprehensive Plan. Policy R-20 recommends that these Urban designated lands be redesignated Rural.

B. A STATEMENT OF ANTICIPATED IMPACTS OF THE CHANGE, INCLUDING GEOGRAPHIC AREA ISSUES PRESENTED;

The DEIS for the SCCP Update describes in detail the area affected, and an analysis of the anticipated impacts. Generally, environmental resources will receive greater protection because of lower densities. Housing capacity is anticipated to be transferred to the unincorporated Urban area and to the cities of Renton, Kent, and Auburn.

KCCP - PI-112 THE URBAN AREA, RURAL AREA, RURAL ACTIVITY CENTER LOCATIONS, AND RESOURCE LANDS DESIGNATIONS FOR FOREST PRODUCTION AND AGRICULTURAL PRODUCTION DISTRICTS ON THE COMPREHENSIVE PLAN MAP ARE INTENDED TO BE LONG-TERM AND UNCHANGING, AND EXCEPT AS OTHERWISE PROVIDED IN THIS CHAPTER, THESE DESIGNATION SHOULD BE REEVALUATED ONLY WHEN:

A. THERE ARE MAJOR CHANGES IN CIRCUMSTANCES AND IN THE PUBLIC'S VALUES REGARDING THE NEED TO PRESERVE RURAL AREAS AND RESOURCE LANDS, AND THE PROPOSED AMENDMENT SERVES A VALID PUBLIC PURPOSE; OR

B. NEW INFORMATION DEMONSTRATES THAT THE TECHNICAL CRITERIA WERE ERRONEOUSLY APPLIED WHEN ORIGINAL DESIGNATIONS WERE MADE.

The public review process carried out for the preparation of the SCCP Update revealed substantial public concern for the protection of Maple Valley and the Soos Creek Basin. In its consideration of this public concern, the Executive staff identified that the potential location of urban uses within these areas could endanger sensitive environmental resources, such as anadromous fish. Similar environmental constraints were found to exist for the Green River Valley. These potential conflicts are outlined in SCCP Update policies NR-1, R-18, R-19 and R-20. As elaborated in those policies and in the supporting text, a redesignation to rural would be in the public interest.

III. Comprehensive Plan Amendment Requirement to Redesignate a Rural Area to Urban Are Met.

KCCP - PI-109 ALL PROPOSED COMPREHENSIVE PLAN POLICY AND COMPREHENSIVE PLAN MAP AMENDMENTS SHOULD INCLUDE THE FOLLOWING ELEMENT:

A. A DETAILED STATEMENT OF WHAT IS PROPOSED TO BE CHANGED AND WHY;

A 29-acre parcel in the southeast 1/4 of Section 23, Township 22, Range 5 is proposed to be redesignated from Rural to Urban. The parcel is bordered on the south by a subdivision developed at RS-9600 densities and served by sewer service, on the east across 164th by Mattson Junior High, and on the west and north by a Puget Sound Power and Light right-of-way and switching station site. Policy R-21 sets forth the reasons why this parcel should be redesignated Urban.

B. A STATEMENT OF ANTICIPATED IMPACTS OF THE CHANGE INCLUDING GEOGRAPHIC AREA AFFECTED AND ISSUES PRESENTED;

The change will not affect significant environmental resources. Additional housing capacity for the Urban area will be made availabl close to public services and an established activity center (i.e. Covington).

C. A DEMONSTRATION OF WHY EXISTING COMPREHENSIVE PLA GUIDANCE SHOULD NOT CONTINUE IN EFFECT, OR WHY EXISTING CRITERIA NO LONGER APPLY;

The existing KCCP guidelines will remain in effect, as KCCP policy PI-112 allows the KCCP to be modified when new information demonstrates tha the technical criteria were erroneously applied when the original designations were made.

D. A STATEMENT OF HOW FUNCTIONAL PLANS SUPPORT THE CHANGES;

There are no functional plans which address the conversion from Rural to Urban in this area.

E. PUBLIC REVIEW OF THE RECOMMENDED CHANGE, NECESSAI IMPLEMENTATION (INCLUDING AREA ZONING IF APPROPRIATE), AND ALTERNATIVES.

Public review of the proposed redesignation from Rural and Urban, the accompanying proposed zoinc and alternatives to this proposal is provided through public review of the SCCP Update and Are: Zoning, the Soos Creek DEIS, and public hearings conducted by the King County Council.

KCCP - PI-110 PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN'S POLICIES OR COMPREHENSIVE PLAN MAP SHOULD BE ACCOMPANIED BY ANY LAND USE REGULATORY CHANGES REQUIRED FOR IMPLEMENTATION, SO REGULATIONS WILL BE CONSISTENT WITH THE PLAN.

The adopting ordinance for the SCCP Update and t: attached proposed ordinance would amend applicab King County plans. Regulatory changes required for implementation are contained in the Executiv Proposed Soos Creek Area Zoning Document.

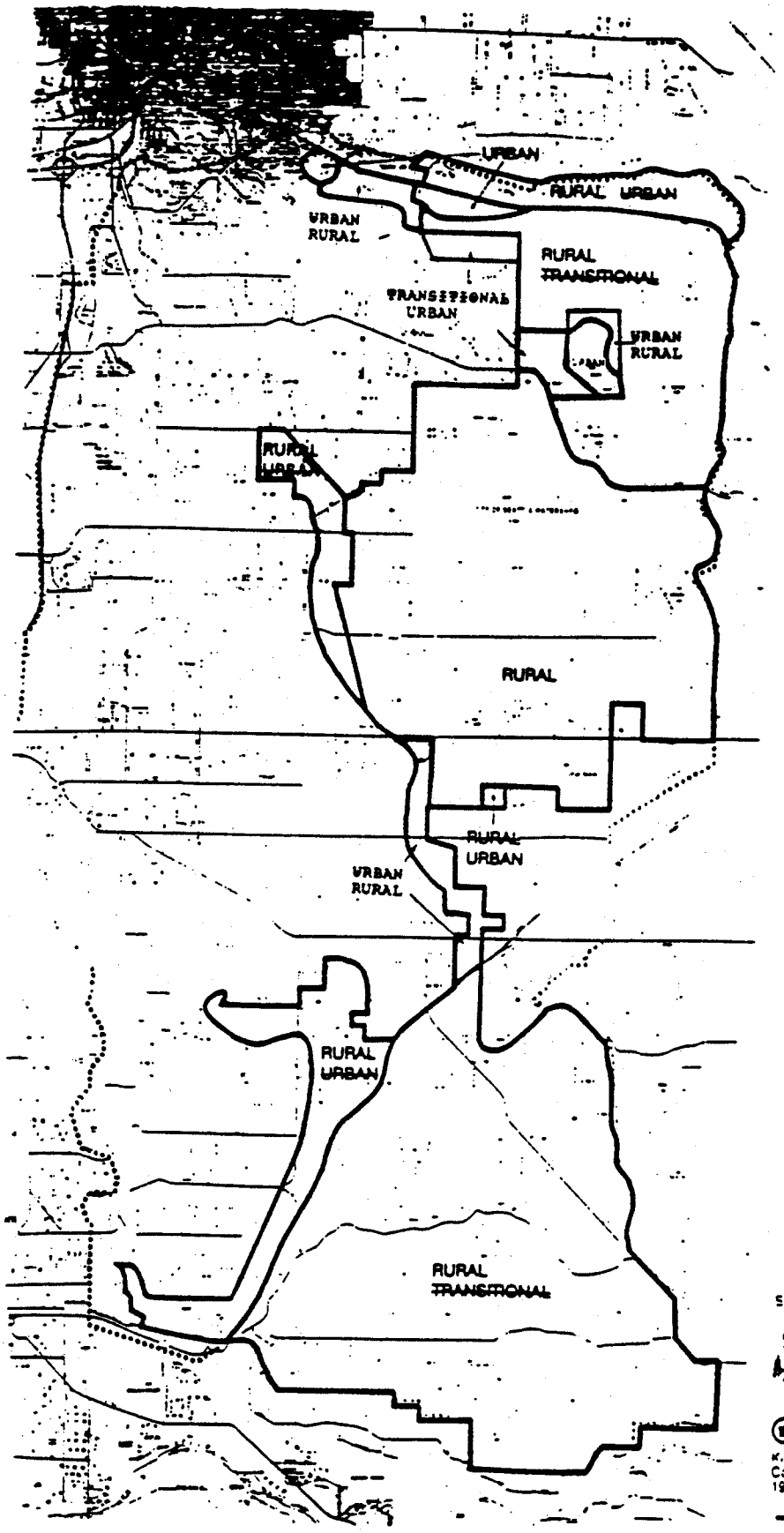
KCCP - PI-112 THE URBAN AREA, RURAL AREA, RURAL ACTIVITY CENTER LOCATIONS, AND RESOURCE LANDS DESIGNATIONS FOR FOREST PRODUCTION AND AGRICULTURAL PRODUCTION DISTRICTS ON THE COMPREHENSIVE PLAN MAP ARE INTENDED TO BE LONG-TERM AND UNCHANGING, AND EXCEPT AS OTHERWISE PROVIDED IN THIS CHAPTER, THESE DESIGNATIONS SHOULD BE REEVALUATED ONLY WHEN:

A. THERE ARE MAJOR CHANGES IN CIRCUMSTANCES AND IN THE PUBLIC'S VALUES REGARDING THE NEED TO PRESERVE RURAL AREAS AND RESOURCE LANDS, AND THE PROPOSED AMENDMENT SERVES A VALID PUBLIC PURPOSE; OR

B. NEW INFORMATION DEMONSTRATES THAT THE TECHNICAL CRITERIA WERE ERRONEOUSLY APPLIED WHEN ORIGINAL DESIGNATIONS WERE MADE.

The Rural designation was erroneously applied when the original designation was made to the subject property. Although the property is large enough for small-scale farming, the surrounding urban land uses make such a use unlikely, and possibly incompatible with urban uses. There are no resource lands nearby, nor are there significant environmental constraints or major physical barriers to providing urban services at a reasonable cost. Moreover, at least two of the four criteria for designating urban lands (KCCP, page 7) are met by the subject property. Natural features are capable of supporting urban development without significant environmental degradation, and public facilities and services are in place, or can be provided at a reasonable cost. Urban development of the property would also eventually contribute to the local balance of housing close to jobs and shopping. Given the location of the property in the middle of urban uses, the relative freedom from environmental constraints, and the proximity to urban services, it is recommended for Urban designation.

D3/issue



Proposed Char to King County Comprehensive Plan Map

Source: King County Community Planning

Executive Proposed Soos Creek Community Plan Update 1991

MAP A

Soos Creek Community Planning Area

King County Planning and Community Development Division 1991

Appendix B

BRUCE LAING

March 8, 1988

Introduced by GARY GRANT

MAR 30 1988

Proposed No. 88-238

KING COUNTY
PCDD

MOTION NO. 7142

A MOTION initiating a Soos Creek Community Plan, describing the scope of the Community Plan and Area Zoning, establishing the responsibilities of a community plan advisory committee and the King County planning division in developing the Soos Creek Community Plan and approving the appointment of citizens to serve on the Soos Creek Community Plan Advisory Committee.

WHEREAS, in November 1979 the King County adopted the Soos Creek Plateau Communities Plan, and

WHEREAS, Soos Creek is one of the fastest growing areas in unincorporated King County, and

WHEREAS, the King County Comprehensive Plan was adopted in 1985, and this rapid growth and likely inconsistencies with the King County Comprehensive Plan require an update of the community plan and area zoning, and

WHEREAS, the Soos Creek community plan and area zoning when adopted by the King County council will seek to: 1. implement the comprehensive plan; 2. specify official policy guiding growth and development for the Soos Creek planning area; 3. establish community project priorities; and 4. establish official zoning controls, and

WHEREAS, King County and the cities of Renton, Kent and Auburn will adopt a motion which encourages cooperative planning between the four jurisdictions for the Soos Creek community, and

WHEREAS, the King County executive and the councilpersons from Districts 6 and 9 have recommended thirteen members to serve on the Soos Creek Community Plan Advisory Committee, and

WHEREAS, a chairperson for the Soos Creek Community Plan Advisory Committee will be appointed by the director of the parks, planning and resources department;

NOW THEREFORE BE IT MOVED by the Council of King County:

A. The Soos Creek community plan update shall incorporate and implement relevant policies, map designations and concepts of the 1985 King County comprehensive plan.

G:SCPLN

B. The department will review the appropriateness of the community planning area boundary in the Covington area. After considering comments from the advisory committee and the general public, the department will recommend to the King County council any adjustments by July 1, 1988.

C. The Soos Creek community plan update shall consider and address:

1. Opportunities for residential development to accommodate anticipated population at appropriate densities and locations considering factors such as existing subdivision patterns, environmental constraints, availability and capacity of public services and compatibility with adjacent uses;

2. Ways to provide a local balance of households and jobs in the subregion including the planning area, adjacent cities and urban activity centers;

3. Opportunities for affordable housing in quantities sufficient to address anticipated growth and consistent with the King County Affordable Housing Policy Plan;

4. Amount, location and character of commercial development appropriate to support existing and anticipated population;

5. Transportation routes, capital improvement projects, transit facilities and other facilities and services needed to support planned land uses;

6. Boundaries of sewer and water service areas necessary to implement plan policies and the land use plan;

7. Safeguarding the area's valuable water and fisheries resources, protecting environmentally sensitive areas and addressing the Soos Creek Plateau's unique surface and ground water management needs;

8. Priorities for acquisition of open space and park sites, and recommendation of appropriate local park and recreation development projects;

9. Heritage sites, including measures to retain and enhance structures or sites within the Soos Creek planning area identified by King County historic site survey and to otherwise implement the King County heritage resources protection plan;

10. Adopted plans of adjacent incorporated jurisdictions such as the cities of Renton, Kent and Auburn and special purpose districts;

G:SCPLN

11. Resources and industries including forestry, agriculture, gas, oil, gravel, rock and coal exploration, extraction and processing.

12. Issues of mutual interest between King County and adjacent jurisdictions such as land use, facility planning, development standards and environmental protection which may be further addressed by subsequent interlocal agreements.

D. The department shall propose Soos Creek area zoning. It should include:

1. Maps and descriptions of the zoning classifications necessary to implement the recommended land use designations;

2. Special development conditions necessary to protect the environment, mitigate significant adverse environmental impacts and otherwise carry out the recommended land use policies, and

3. Text explanations for the applied zoning classifications.

E. The advisory committee may make recommendations outside the scope of the community plan, and these shall be presented separately as special recommendations for executive and council consideration.

BE IT FURTHER MOVED by the Council of King County:

A. There is established a thirteen-member Soos Creek community plan advisory committee, composed of the individuals listed in attachment A.

B. It is expected that no new members will be added to the committee during the planning process. In the event a member is unable to complete his or her term, the department may recommend to the King County executive and councilpersons from Districts 6 and 9 a replacement only if necessary to complete the committee's work.

C. There shall be one member each from the cities of Renton, Kent and Auburn. The cities of Renton, Kent and Auburn shall select replacements if needed if their representatives resign.

D. All committee members shall be subject to the disclosure provisions of K.C.C. 3.04.050.

G:SCPLN

BE IT FURTHER MOVED BY THE Council of King County:

A. The King County parks, planning and resources department staff shall be responsible for preparing the initial Soos Creek community plan documents. Community planning staff will lead the community planning effort and direct the progress of the committee in their discussions and review of staff work. The department of public works will provide analysis and will initiate recommendations regarding transportation alternatives and plan concept.

B. Throughout the planning process, planning staff shall be responsible for coordinating and considering the views of the general public, technical experts and the advisory committee.

C. Throughout the Soos Creek community planning process, the advisory committee shall consider the local community's role and responsibilities within the context of the broader, countywide community. The committee's responsibilities include examining the impacts of local decisions on countywide strategies and initiatives; providing for the community's anticipated growth; and providing housing and economic opportunities for all income levels.

D. The committee shall review work of the planning staff, consider comments from the general community and technical experts, and assist staff in seeking to resolve issues and develop policies. Although consensus is a goal of the plan process, if committee consensus is not reached, areas of disagreement will be identified and review of the next issue in the process will begin.

E. Regular advisory committee meetings shall end after the committee reviews the department's proposed plan. Committee members are, however, encouraged to continue to participate in the public review process until final adoption by the King County council.

F. Since one of the purposes of the advisory committee is to provide a vehicle for bringing together diverse interests within the Soos Creek planning area; planning staff and the committee should seek, encourage and facilitate broad community involvement.

G:SCPLN

G. The chairperson will be responsible for running advisory committee meetings, keeping committee work on schedule, and making sure the various viewpoints of committee members are expressed.

PASSED this 28th day of March, 1988.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Gary Grant
Chairman

ATTEST:

Beverly M. Quinn
Clerk of the Council

G:SCPLN

ATTACHMENT A

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CP032/SC/2

Appendix C

Covington Urban Design Study

Design and Development Guidelines

Prepared by:

NBBJ

▲

April 1991

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Section I.

The Intent and Nature of Design and Development Guidelines

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The purpose of this study effort is to identify site-specific design guidelines and other actions that can aid in creating compact, pedestrian-oriented development patterns in the Covington Urban Activity Center.

The need for activity center development and design guidelines arises from policies contained in both the King County Comprehensive Plan and the Soos Creek Community Plan. The Comprehensive Plan, adopted in April 1985, states that Urban Activity Centers are intended to be the "major concentrations of commercial and industrial development in unincorporated King County." The Comprehensive Plan includes a variety of policies related to the design of urban activity centers. The overriding theme of those policies is the desire for compact centers that encourage transit and pedestrian travel, and reduce reliance on the automobile.

The proposed Soos Creek Community Plan reinforces and further defines the Comprehensive Plan design objectives for the Covington Urban Activity Center. For example, Chapter 5 of the Soos Creek Community Plan contains policies for enhancing the quality of commercial centers, including:

- Encouraging additional landscaping beyond minimum code requirements
- Preservation of significant trees and vegetation
- Provision of public open areas as part of all new development
- Encouraging parking to be located in areas that avoid disruption of pedestrian circulation and promote compact centers
- Promoting improved pedestrian, bicycle, and transit access and circulation

The development and design guidelines for Covington seek to create a more compact, pedestrian-oriented activity center and improve the potential for transit service through a variety of techniques. Examples of potential design and development guidelines include:

- Prohibiting or restricting the development of auto-oriented uses such as fast-food restaurants and drive-through banks.
- Increasing the allowable development densities to encourage greater use of transit.
- Modifying the placement of buildings (e.g. eliminating setbacks) in ways that encourage pedestrian activity by making streets more attractive routes for walking.
- Reducing the amount of parking provided by individual developments, and influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts.
- Identifying key pedestrian circulation routes in the Activity Center, as well as pedestrian linkages to surrounding areas. The existing and proposed streets in the Activity Center are viewed as the primary routes for pedestrian movement.
- Identifying actions for enhancing transit usage, such as design improvements to transit stops, joint use of park-n-ride facilities, and the development of transit centers.
- Identifying landscaping improvements and public amenities (parks, plazas, and other public spaces) that can enhance the Activity Centers as attractive and accessible "people places."

An analysis of traffic conditions in the Covington Urban Activity Center was undertaken as part of the process for identifying appropriate development and design guidelines. The objectives of the traffic analysis were to:

- Determine where new roads are needed in the Activity Center.
- Identify transportation improvements for improving local vehicular access/circulation and enhancing the pedestrian orientation of the Covington center.
- Identify potential improvements for enhancing regional access to and through the Activity Center.

The results of the traffic study have been integrated into this report. The complete traffic report is included as Appendix A.

The design and development guidelines for the Covington Urban Activity Center are a component of the Soos Creek Community Plan. The guidelines included in this report, which include recommended standards for regulating private development, proposed capital improvement projects, and other actions, will be implemented through Area Zoning and other implementation tools in the Soos Creek Community Plan.

King County is considering new zoning code provisions that would allow the establishment of Special District Overlays. These overlay districts would permit modifications to underlying zoning standards for large ownerships or areas containing several properties, in order to carry out comprehensive and community plan policies that are unique to those areas. One type of special district overlay being considered by the County -- pedestrian-oriented development -- is particularly appropriate for achieving the design objectives in much of the Covington Urban Activity Center.

It is anticipated that special district overlays will be a primary mechanism for implementing design and development guidelines in Covington. Prior to the adoption of new zoning provisions that are expected to codify special district overlay standards, property-specific development standards (P-Suffix conditions) will likely be used to implement most of the design and development guidelines.

THE STUDY PROCESS

The study process used to prepare development and design guidelines for Covington is depicted in Figure I-1. Initial tasks included an understanding of the design goals for the Covington Urban Activity Center as stated in both the King County Comprehensive Plan and the proposed Soos Creek Community Plan, review of major planning issues, and extensive on-site assessment of existing activities and circulation patterns. The primary objective of these initial tasks was to determine the major design opportunities and constraints in the Covington Center.

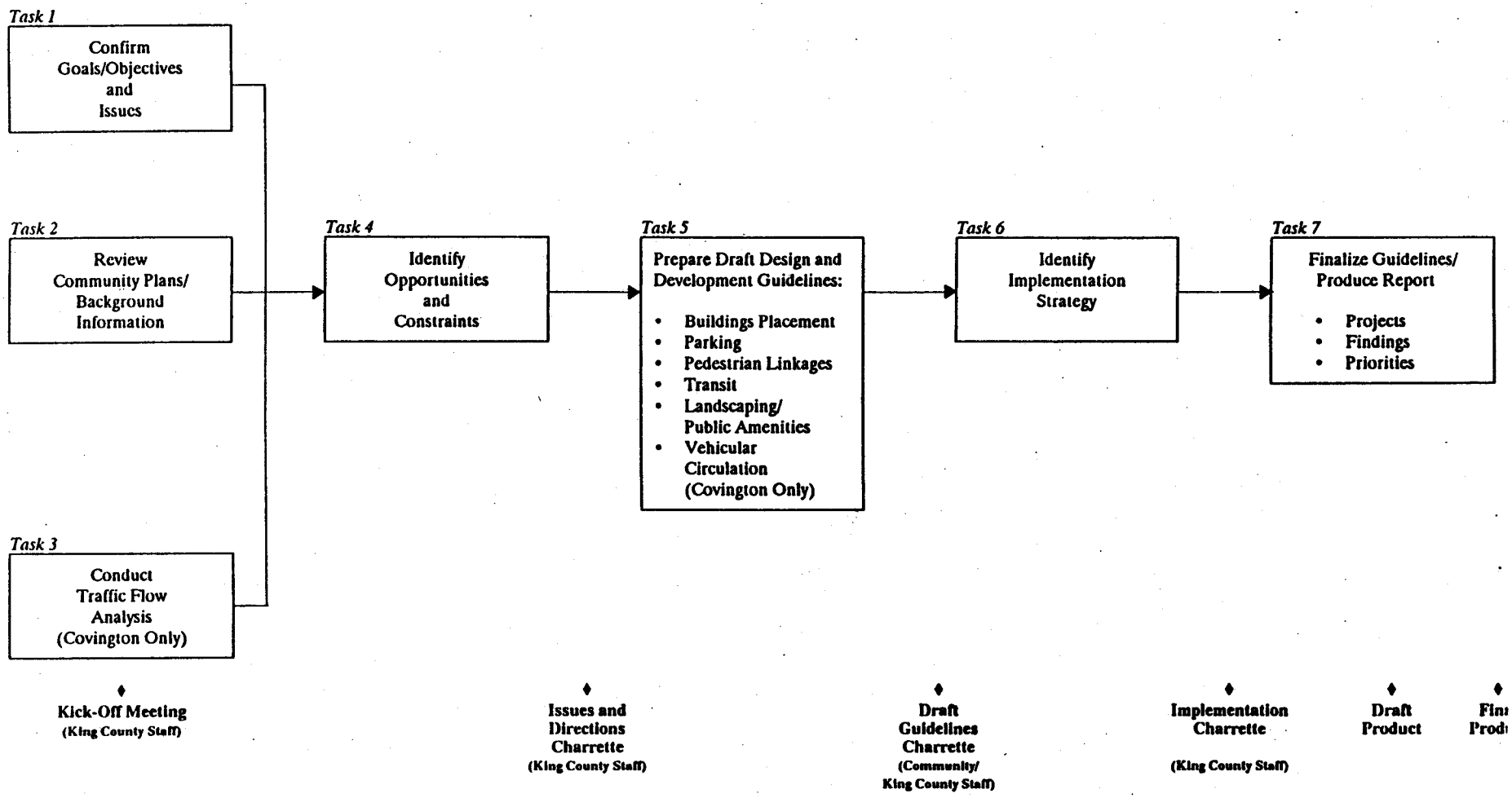
After identifying major design "Opportunity Areas" in the Covington Activity Center, site-specific development and design guidelines were prepared and presented at a community meeting held in the Covington area. The guidelines were modified and/or refined based upon comments received at these meetings. This document includes both a summary of background information and a description of the development and design guidelines for the Covington Center.

Figure I-1

Study Process

Plans for Urban Activity Centers

Kenmore•Woodinville•Covington



The scope of the design guideline study effort is influenced by several factors. First, the focus of the guidelines is on those areas within the Covington Urban Activity Center that are designated in the proposed Soos Creek Community Plan for commercial retail or office development. Areas designated for industrial or residential development are considered outside the scope of the effort, except for the identification of linkages to commercial areas. Second, the design guidelines take as a given the proposed land use designations for the Covington Activity Center. Since those designations may change prior to Council adoption of the Soos Creek Community Plan, the design guidelines included in this document may also need to be revised.

Finally, strong emphasis has been placed upon those areas in the Covington Activity Center that is most likely to experience development change over the next six to ten years. Comparatively little effort has been expended on identifying design guidelines for areas that are relatively stable and not likely to develop or redevelop over this timeframe.

Section II.

Covington Urban Activity Center

▲

A. EXISTING CONDITIONS

The Covington Urban Activity Center comprises approximately 300 acres at the western edge of the Soos Creek Community planning area in south King County. As displayed in Figure II-1, the Activity Center is bordered on the west by SR-18, on the north and south by single-family residential neighborhoods, and on the west by Jenkins Creek and the related wetlands area.

1. MAJOR ACTIVITY NODES

The existing pattern of land use in the Covington center is displayed in Figure II-2. Whereas most of the areas designated as urban activity centers in King County have mature patterns of development, the majority of land area in the Covington Activity Center remains undeveloped. A unique opportunity is thus afforded to shape future development in ways that enhance pedestrian access and circulation, encourage the use of transit, and forestall the dominating auto-orientation that is so common in other commercial centers throughout the Puget Sound region.

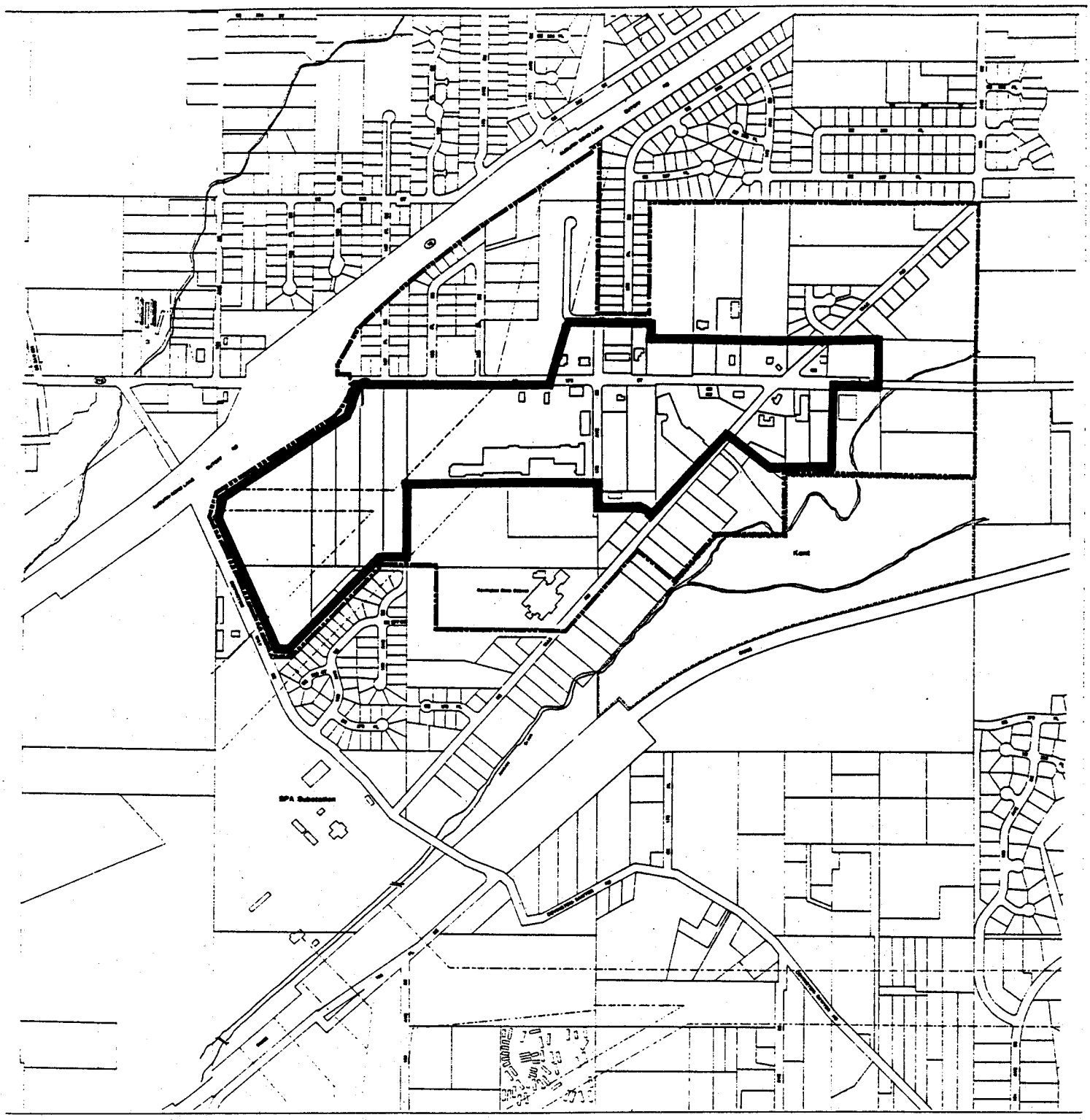
The existing commercial core in Covington is located on the south side of SR 516, and is comprised of two community shopping centers -- Johnny's, located on the southwest corner of SR-516 and Wax Road, and the newer Covington Square, situated directly west of 172nd Avenue S.E. Both of these developments are comprised of buildings with a low-scale (one-story) linear configuration that are surrounded by large surface parking lots. Both centers are anchored by supermarkets, and include other tenants such as drug stores, home improvement centers, and a variety of small convenience shops. While only 600 feet separate the two centers, pedestrian connections are poor. This is due to the physical barrier created by vacant parcels situated between the two developments, as well as to the fact that Johnny's Center is oriented to the east with its rear (service area, refuse bins) facing in the direction of Covington Square.

A number of small commercial retail and professional office developments, including several fast-food restaurants, are situated along SR-516 in the Covington Activity Center. Non-residential land-uses in Covington include a small single-family neighborhood in the northwest corner of the Activity Center, and an elementary school situated off of Wax Road on the Center's southern border.

A large medical outpatient facility with related physician office space has been proposed at the northeast corner of SR-516 and Wax Road.

There are two prominent natural/physical features that may constrain future development in the Covington Activity Center. Jenkins Creek, located along the eastern border of the center, is a significant wetlands and floodplain area in eastern King County. A master drainage plan for the entire Soos Creek basin (which includes Jenkins Creek) is currently underway that will establish development conditions in the Covington area for protecting this important wetlands area.

A Bonneville Power Administration (BPA) transmission line and related right-of-way easement (width of approximately 400 feet) extends in a north-south direction through the Covington Center (see Figure II-2). BPA regulates activities in the right-of-way area to assure that their transmission facilities can be maintained and operated safely and efficiently. BPA does not permit structures or buildings to be placed on the right-of-way. Roads are permitted, however they must be located at least 25 feet away from poles and guy wires and 50 feet from the legs of steel towers.



Activity Center Boundary

Focus Area for Design Guidelines

Figure II-1

Study Area Boundaries

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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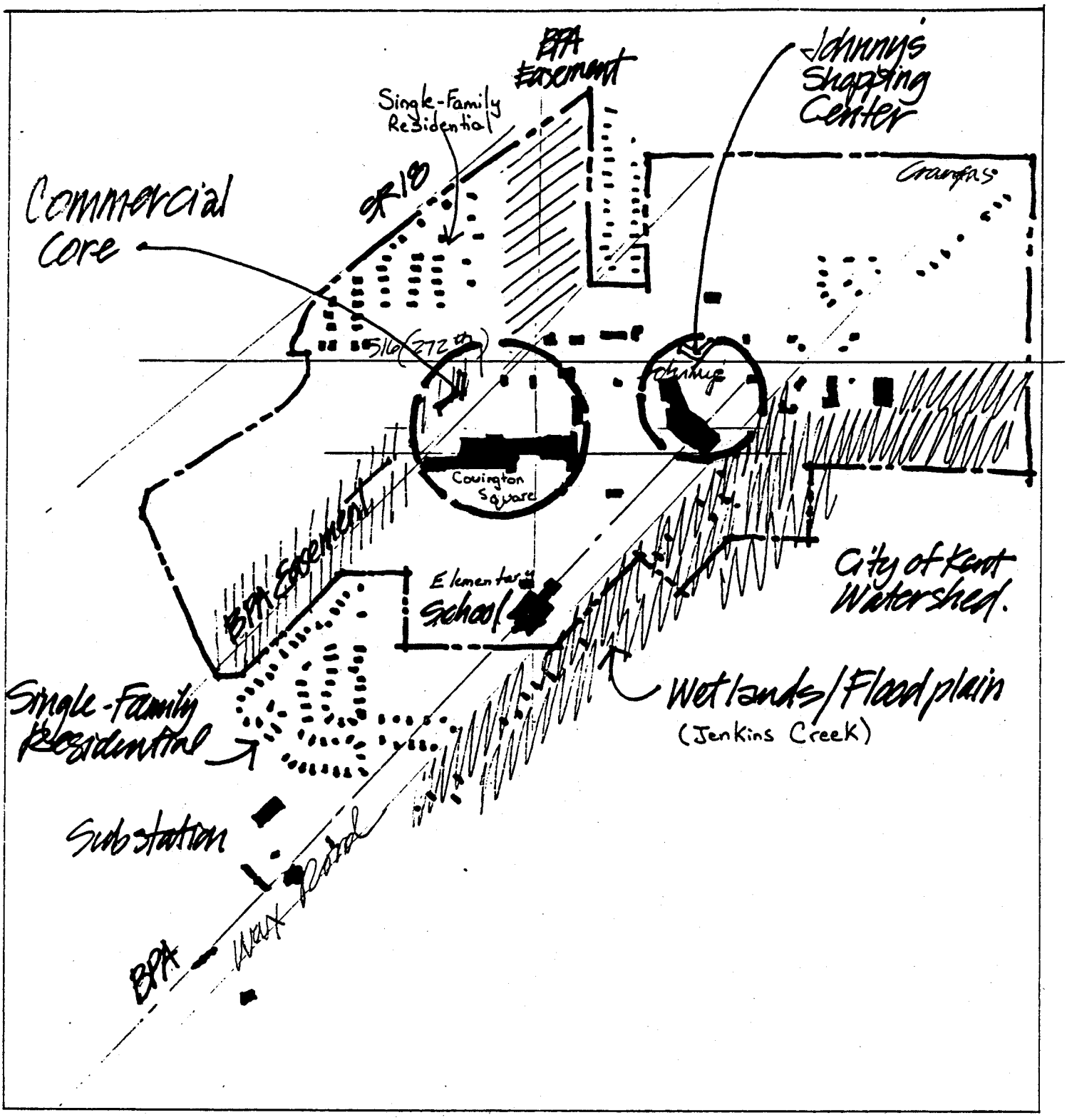

Figure II-2

Existing Activity Nodes

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

NBBJ

2. ACCESS AND CIRCULATION

Vehicular

The regional network of vehicular access to and from the Covington Urban Activity Center is shown in Figure II-3. SR-18, which extends from I-5 in Federal Way to I-90 in North Bend, provides access to Covington from the southwest and northeast. Kent-Kangley Road (SR-516), a major east-west route in south King County, travels directly through the heart of Covington. The interchange of SR-516 and SR-18 forms the western border of the Activity Center.

The limited number of regional arterials in the Soos Creek area places a heavy traffic burden on SR-516, since it is the primary route for east-west access between the Kent/Auburn area and eastern King County. There are a number of transportation projects being planned by King County and Washington State Department of Transportation (WSDOT) that should improve regional access around the Covington Activity Center, including (See Figure II-3):

- Planned WSDOT improvements on SR-18 include new interchanges at S.E. 288th and S.E. 304th Street, which may take some of the pressure off of SR-18 traffic that now use SR-516.

- The County's six year capital improvement plan includes road widening and other improvements on a number of arterials in the Covington area, including: S.E. 240th and S.E. 256th Street, which are alternative east-west access routes in south King County; 132nd Avenue S.E., which provides north-south access to SR-516; and Kent/Black Diamond Road, which extends from SR-18/S.E. 288th Street S.E. to the Black Diamond area. These improvements should help to ease the burden on SR-516 as a regional east-west access route.

- WSDOT plans to widen SR-516 between 132nd Avenue S.E. and 180th Avenue S.E. The SR-516 project is described below under the discussion of local vehicle access.

- There has been ongoing transportation planning regarding the creation of a major new east-west corridor along South 272nd Street extending from Federal Way to southeastern King County.

Local vehicular circulation in the Covington Urban Activity Center is shown on Figure II-4. As noted above, SR-18 (freeway) and SR-516 (principal arterial) intersect at the western border of the Covington Activity Center. SR-18 has limited access and is entered/exited via the ramps at the SR-516 interchange.

SR-516 is a major east-west arterial that carries traffic through the middle of the Covington Center. Heavy traffic volumes and the substandard design of the existing roadway makes SR-516 a barrier for local access and circulation.

The east side of the Activity Center is bordered by Wax Road, a minor arterial that extends in a northeast-southwest direction. This two-lane roadway has been widened at major intersections to accommodate left turn channelization, including the signalized intersection with SR-516. The extreme northeast and southwest portions of Wax Road continue through residential areas.

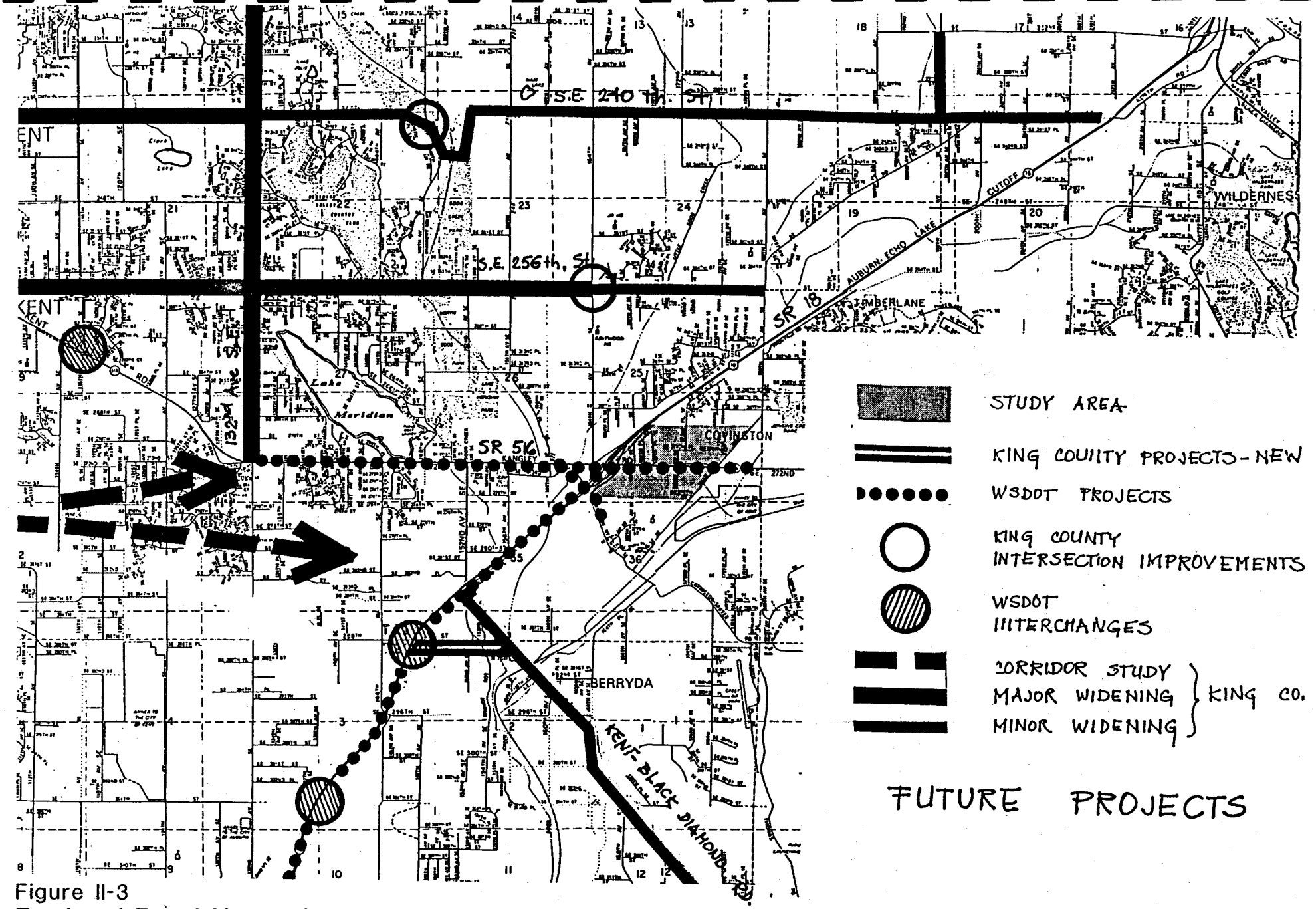

Figure II-3
Regional Road Network
Covington Urban Activity Center
KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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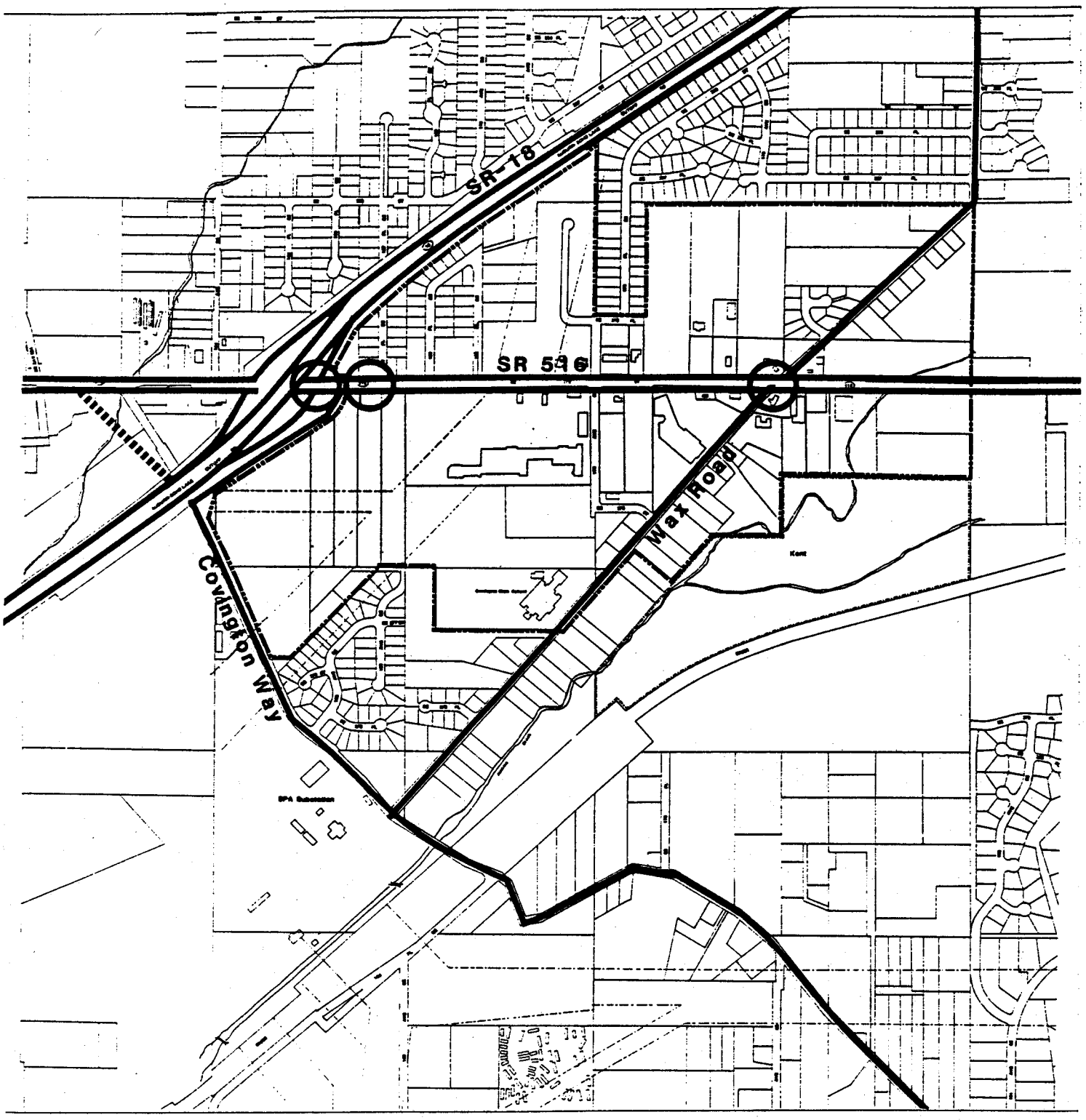

Principal Arterial
Minor Arterial
Future Connection
Signalized Intersection

0 200

Figure II-4

Vehicular Circulation

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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Covington Way is a two-lane minor arterial that borders the Activity Center on the south side. The road curves at SR-18 and runs parallel with the freeway, connecting with SR-516 just east of the intersection with the SR-18 northbound ramps. These intersections are both signalized, but they are situated so close to each other that traffic control at both intersections is very difficult, particularly during heavy peak traffic periods.

A number of transportation improvements are planned for these roadways that will improve vehicular access around the Covington Activity Center, including:

- The first phase of the WSDOT project to widen SR-516 will be the section between Wax Road and SR-18 that falls entirely within the Activity Center boundaries. This first phase, which is currently being advertised for construction and will be completed in 1991, will widen SR-516 to five lanes (two traffic lanes in each direction and center turn-lane) and construct curbs, gutters, sidewalks, and bus pullouts as well as widen intersections and reconstruct the signals at both the SR-18 ramps at Covington Way and the Wax Road intersection.

- Planned WSDOT improvements to widen SR-18 between Auburn-Black Diamond Road and SR-516 will include construction of a bridge on Covington Way over SR-18 to provide a direct link with SR-516 east of the highway. This overpass will improve traffic flow on Covington Way, including the elimination of the present congested intersection next to the SR-18 ramps.

Because the Covington Activity Center is largely undeveloped, few internal roads have been constructed for providing local vehicular circulation within the center.

Pedestrian/Transit

There is currently minimal amounts of pedestrian activity occurring in the Covington Activity Center. One obvious reason for this is that the Activity Center remains largely undeveloped. The commercial development that has occurred (i.e. Covington Square, Johnny's) is strongly oriented to the automobile with large surface parking lots and low-scale buildings that are spread out in a long linear pattern. In addition, the heavy traffic on SR-516 creates a hostile setting for pedestrian crossings, a situation that could worsen when this roadway is widened to five lanes.

SR-516 currently serves as a transit arterial in the Covington vicinity. The East Kent park-n-ride lot, currently being planned in the area of SR-516/132nd Street S.E., will provide the closest park-n-ride facility to the Covington Activity Center. Bus pullouts will be constructed on SR-516 midway between the intersections of 172nd Avenue S.E. and Wax Road as part of the WSDOT widening project.

3. SUSCEPTIBILITY TO CHANGE ANALYSIS

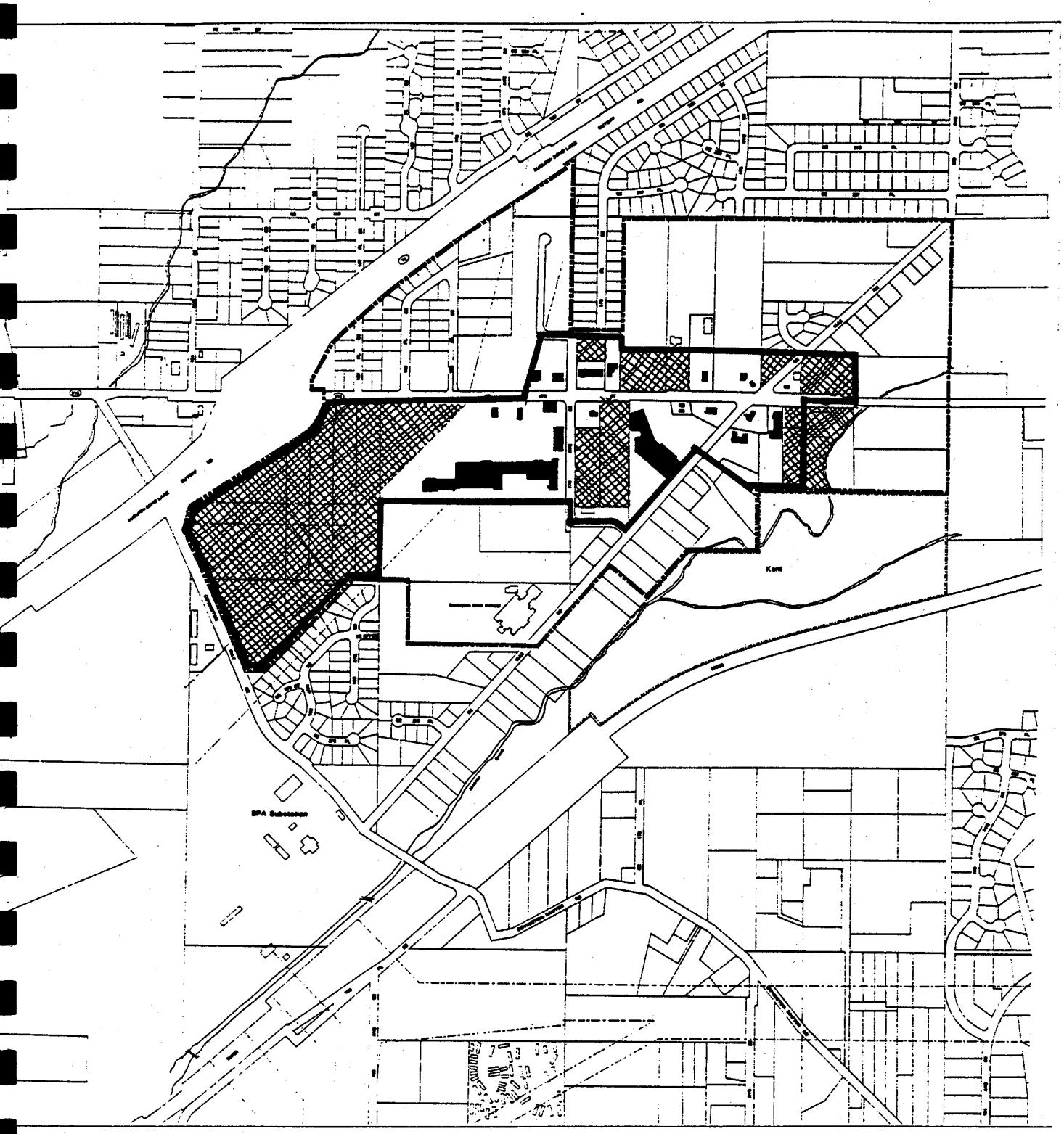
A primary objective of this study effort is to prepare design guidelines that have a high probability of being implemented over the planning timeframe of the Soos Creek Community Plan (6 to 10 years). Therefore, the design focus was on those properties in the Covington Urban Activity Center that are most likely to develop or redevelop over the next decade.

A susceptibility to change analysis was undertaken to evaluate the development or redevelopment potential of all properties with commercial or mixed-use designations in the Covington Center. The following evaluation criteria were used in this analysis:

- Land Utilization: vacant versus developed sites
- Physical Constraints: degree to which natural features constrain site development
- Age and condition of buildings
- Zoning Utilization: degree to which existing development maximizes zoning potential (both permitted uses and density)
- Location: relative to other activities, access, visibility
- Planned Project: development/redevelopment currently under active consideration

Figure II-5 depicts the results of the susceptibility to change analysis for the Covington Activity Center. Properties are classified into two categories: stable and potential development or redevelopment. This analysis reveals that with the exception of the Covington Square and Johnny's shopping centers, the vast majority of land in Covington is undeveloped. The largest concentration of vacant land is the approximately 45 acres located in the southwest corner of the Center. Other large undeveloped areas include parcels located between the two shopping centers, and a large area located to the east of Wax Road.

The Susceptibility to Change Analysis evaluated parcels within the defined "focus area" for this urban design study, which includes all parcels with commercial land use designations in the proposed Soos Creek Community Plan. There are several large areas outside this focus area with multi-family land use designations that are also likely to develop or redevelop over the next decade. They include vacant areas on the northern and southern borders of the Activity Center, and the older single-family neighborhood located in the northeast sector.



Stable

Potential Development and Redevelopment

0 200

Figure II-5

Susceptibility to Change

Covington Urban Activity Center

COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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4. MAJOR OPPORTUNITIES AND CONSTRAINTS

Based on the King County Comprehensive Plan design goals for activity centers, the proposed Soos Creek Community Plan policies for Covington, and an understanding of existing conditions as described above, a number of key design opportunities and constraints have been identified for the Covington Urban Activity Center.

Opportunities

Large Amount of Undeveloped Land: Unlike other Urban Activity Centers in King County that are largely built-out with auto-oriented patterns of development, the majority of the Covington Activity Center remains undeveloped. A unique opportunity is thus afforded to shape future development in Covington in ways that encourage pedestrian access and circulation, promote use of transit, and discourage reliance on the automobile. For example, there are very few local access streets in the Covington Center. As future development occurs in Covington, local streets should be constructed that are attractive routes for pedestrian activity.

Planned Transportation Improvements: A number of transportation improvements are planned for the Covington area that will greatly affect the movement of vehicles to and through the Activity Center. Of particular importance is the widening of SR-516 to five lanes that is anticipated to be completed by WSDOT in 1991. That project will include curbs and sidewalks throughout the Activity Center, and will also provide a bus pullout area east of 172nd Avenue S.E. These improvements should help to promote pedestrian circulation and transit use in Covington. With the planned widening project, the time is right to develop guidelines and other actions for enhancing SR-516 in ways that further the design goals for Covington. For example, guidelines need to be developed for restricting driveways and other access points on SR-516 as a way of promoting smooth traffic flow and minimizing pedestrian-auto conflicts. Actions also need to be identified for enhancing pedestrian crossing of SR-516, and for beautifying this major arterial with streetscape improvements such as median landscaping.

BPA Easement: The Bonneville Power Administration (BPA) power line easement extends through the Covington Activity Center in a north-south direction just east of the Covington Square shopping center. BPA regulations prohibit buildings or other structures within the approximately 400 foot wide easement. While the power line easement restricts building development, roadways and parks can be constructed as long as they don't hinder the maintenance and operation of the transmission facilities. A unique opportunity is afforded for creatively using the easement to enhance the Covington center as a pedestrian-oriented "people place".

Mature Vegetation: As noted above, the Covington Activity Center remains largely undeveloped. Much of the center is heavily wooded, creating the image expressed by the community of a "clearing in the woods." As the Covington area matures as an Urban Activity Center, it will be vital to preserve existing vegetation in order to retain a strong sense of a rural, wooded setting.

Constraints

SR-516 Barrier: While the widening of SR-516 will provide certain pedestrian amenities such as continuous curbs/sidewalks and a bus pullout area, it will also result in that roadway becoming a severe barrier to pedestrian circulation and local vehicular movement. Once SR-516 is widened, it will have an eighty-foot traffic right-of-way that will represent a significant obstacle for pedestrian crossings. In addition, the added capacity of this roadway means that the level of through traffic that is presently very high will likely increase, thus creating additional conflicts with local vehicular traffic and pedestrian movement. Design and development guidelines need to be developed that minimize the deleterious impacts of SR-516 on pedestrian circulation.

Existing Auto-Oriented Development: The two major commercial developments in the Covington Activity Center, Covington Square and Johnny's, are auto-oriented centers characterized by low-scale buildings that are widely spread-out with large surface parking lots that surround the building structures. Although approximately 600 feet separates the two centers, there are no linkages that provide easy pedestrian access between them. In addition to these centers, other recent development in the Activity Center include several fast-food restaurants with drive-through facilities that are strongly oriented to the automobile. Since these existing developments are not likely to redevelop over the timeframe of the Soos Creek Community Plan, design and development guidelines that promote a pedestrian orientation in the Activity Center must that take into account the constraints posed by these auto-oriented developments.

Linear Nature of Development: The commercial core in the Covington Activity Center follows SR-516 and thus is defined by a pronounced linear configuration. Existing and proposed development reinforces the linear nature of the Activity Center. For example, the proposed medical outpatient facility on the northeast corner of Wax Road and SR-516 will create a major activity node in the east end of the Covington Center. For most people, this node will be beyond normal walking distance from the existing/planned commercial retail and office core located in the west part of the center. The linear nature of development in the Activity Center presents a major constraint for promoting pedestrian activity.

Jenkins Creek Wetlands Area: Jenkins Creek, located on the eastern border of the Activity Center, is an important wetland and floodplain resource for the Soos Creek community. A separate master drainage plan currently underway to establish development conditions in Covington for minimizing impacts on the wetlands. From the standpoint of this urban design study, development and design guidelines need to result in a minimal disturbance to the Jenkins Creek area.

B. OPPORTUNITY AREAS

Based upon the foregoing analysis, six "Opportunity Areas" have been identified for the Covington Urban Activity Center, as depicted in Figure II-6. These areas have been judged as offering the greatest potential for enhancing the pedestrian orientation of the Covington Center. The following paragraphs explain the overall design objective for each opportunity area. These opportunity areas form the basis of the site-specific development and design guidelines that are described in Section III.C.

1. MIXED USE PEDESTRIAN DISTRICT

There are a number of large vacant parcels south of SR-516 and adjacent to the existing commercial core. These parcels have good access to SR-18, SR-516 and Covington Way. The design objective for this area is to provide for a mix of commercial retail/office and perhaps high density residential uses within a setting that enhances pedestrian access and circulation. A strong pedestrian orientation in this area can be achieved through a number of design/development guidelines, including eliminating front setbacks to encourage buildings to directly abut the street; prohibiting any new auto-oriented uses such as drive-through banks and restaurants; reducing the amount of on-site parking (particularly surface parking) that is provided by individual developments; and assuring that pedestrian linkages are provided between adjacent developments.

2. BOULEVARD ON BPA EASEMENT

The BPA easement area between Covington Way and SR-516 is recommended as the location for a new north-south local roadway in the Covington Activity Center. This route is proposed to take the form of a boulevard that includes a divided roadway with landscaped median. The boulevard, which will function primarily as a local route for vehicular and pedestrian circulation, is envisioned as being wide enough to permit bicycles, jogging paths, and an alley of trees (meeting BPA regulations).

Commercial or residential development would be encouraged to front the eastern side of the boulevard to provide a clear definition of the street edge and promote pedestrian use. A cluster of trees could be preserved along the east side of the boulevard to separate the existing single-family neighborhood.

3. NEW STREET GRID SYSTEM

In addition to the boulevard described above, a limited number of secondary collector roads are suggested for the Activity Center to facilitate both north-south and east-west movement of vehicles and pedestrians. These new roads should promote development that has a strong pedestrian orientation. Certain portions of the grid network should be designated as primary pedestrian routes. These streets, which are envisioned as the key routes for pedestrian access and circulation in the Center, should include landscaping and other streetscape improvements. Buildings should be required to directly abut primary pedestrian routes to promote a strong pedestrian setting.

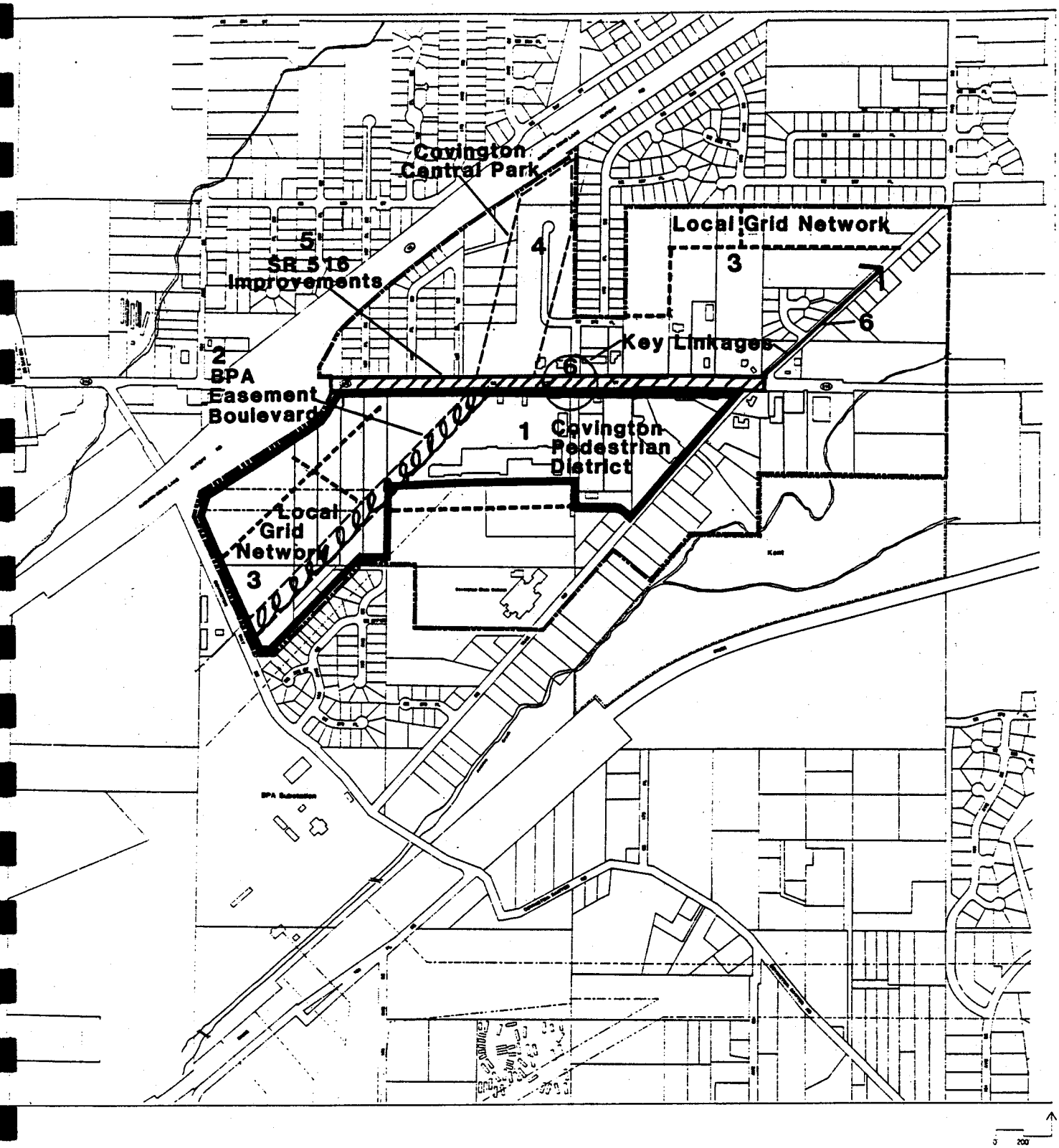

Figure II-6

Opportunity Areas

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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4. COVINGTON CENTRAL PARK

The area located north of SR-516 along the BPA power line easement is recommended as a potential site for a major active recreation park in the Covington Activity Center. Such a park has been given high priority by the Citizen Advisory Committee working on the Soos Creek Community Plan.

The site is situated close to both the existing residential neighborhoods and the commercial retail core. The new grid system recommended in 3. above could link newly developing residential areas with the park. Possible activities in the park could include ballfields, tennis courts, a community center, wading pools and play equipment, jogging, and bicycle trails.

5. SR-516 STREET IMPROVEMENTS

Planned WSDOT widening of SR-516 will provide improved vehicular circulation through the Covington Activity Center. Although SR-516 will continue to function as a major east-west arterial that carries a large amount of traffic through Covington, it should also provide a pleasing visual quality and avoid becoming a hostile setting for pedestrian activity. Streetscape improvements should include landscaping of sidewalk areas; consideration should also be given to landscaping of the center turn-lane in parts of the Activity Center.

6. IMPROVED PEDESTRIAN LINKAGES

As the Covington Activity Center develops, it will be vital to provide good pedestrian connections both between activity nodes in the center and to/from surrounding residential areas. In order to preclude the widened SR-516 from becoming a major barrier between the north and south parts of the Covington center, safe pedestrian crossings of SR-516 must be provided. Locations for such crossings include Wax Road, 172nd Avenue S.E., and the area where the proposed new boulevard (see 2.) intersects with SR-516.

Other important pedestrian linkages need to be provided to connect the residential areas to the south and north with the Covington center. In addition, pedestrian linkages should promote connections between the Activity Center and Jenkins Creek Park located just beyond the northeast border of the Covington center.

C. DEVELOPMENT AND DESIGN GUIDELINES

This section describes development and design guidelines for the Covington Urban Activity Center. These guidelines consist of a variety of proposed actions -- zoning development standards, proposed capital improvement projects, and other initiatives -- that are intended to improve the pedestrian orientation of the Covington Activity Center and specifically achieve the design objectives of the six opportunity areas described in Section II.B. above.

The guidelines are organized into six general categories: 1) building development; 2) parking; 3) vehicle access and circulation; 4) pedestrian access and circulation; 5) transit; and 6) landscaping and public space.

King County is considering new zoning code provisions that would allow for the establishment of Special District Overlays. These overlay districts would permit modifications to underlying zoning standards for large ownerships or areas containing several properties, in order to carry out comprehensive and community plan policies that are unique to those areas. One type of Special District Overlay that is being considered by the county -- pedestrian-oriented development -- is particularly appropriate for achieving the design objectives in the Covington Urban Activity Center. The pedestrian district is intended to establish areas for high-density, pedestrian-oriented retail/office development.

The existing commercial core of the Covington Center is centered around the two shopping centers located south of SR-516. The proposed Soos Creek Community Plan designates the area south of SR-516 primarily for regional business and office uses, and thus reinforces this area as the main commercial center in Covington. Proposed land use classifications for the area north of SR-516, on the other hand, are predominantly multi-family residential.

It is recommended that a pedestrian overlay district (Pedestrian District) be established for the Covington commercial core area as shown on Figure II-7. The boundaries of the Pedestrian District are SR-516 on the north, Covington Way on the west, existing single family and proposed multi-family development on the south and Wax Road on the east.

Figure II-7 also depicts the existing and potential new roads (See Section C.3. for discussion of recommended new roads) in the Pedestrian District that are recommended as primary pedestrian routes. These routes, which include a proposed new boulevard along the BPA power line easement, the existing 172nd Avenue S.E., and several other proposed new local roads, are intended to function as the principal routes for pedestrian activity in the Pedestrian District. Many of the development/design guidelines that follow reflect actions for creating a pedestrian friendly setting along these routes.

Guideline C-1 A Covington Pedestrian Overlay District should be established with boundaries as depicted on Figure II-7. Within the pedestrian overlay district, primary pedestrian routes should be designated as shown on Figure II-7.

1. BUILDING DEVELOPMENT

Permitted Uses

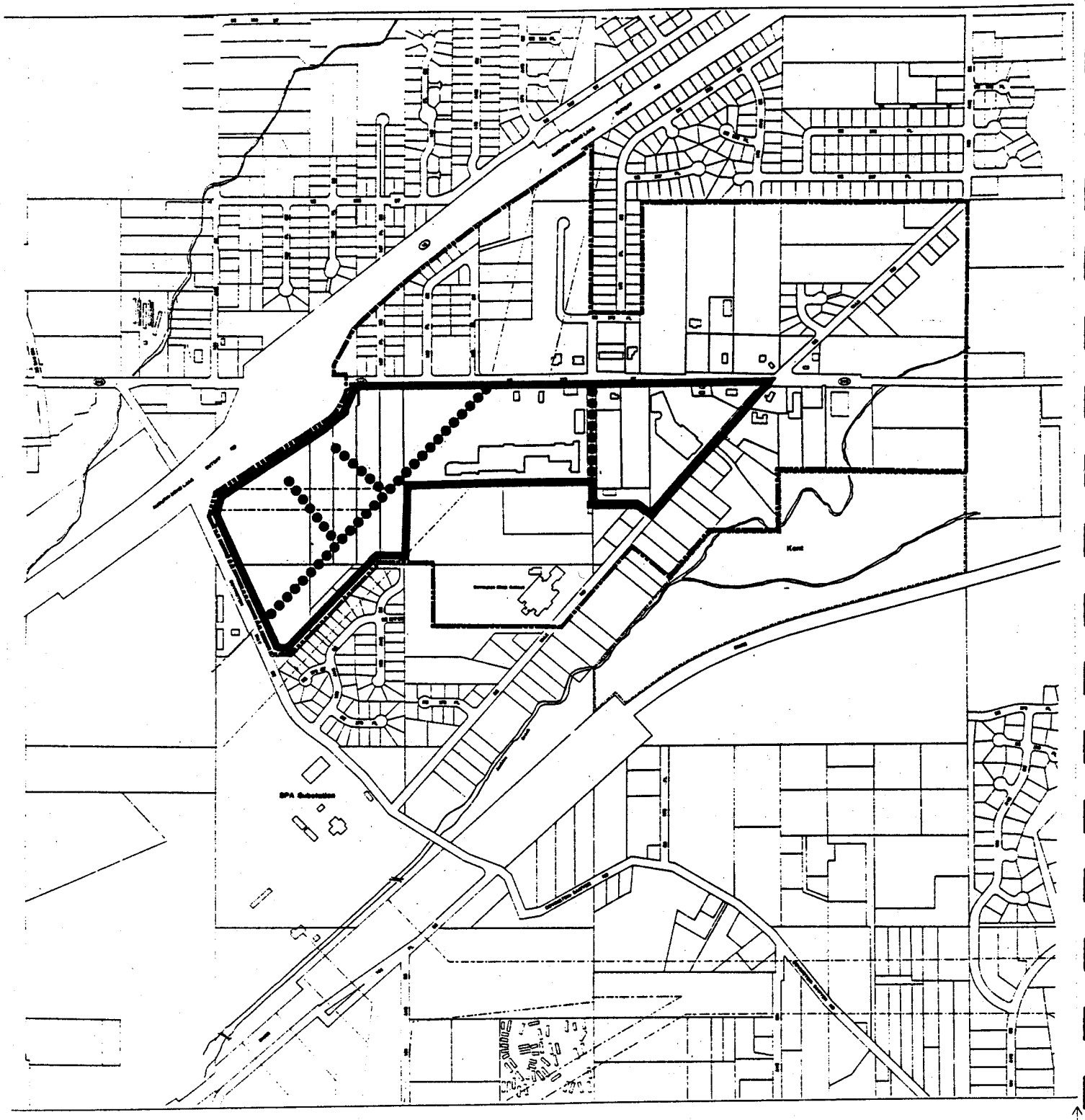
Certain retail uses, such as drive-through restaurants/banks and auto service stations, are strongly oriented to the automobile. These activities generate a constant flow of vehicles entering and leaving the site, which results in frequent conflicts with pedestrian circulation on adjacent sidewalks. In order to promote pedestrian circulation in the Covington Pedestrian District, and in particular to reduce potential conflicts between pedestrian/bicycle and automobile activity, new commercial development with a significant auto-orientation should be prohibited.

Guideline C-2 The following uses should be prohibited throughout the Covington Pedestrian District:

- Gasoline service stations
- Drive-through restaurants or banks
- Retail nurseries
- Car washes
- Stores with outdoor storage
- Other auto-oriented uses

Building Scale

New zoning code provisions being considered by the County would limit building densities in the regional business and office zones (proposed designations in Covington Pedestrian District) through a maximum floor-area-ratio of 3.5 (4.0 in office zone) and a height limit of 35 feet (45 feet in office zones). Height limits may be exceeded by one foot for every additional foot of street and interior setback provided (over minimums of 20 feet and 5 feet, respectively).



Pedestrian District Boundary

Primary Pedestrian Route

0 200'

Figure II-7

Pedestrian Overlay District

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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These density standards, in particular the limits placed on building heights, do not permit the compact, high-density development that is critical for fostering a strong pedestrian orientation and the increased use of transit in the Pedestrian District. In order to promote compact, high-density development, height limits in the Covington Pedestrian District should be raised to 65 feet in the office zones and 45 feet in the commercial zones.

Guideline C-3 Maximum height limits in the Covington Pedestrian District should be 65 feet in areas with office zoning designations, and 45 feet in areas with regional business designations.

Orientation of Buildings

The primary pedestrian routes depicted in Figure II-7 are intended to be the principal streets and pathways for pedestrian travel within the Covington Pedestrian District. To promote walking rather than driving as the primary mode of travel in the District, these routes must become inviting places for the pedestrian to use. One way of promoting an attractive setting for pedestrians is for buildings to include ground floor retail (either product or service-based) uses that directly front the street, thereby creating a pedestrian-friendly environment not unlike the traditional downtown.

The following design guidelines pertain to all properties with frontage on designated primary pedestrian routes in the Covington Pedestrian District, except for the east side of the proposed boulevard, where a landscape buffer is proposed to separate adjacent residential areas (see Guideline C-25). These guidelines are intended to integrate buildings with the main network of pedestrian circulation. Figure II-8 (section diagram of BPA Easement Boulevard), Figure II-9 (section design of other local access road), and Figure II-10 (illustrative site concept of Pedestrian District) illustrate these guidelines.

Guideline C-4 For properties with frontage on a primary pedestrian route, retail (product or service) uses only should be permitted on the ground floor.

Guideline C-5 To encourage buildings to front primary pedestrian streets, front setbacks should be established at a maximum of five feet. Larger setbacks should be allowed for arcades, streetside cafes, patios, parks and plazas.

Guideline C-6 To encourage continuous building frontage along primary pedestrian routes, minimum side setback requirements should be waived. In addition, the building facade should extend a minimum of 75% of the width of the site.

Guideline C-7 The primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, or parks.

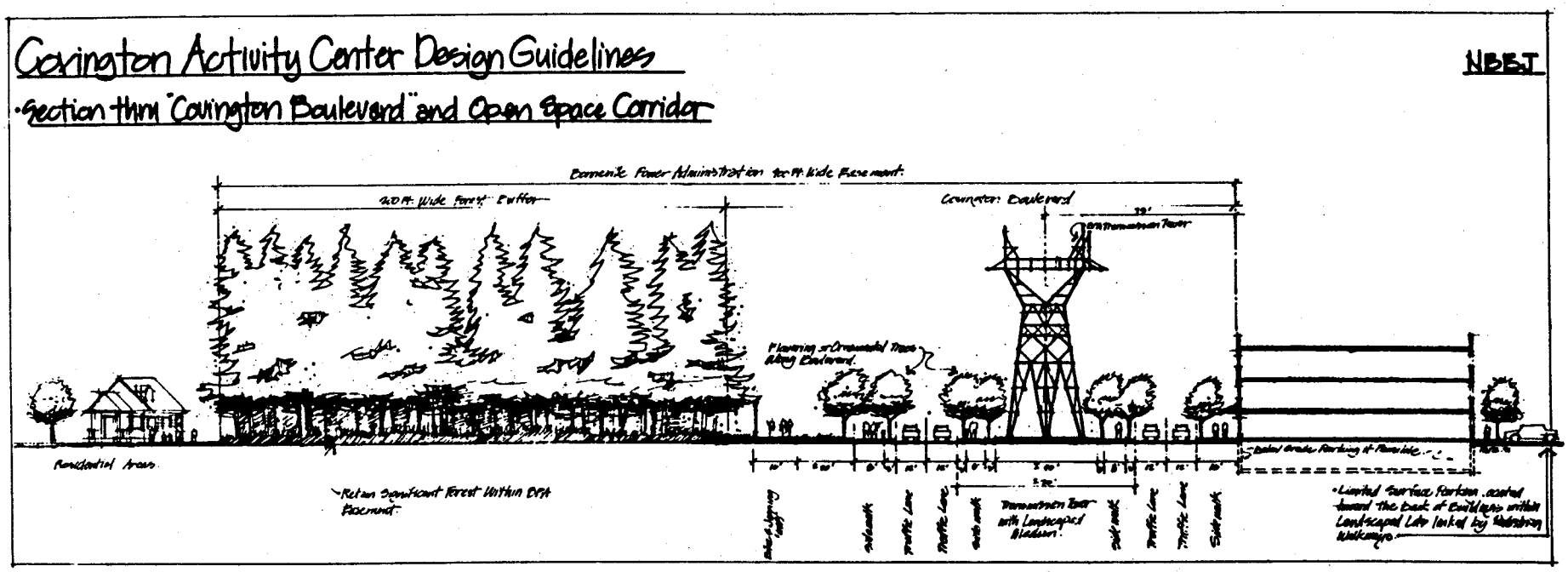

Figure II-8

Illustrative Section Diagram:
New Boulevard on BPA Easement

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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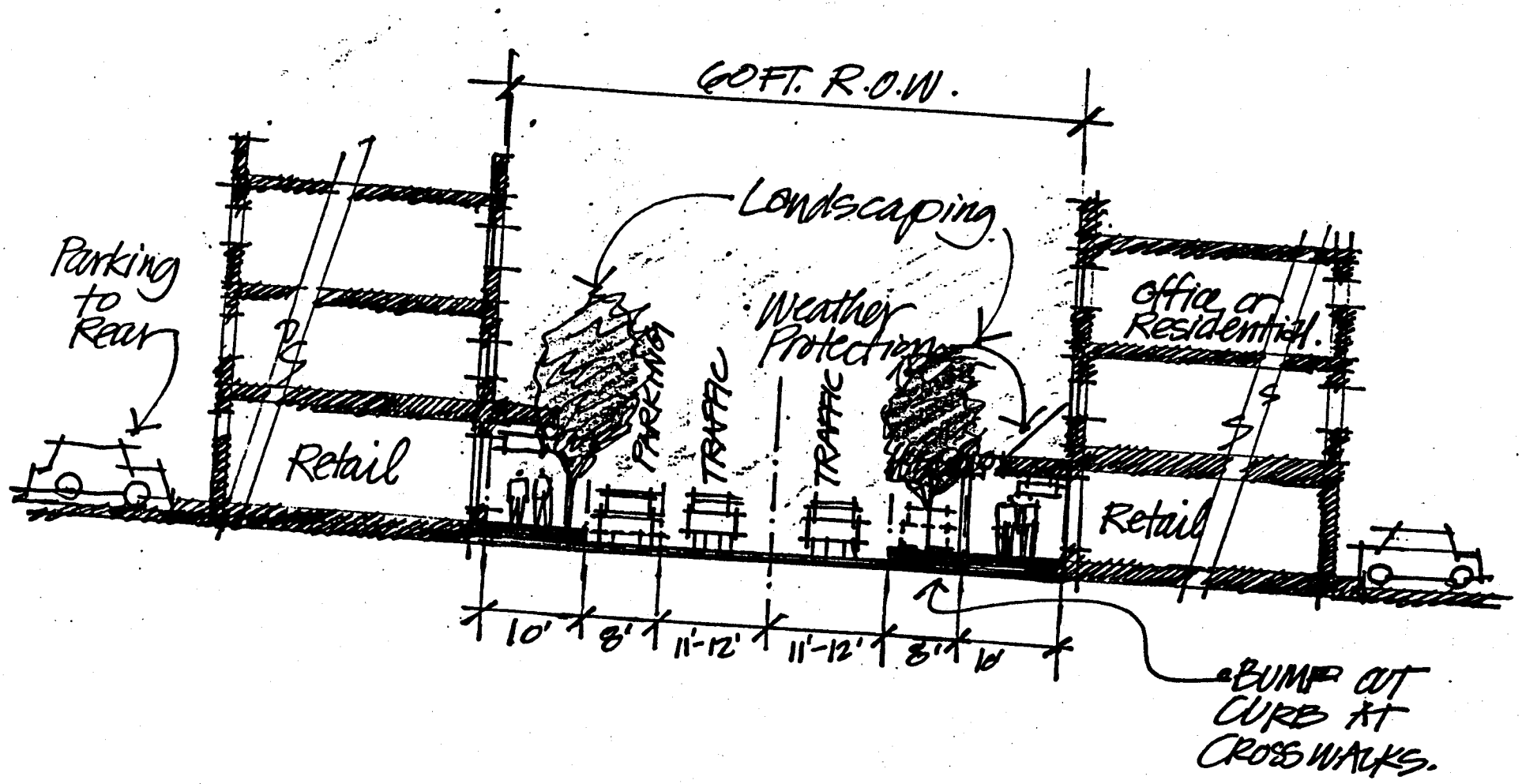

Figure II-9

Illustrative Section Diagram: Other Primary Pedestrian Streets

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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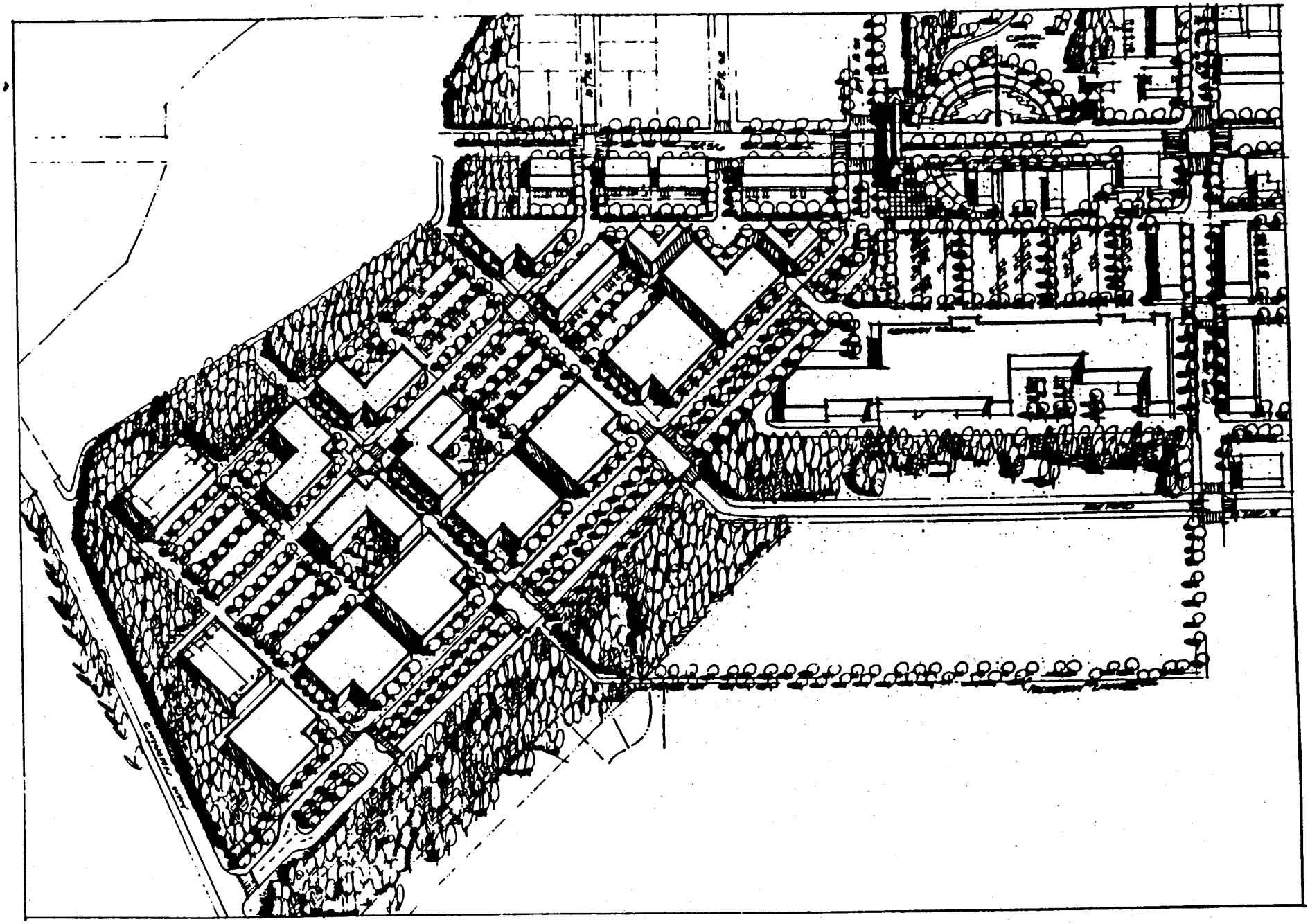

Figure II-10
Illustrative Site Concept: Pedestrian District
Covington Urban Activity Center

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Design

The development and design guidelines for Covington are not intended to promote a unified design theme for the Activity Center. However, the design of buildings should be attractive to pedestrians and wherever possible facilitate walking in all types of weather.

Guideline C-8 The building facade of ground floor retail uses that front primary pedestrian streets should include windows and overhead protection. The use of blank walls (such as concrete cinder block) without facade ornamentation should be discouraged.

Guideline C-9 Throughout the Covington Activity Center, building materials such as concrete, masonry, tile, stone, and wood should be encouraged. Glass curtain walls and all reflective glass should be discouraged.

2. PARKING

Off-Street Parking Requirements

By reducing the amount of required parking for individual developments, the pedestrian orientation of the Covington Activity Center can be enhanced in two ways. First, less on-site parking can result in an increase in the use of transit or other non-auto travel modes, particularly if a rigorous transportation management program is adopted by major new developments in the area. Second, a reduction in required parking means that less of the site will be consumed by surface parking lots that are generally hostile to pedestrian circulation.

Off-street parking requirements can be decreased by either reducing the demand for parking (e.g. car-pooling, increased transit use) or by providing alternative parking areas (e.g. on-street parking). In the Covington Pedestrian District, both these methods offer potential for decreasing the required amount of off-street parking. By permitting greater building heights in the District, higher development densities may occur which are supportive of increased transit use. In addition, the recommended new local roads in the District are envisioned to permit on-street parking.

To further encourage non-auto modes of travel, maximum off-street parking requirements should be established in the Covington Pedestrian District.

Guideline C-10 The amount of off-street parking provided by individual developments should be reduced wherever possible. Maximum off-street parking requirements should be established at either 1 space per 500 square feet of development or 50% of the amount required through regular zoning provisions, whichever is greater.

Location and Design

The on-site parking that is provided in the Covington Pedestrian District should minimize conflicts between auto and pedestrian access and circulation. Techniques for reducing pedestrian-parking conflicts include: 1) separating and screening the primary parking areas from the main pedestrian circulation routes, 2) breaking up large amounts of surface parking into smaller lots, and 3) reducing the amount of the total site area consumed by parking through use of structured lots or community parking facilities. Figure II-11 illustrates these guidelines.

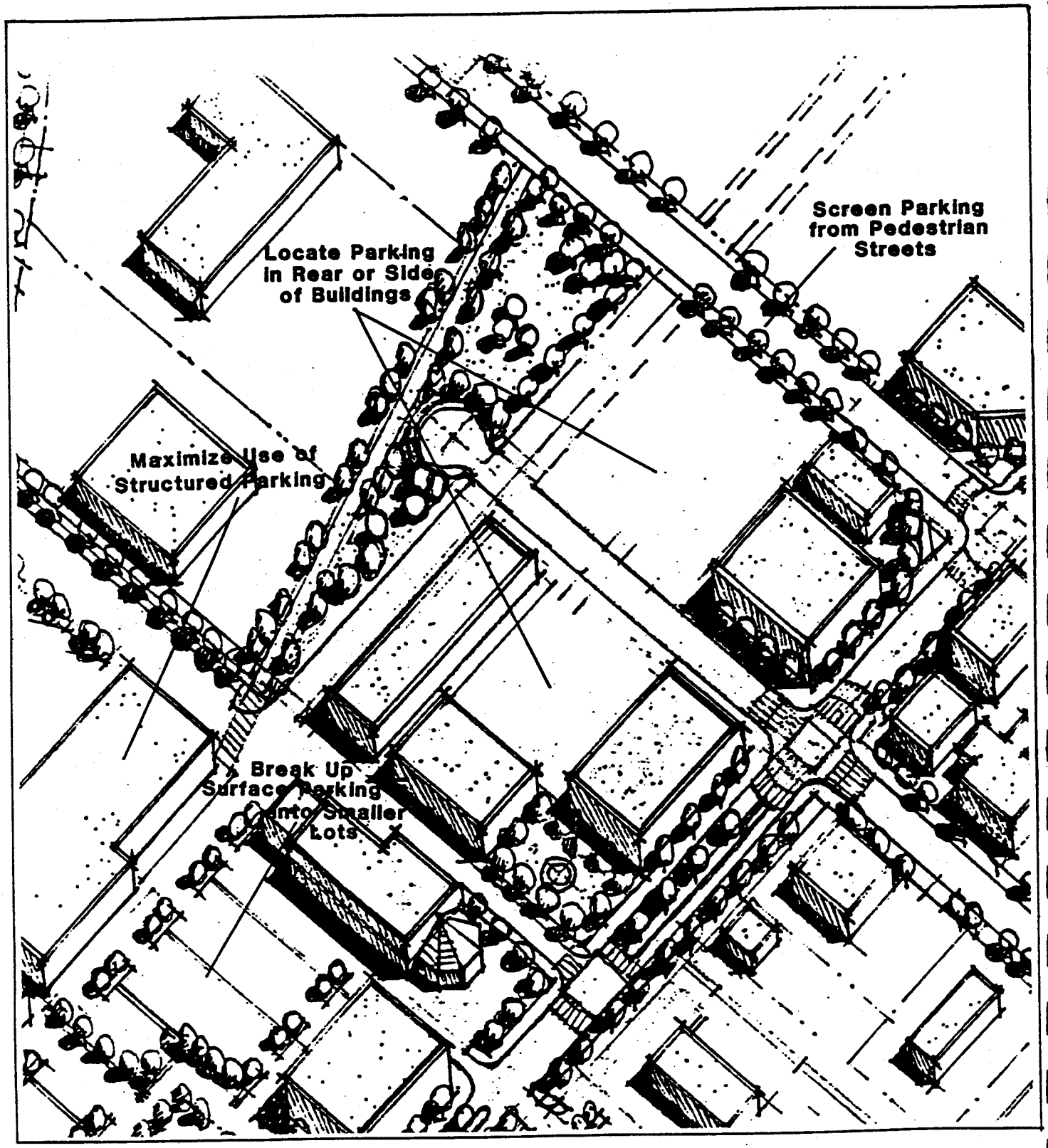

Figure II-11
Parking Standards
Covington Urban Activity Center
KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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Guideline C-11 On-site parking should minimize conflicts with pedestrian circulation. The following standards apply to the Covington Pedestrian District:

- Parking should be located in the rear or side of buildings that front primary pedestrian streets.
- No more than 60 stalls should be provided in any one surface parking lot, and individual lots should be separated by buildings, roads, and/or landscaping.
- All parking areas that front sidewalks should be screened by a streetwall and landscaping.
- Where feasible, retail uses should be provided on the first floor of the streetside edges of parking structures.

Guideline C-12 In the Covington Pedestrian District, on-site surface parking should consume a maximum of 30% of the total site area for individual developments. The remaining off-street parking requirements should be accommodated in on-site parking structures or off-site common parking facilities.

3. VEHICLE ACCESS AND CIRCULATION

Transportation Improvements: Regional Road Network

There are several transportation improvement projects planned for the Covington area by the Washington State Department of Transportation (WSDOT), that should enhance vehicular circulation to and through the Activity Center. The initial phase of a major widening project on SR-516 will be completed in 1991. This phase, which covers the area between SR-18 and Wax Road, will consist of widening SR-516 to five lanes (two traffic lanes in each direction plus center turn lane), construction of curbs, gutters and sidewalks and a bus pull-out (located east of 172nd Avenue S.E.), and intersection/signalization improvements at both the SR-18 ramps at Covington Way and Wax Road intersections.

A longer-term project by WSDOT is the widening of SR-516 between SR-18 and Wax Road. That project will include construction of a bridge on Covington Way, over SR-18, to provide a direct link of Covington Way with SR-516 on the west side of SR-18. As a result of the Covington Way overpass, the present congested Covington Way intersection located east of the SR-18 ramps will be eliminated.

A traffic study prepared for the Covington Urban Activity Center in conjunction with this urban design study (see Section V: Appendix) recommended several other transportation improvements to enhance regional circulation around the Covington Activity Center, which are included in the following guidelines (see Figure II-12).

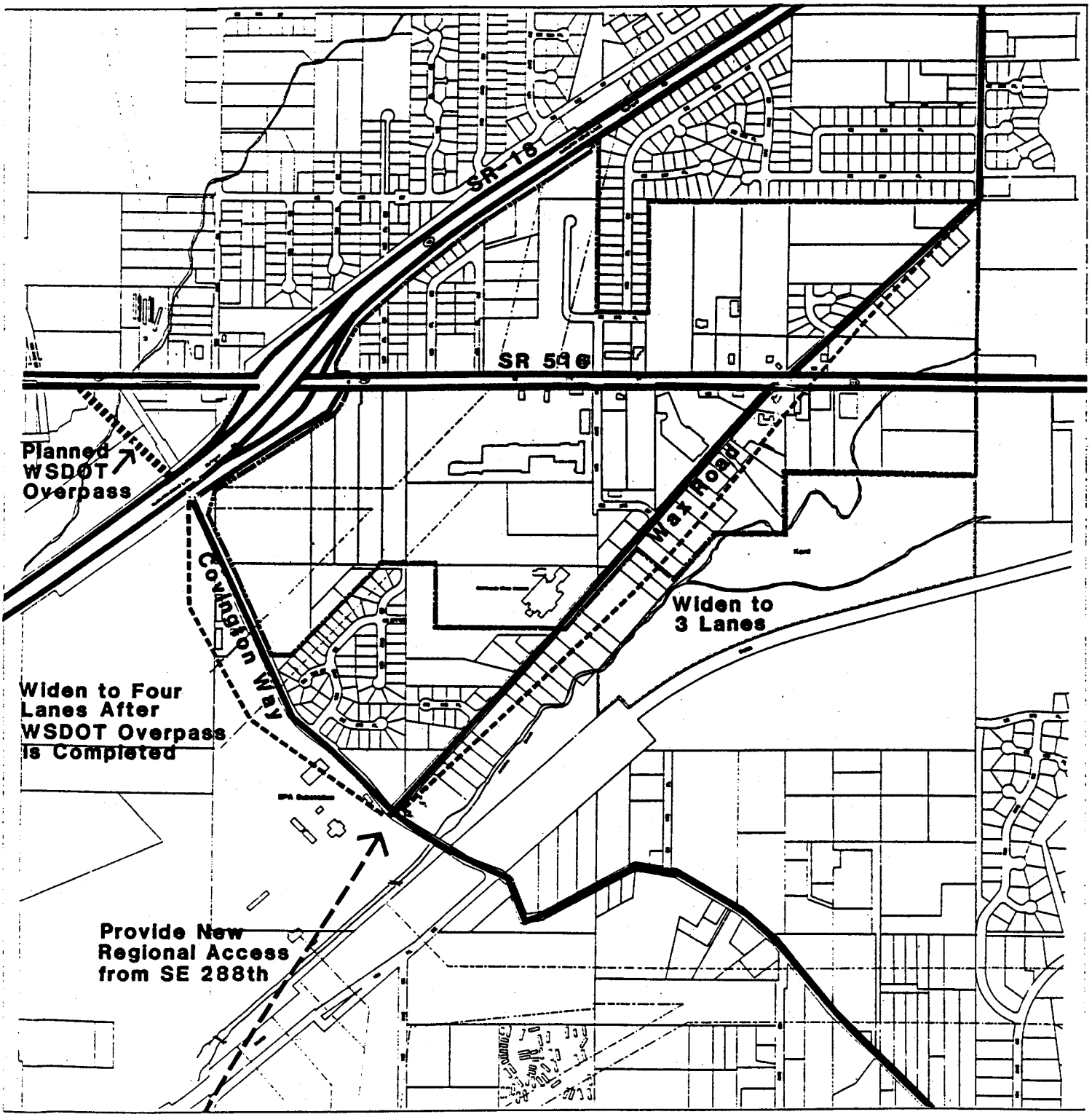

Figure II-12

Recommended Transportation Improvements – Regional Access/Circulation

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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Guideline C-13 The following transportation improvements are recommended for enhancing regional vehicular access and circulation in the Covington Urban Activity Center:

- Widening of Covington Way to four lanes between Wax Road and SR-516. This project should only be completed subsequent to WSDOT construction of the Covington Way bridge over SR-18 discussed above.

- Improving Wax Road between Covington Way and 180th Avenue S.E. as a three lane facility (two traffic lanes plus center turn lane) with curbs, gutters, and sidewalks.

- Providing an additional regional north-south access road connecting S.E. 288th Street with Covington Way/Wax Road.

Transportation Improvements: Local Road Network

There are currently very few local access roads in the Covington Activity Center. It is anticipated that completion of a grid system for local vehicular circulation will be provided by the private sector as development occurs in the Activity Center.

The street grid system for Covington should become a key element for improving the pedestrian orientation of the Activity Center. The recommended grid network for the Covington Center is depicted on Figure II-13. That network is comprised of:

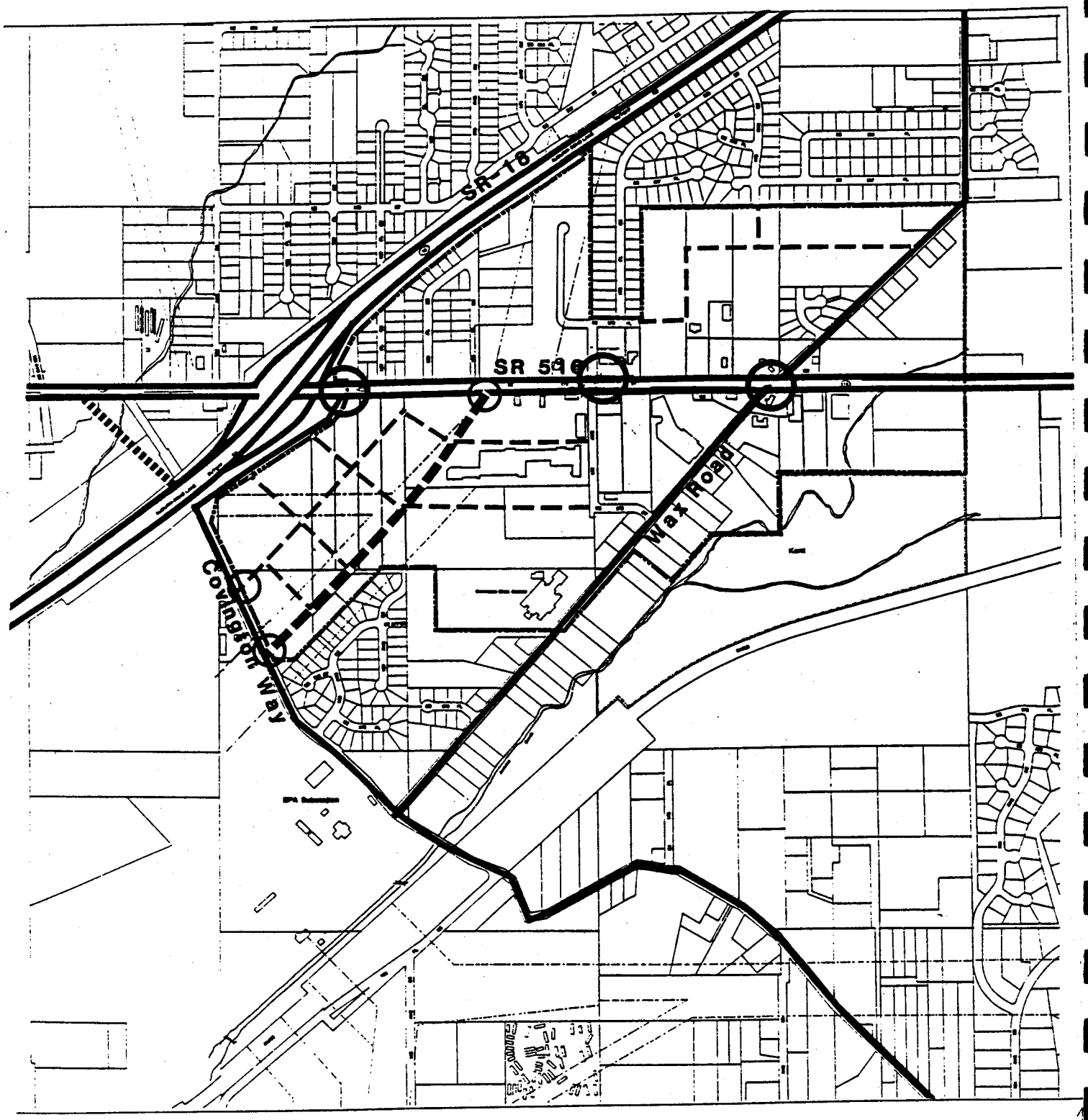
- A boulevard along the BPA power line easement that connects Covington Way with SR-516. The recommended road standards for the new boulevard is illustrated in Figure II-8, and includes four traffic lanes, a landscaped median, curbs and sidewalks (on western street edge and both sides of median), and a bicycle/jogging path on the eastern street edge.

- A system of local access roads with recommended road standards as illustrated in Figure II-9. These local access roads should include two lanes for traffic, on-street parking on both sides of the street, and continuous curbs and sidewalks.

Guideline C-15 The local street grid network in the Covington Activity Center should, at a minimum, include roads in the general location shown on Figure II-13. The boulevard recommended for the BPA easement should be constructed to road standards as depicted in Figure II-8. Other new local access roads should be completed in accordance with road standards as illustrated in Figure II-9.

The construction of all new local access roads should be completed by the private sector as part of future development projects in the Covington Activity Center.

In addition to completing the recommended grid system described above, several intersection improvements are recommended for enhancing local vehicular access and circulation. The intersection of SR-516 and 172nd Avenue S.E. is recommended for signalization. This intersection is envisioned as the primary crossing route of SR-516 for both vehicles and pedestrians. The proposed boulevard on the BPA easement is envisioned primarily as a local access road. Therefore, the boulevard intersections at both Covington Way and SR-516 should promote local circulation and deter non-local traffic use.



Boulevard
Other Local Roads
Major Signalized Intersection
Non-Signalized Intersection

Figure II-13
Recommended New Local Road Network
Covington Urban Activity Center
KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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Guideline C-16 The following intersection improvements should be made as the grid network in the Covington Center is completed (see Figure II-13 for locations).

- Signalization of SR-516/172nd Avenue S.E. intersection. This intersection should be a full four way facility with left turn channelization and a major pedestrian crossing.
- The intersection of the proposed new boulevard with SR-516 should allow right-hand turns only.
- The intersection of the proposed new boulevard with Covington Way should include a driveway type of access (onto boulevard) consisting of one traffic lane in each direction and imposition of low speed limits.
- All intersections on the proposed new boulevard between Covington Way and SR-516 should include four-way stop signs and pedestrian crossings.

Access and Circulation

An effective way of creating streets that are attractive to pedestrians is to minimize pedestrian-automobile conflicts along the sidewalk. The key to reducing such conflicts is to restrict vehicle access points (driveways) along pedestrian oriented streets.

Guideline C-17 The number of vehicle access points provided as part of new development in the Covington Pedestrian District should be limited as follows:

- Primary Pedestrian Streets: No access points should be permitted, unless alternative access is not available from other streets, in which case one access point per site or one per every 200 linear feet (whichever is greater) should be allowed.
- Other Local Access Streets: A maximum of one access point per site or one per every 200 linear feet (whichever is greater) should be allowed.

Vehicle access points on SR-516 will be controlled by WSDOT policies which require driveways to be located a minimum distance of 150 feet from all intersections and restrict new driveways as follows:

Property Frontage Length	# of Driveways
0 to 150 feet	1
151 to 800 feet	2
Over 800 feet	3

In addition to reducing pedestrian-auto conflicts along primary pedestrian streets and SR-516, the on-site vehicular circulation system of all developments should promote pedestrian movement and safety.

Guideline C-18 In the Covington Pedestrian District, the on-site vehicular circulation system of all new developments should minimize conflicts between autos and pedestrians by including some or all of the following:

- Provide pedestrian crosswalks at key crossing areas.
- Construct tighter turning radius that reduces vehicular speed.
- Include signage that clearly communicates the location of vehicular and pedestrian zones.
- Provide designated passenger drop-off areas.
- Include speed bumps in areas of high pedestrian activity.
- Permit parking on interior roads as a way of slowing down vehicular traffic.

4. PEDESTRIAN ACCESS AND CIRCULATION

A primary objective of future urban activity center development is to promote pedestrian activity both in terms of access to/from surrounding areas and throughout the center itself. Improved pedestrian access and circulation in the Covington Activity Center can occur through a combination of elements as described below.

Enhancement of Primary Pedestrian Routes

These streets and pathways are envisioned to be the principal routes for pedestrian circulation in the Covington Pedestrian District. Many of the guidelines covering building development, parking, and landscaping are intended to enhance primary pedestrian routes as attractive places for walking.

On-Site Pedestrian Circulation

If the pedestrian-orientation of the Covington Urban Activity Center is to be enhanced, it is vital for individual developments to provide a comprehensive on-site pedestrian network that facilitates walking and reduces pedestrian/auto conflicts.

Guideline C-19 All new commercial development in the Covington Urban Activity Center should include pedestrian pathways that provide connections between:

- Principal entrances of adjacent buildings located on the same site.
- Building entrances and on-site parking areas.
- The principal building entrance and sidewalks.
- The principal building entrances of buildings on adjacent sites, if entrances are setback more than five feet from the public right-of-way.

Pedestrian Connections Between Major Nodes of Development

As the Covington area grows, the development pattern in the Activity Center will likely be characterized by several major activity nodes. The area south of SR-516 (Pedestrian District) will be the predominant retail/office commercial core of the Center, while multi-family development will be situated principally in the area north of SR-516. A large medical outpatient facility and related physician offices planned for the area directly northeast of the SR-516/Wax Road intersection may create a third activity node in the eastern end of the Covington Center.

The heavily trafficked SR-516 currently is an obstacle that inhibits pedestrian access between the south and north parts of the Covington Urban Activity Center. SR-516 is likely to become a greater barrier to pedestrians in the future due to the WSDOT project that will widen the roadway to five lanes. Yet as development increases in the north part of Covington (multi-family and the medical outpatient facility), the need for providing good pedestrian access from these areas to the main commercial core area south of SR-516 will also increase.

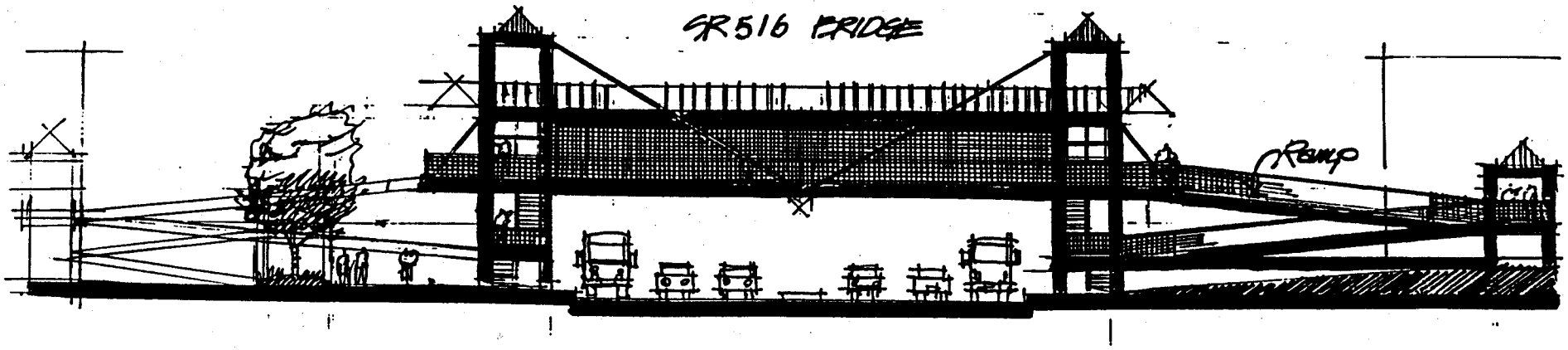
It is recommended that the Wax Road, 172nd Avenue S.E., and New Boulevard intersections with SR-516 be the location of major pedestrian crossings in the Covington Activity Center. At-grade pedestrian crossings at Wax Road and 172nd Avenue S.E. should be integrated with the signals at these intersections to include wide, clearly marked pedestrian crosswalks and adequate timing of signalization to allow pedestrians to safely cross the 80-foot right-of-way on SR-516. Figure II-15 depicts an illustrative concept of the SR-516/172nd Avenue S.E. intersection.

Although a signal is not recommended for the SR-516/New Boulevard intersection, it will be important to provide a pedestrian crossing at this western section in the Activity Center, particularly if the existing single-family neighborhood located north of SR-516 redevelops with multi-family uses. The pedestrian crossing at this location should include a clearly marked crosswalk with overhead warning sign for vehicles. Since it is recommended (see Guideline C-16) that left-turns not be allowed at this new intersection, the SR-516 median should be enhanced as a place for pedestrians to stop mid-way across this busy arterial.

While initially at-grade crossings should be present at the above intersections, future increase in traffic on SR-516 might necessitate completion of a pedestrian overpass. The most appropriate locations for an overpass is in the vicinity of the SR-516/172nd Avenue S.E. and/or SR-516/new boulevard intersection. Figure II-14 depicts illustrative design concepts of a SR-516 overpass in the Covington Center.

Guideline C-20 Pedestrian crossings of SR-516 should be constructed/enhanced at the following intersections: Wax Road, 172nd Avenue S.E. and the proposed new boulevard. These crossing should initially be at-grade, although further study should be conducted to evaluate whether a pedestrian overpass near the S.E. 175th Street and/or new boulevard intersection is warranted.

Jenkins Creek Park is located just outside the northeast boundary of the Covington Activity Center. While this park is beyond walking distance from the main commercial core area in Covington, it can serve pedestrians in the eastern part of the center that may include a major medical outpatient facility. It is important that pedestrian linkages between Jenkins Creek Park and the Covington Center be enhanced. Wax Road is the likely route for this connection.



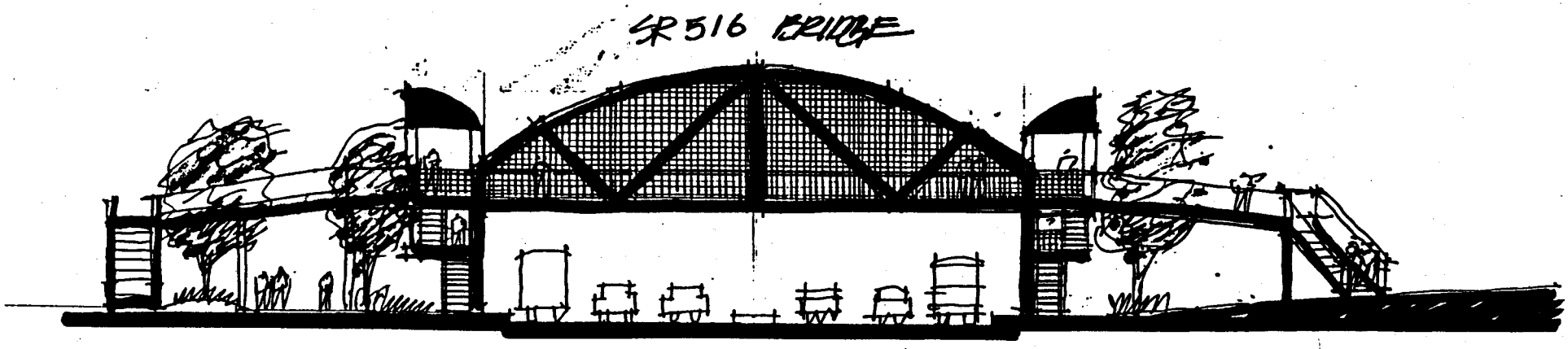


Figure II-14

Illustrative Design Concept:
Pedestrian Crossing Over SR 516

Covington Urban Activity Center

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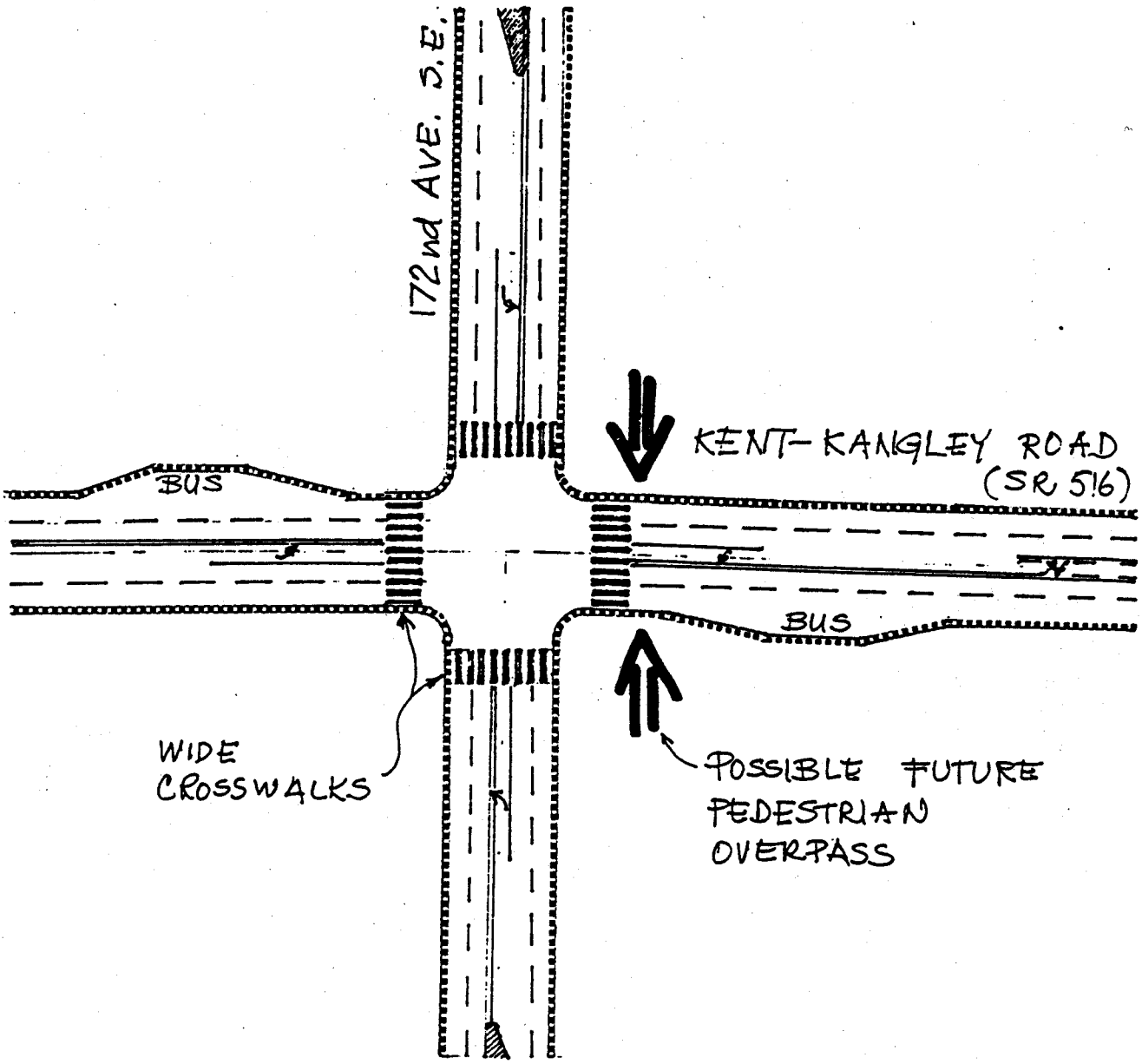

Figure II-15
Illustrative Design Concept:
SR 516/172nd Avenue SE Intersection
Covington Urban Activity Center
KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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Guideline C-21 Pedestrian connections between Jenkins Creek Park and the Covington Activity Center should be enhanced through:

- Provision of sidewalks along the length of Wax Road between SR-516 and S.E. 267th Place.
- Signage that clearly directs pedestrians on how to reach the park from the Covington Center.

5. TRANSIT

A number of the development and design guidelines for Covington are intended to encourage the use of transit rather than the private automobile as a mode of travel to, from, and within the Activity Center. For example, Guideline C-3 permits increased development densities in the Covington Pedestrian District as a way of promoting increased transit use. Likewise, Guideline C-10, which recommends a maximum off-street parking requirement for individual developments, should result in greater use of transit.

SR-516 currently serves as a METRO transit arterial for the Covington area. As part of the SR-516 widening project, bus pullouts are planned to be constructed at a location that is approximately midway between the Wax Road and 172nd Avenue S.E. intersections. A more appropriate location for these bus pullouts would be adjacent to the 172nd Avenue S.E. intersection. This would provide bus riders with easy access to the pedestrian crossing at 172nd Avenue S.E. and would be closer to the primary commercial core area in Covington.

Guideline C-22 The bus pull-outs planned for SR-516 should be located close to the 172nd Avenue S.E. intersection as depicted in Figure II-15.

Given the high volumes of traffic on SR-516, additional bus stops on this major arterial may not be feasible. As development occurs in the Covington Activity Center, it may be appropriate to locate a transit center in the commercial core area south of SR-516. Such a transit center would be a major transfer point for route changes, and may also include a park-n-ride lot.

Guideline C-23 As development occurs in the Covington Center, King County, and Metro should explore the possibility of constructing a transit center in the commercial core area south of SR-516.

6. LANDSCAPING AND PUBLIC ACCESS/PARKS/PUBLIC SPACES

Landscaping

The King County Zoning Code includes minimum landscape requirements for site development that cover both building and parking areas. In addition, the proposed Soos Creek Community Plan includes supplemental policies and requirements for landscaping throughout the Soos Creek planning area, including Covington. Together these standards are sufficient to assure adequate on-site landscaping is provided for all new developments in the Covington Activity Center.

Landscape improvements within the right-of-ways of designated primary pedestrian streets are vital for attracting increased pedestrian activity in the Covington Pedestrian District. Figures II-8 (New Boulevard) and Figure II-9 (other primary pedestrian routes) depict illustrative section diagrams of primary pedestrian streets in the Covington Activity Center. The major landscape elements include a landscaped boulevard median (boulevard only), sidewalk improvements such as street trees, special lighting fixtures, benches, and planters. Figure II-16 includes examples of design features for enhancing the attractiveness of pedestrian streets.

Guideline C-24 A landscape plan should be developed for all primary pedestrian streets. The landscape plans should strive to create an environment that promotes pedestrian access and circulation. At a minimum, the landscape plan should include standards for:

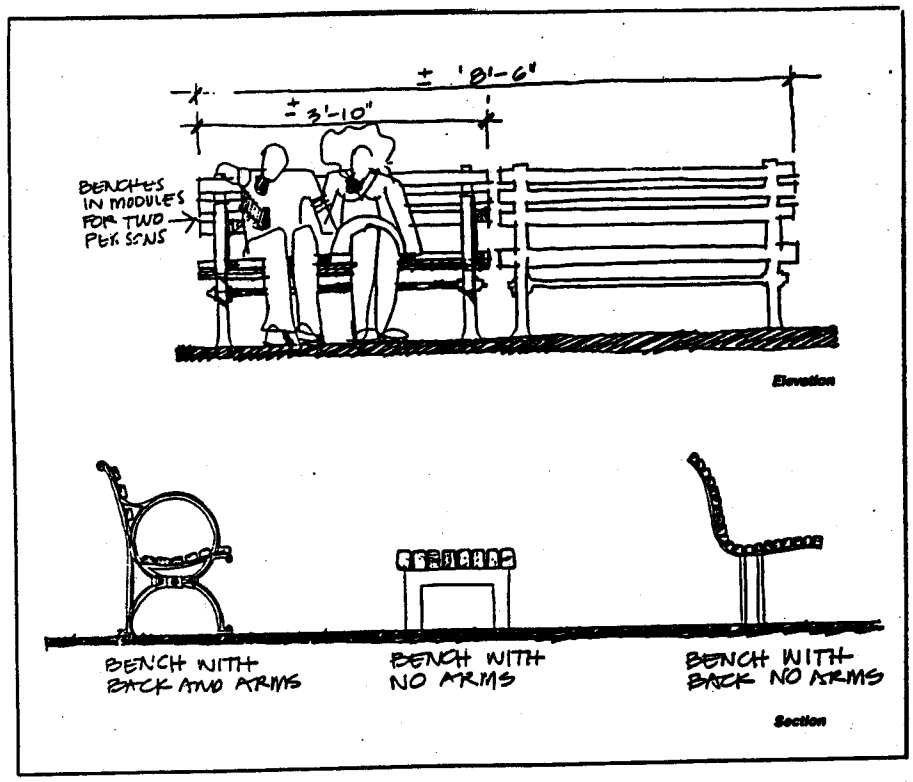
- Median landscaping
- Street trees and planters
- Special lighting fixtures
- Special paving patterns
- Benches and other public amenities
- Signage

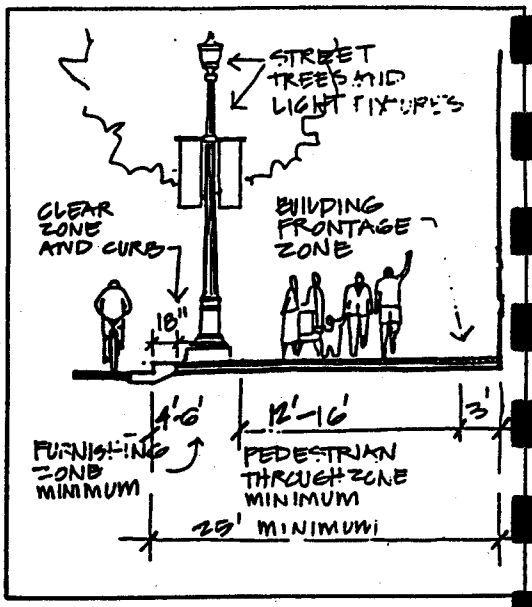
The major commercial core area in Covington is situated very close to residential areas and an elementary school. To provide a buffer between commercial and residential/school uses, the existing trees on the eastern edge of the BPA right-of-way should be preserved (see Figure II-8).

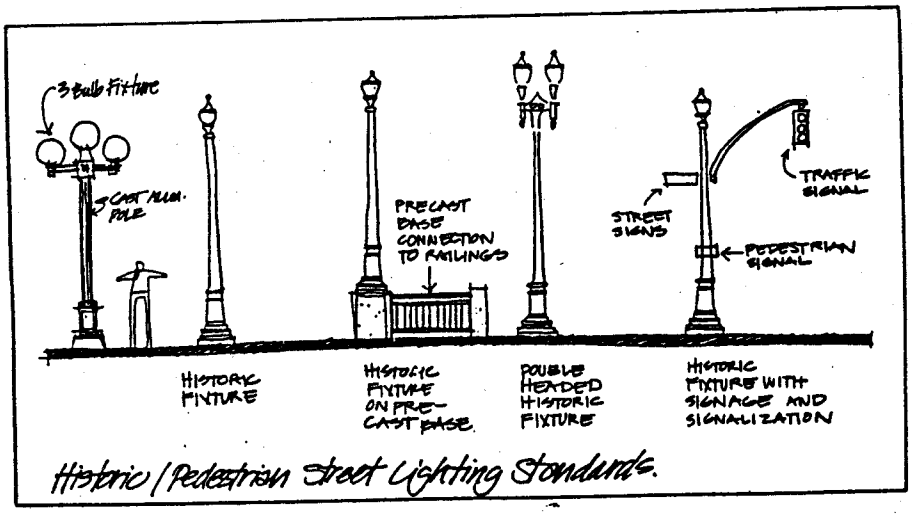
Guideline C-25 The existing cluster of trees on the eastern edge of the BPA right-of-way should be preserved as a buffer between commercial development and the adjacent residential/elementary school activities.

Although SR-516 will continue to function as a major east-west arterial that carries a large amount of traffic through Covington, it should provide a pleasing visual quality to the Covington Activity Center as well as promote pedestrian circulation. Guideline C-20 recommends pedestrian crossings at several SR-516 intersections that should promote pedestrian circulation across this major arterial.

Streetscape improvements should be made on SR-516 to enhance the visual quality of this arterial in the Covington Activity Center. As a result of the WSDOT widening project, a continuous center turn-lane will be present on SR-516 between SR-18 and Wax Road. Since access points off of SR-516 will be limited, the opportunity is present for landscaping part of the center lane median, yet allowing left-hand turn pockets at key intersections. Figure II-17 illustrates possible areas for landscaping of the SR-516 median.







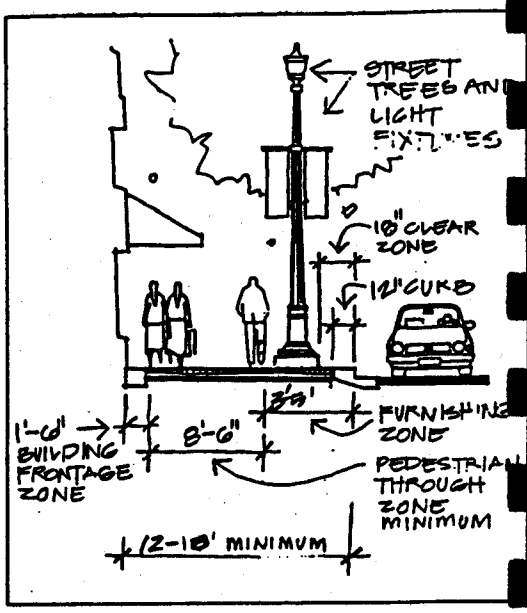


Figure II-16

Examples of Landscaping and Other Amenities: Pedestrian Streets

Covington Urban Activity Center

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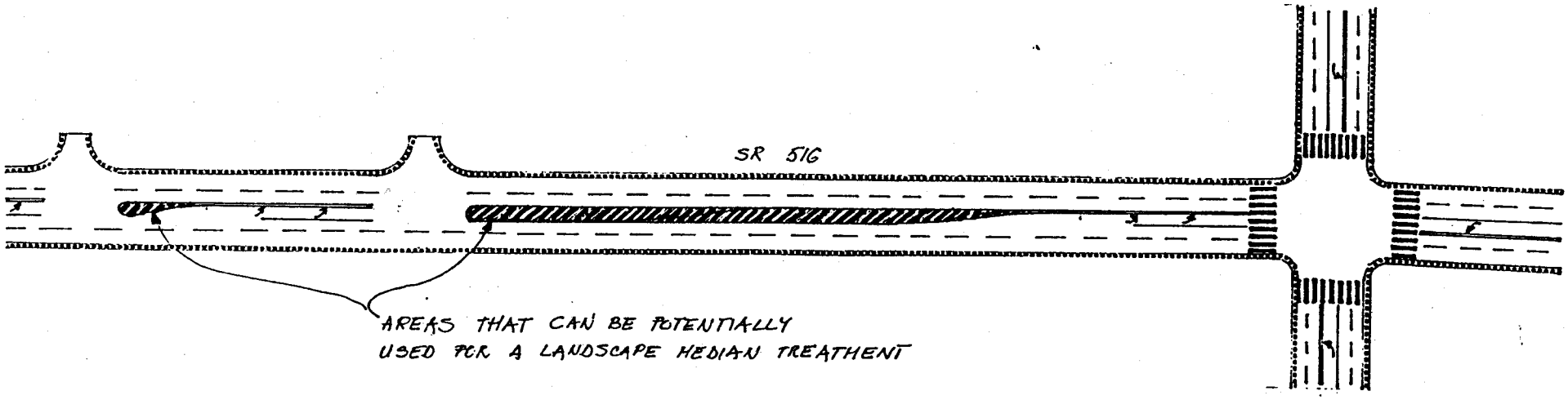

Figure II-17
Potential Median Landscape Areas - SR 516
Covington Urban Activity Center
KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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In addition to landscaping portions of the SR-516 median, all development along SR-516 should be required to provide streetscape improvements (trees, shrubbery, benches) along the sidewalk. Figure-II-18 depicts an illustrative section diagram of SR-516 with WSDOT widening and recommended landscape improvements.

Guideline C-26 The center turn-lane of SR-516 in the Covington Activity Center should be improved as a landscaped median with left-turn pockets at key intersections.

Guideline C-27 All new development along SR-516 should be required to provide streetscape improvements along the entire sidewalk length.

Public Access and Parks/Public Spaces

Because the Covington Activity Center is largely undeveloped, there is ample opportunity for assuring adequate public open space is preserved/provided as new development occurs.

This study has identified an opportunity for creating a major active recreation park in the BPA power line easement area north of SR-516. The site is situated close to both the existing residential neighborhoods and the commercial retail core. The new grid system recommended for the Covington Center would link newly developing residential areas with the park. Possible activities in the park could include ballfields, tennis courts, a community center, wading pools and play equipment, jogging and bicycle trails. Figure II-19 depicts an illustrative section diagram of a possible future central park in the Covington Activity Center.

The area within the BPA easement that is adjacent to SR-516 on both the north and south sides should be improved as urban plazas, as depicted in the illustrative section diagram on Figure II-20. These plazas would provide vital public spaces in the Activity Center, as well as creating a strong focal point that connects the proposed new boulevard and park.

Guideline C-28 The area within the BPA power line easement north of SR-516 should be developed as an active recreation park for the Covington community. The area within the BPA easement that is adjacent to SR-516 on both the north and south should be improved with urban plazas.

In addition to the development of this major new park in the Covington Activity Center, all commercial developments in the Covington Pedestrian District should be required to provide a minimum amount of public space.

Guideline C-29 In the Covington Pedestrian District, public space should be provided as part of all new development in an amount that covers no less than 10% of the total site area. Public space includes parks, plazas, and arcades, but excludes pedestrian walkways.

- For properties with less than one acre of site area, a park acquisition fee may be paid in lieu of providing the minimum amount of on-site open space.

Guideline C-30 Adjacent property owners are encouraged to enter into joint agreements to provide the minimum public space through clustering buildings and/or parking within multiple sites.

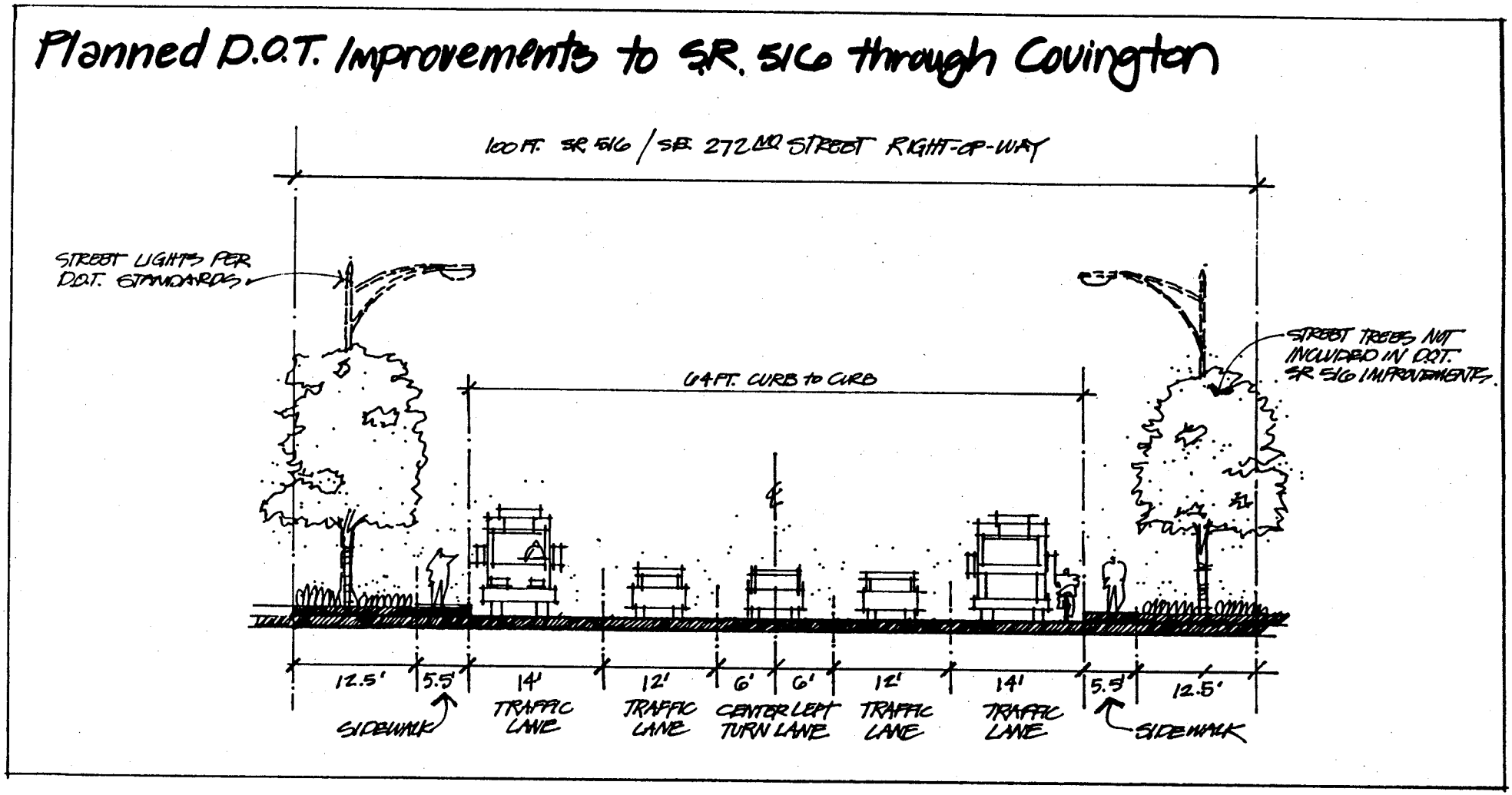

Figure II-18

Illustrative Section Diagram: SR 516

Covington Urban Activity Center

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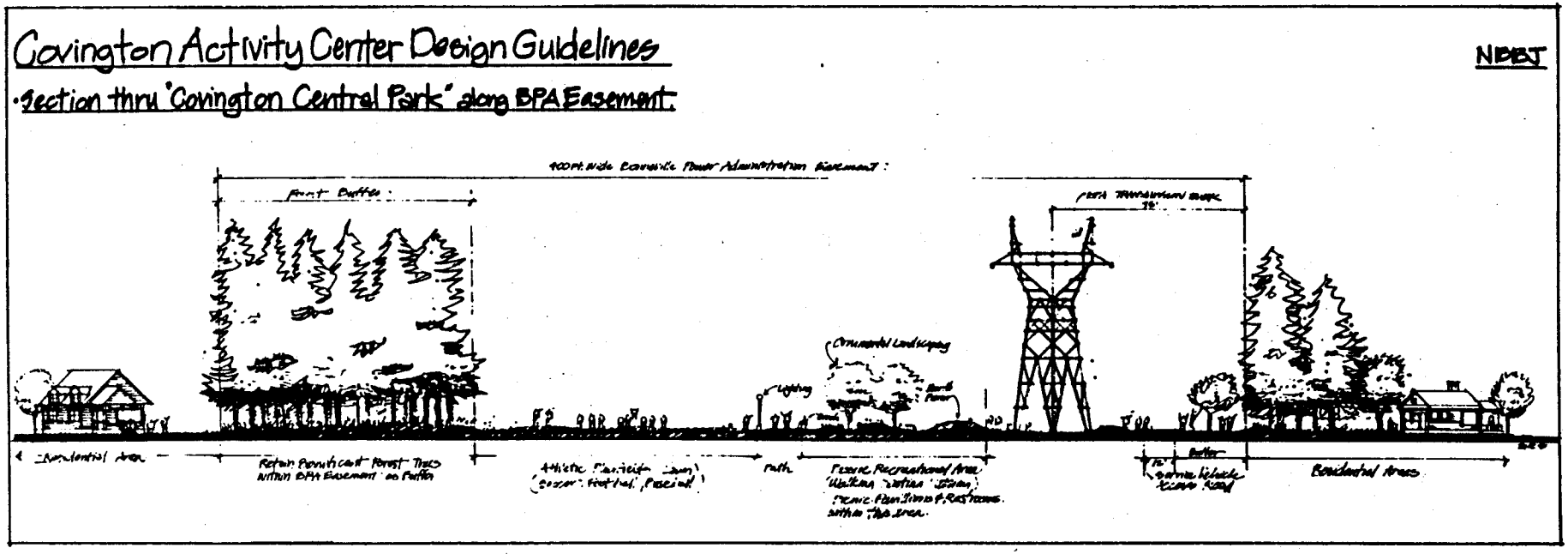

Figure II-19
Illustrative Section Diagram: Covington Central Park
Covington Urban Activity Center
KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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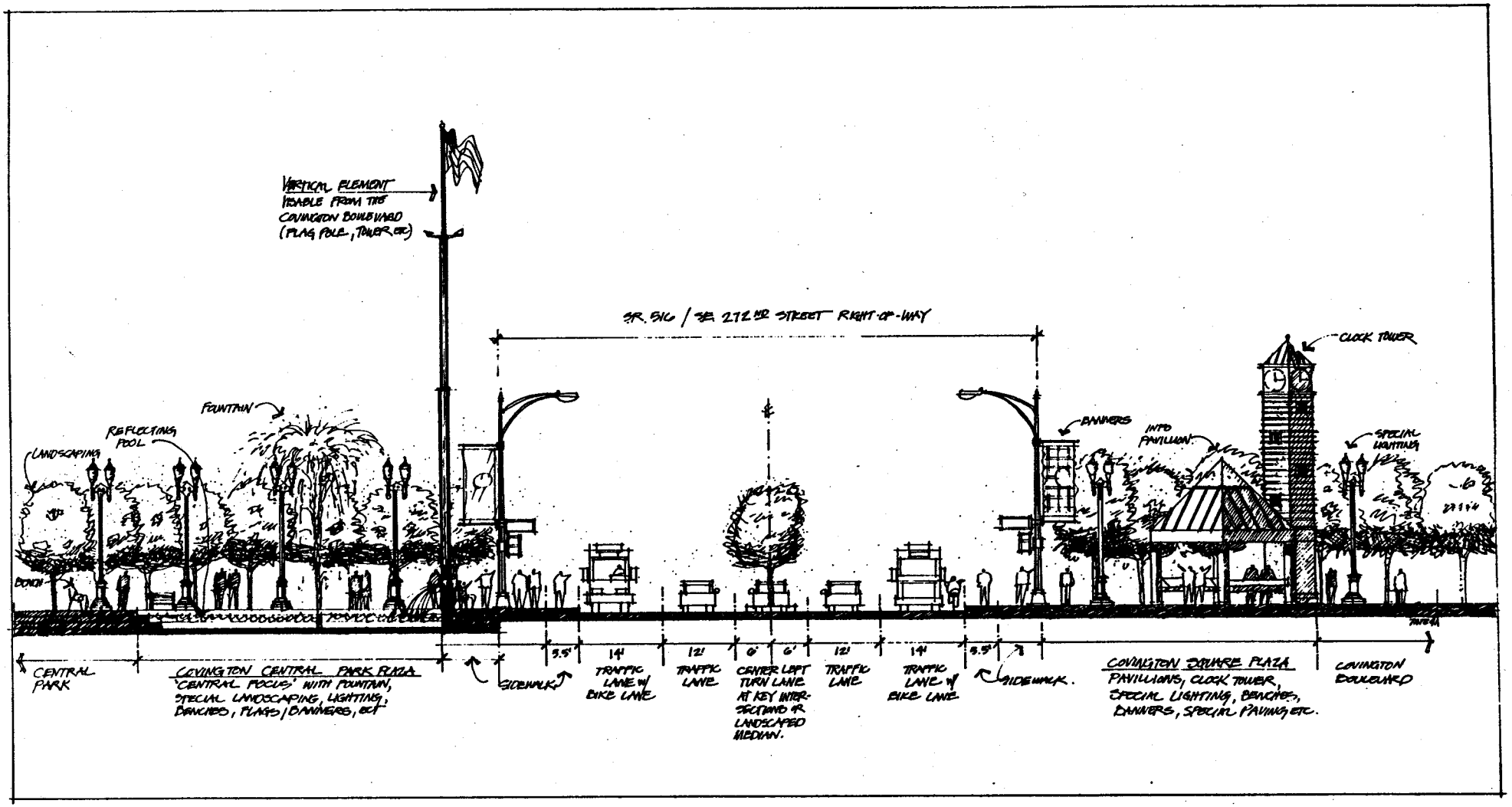

Figure II-20
Illustrative Section Diagram: Urban Plazas at SR 516

Covington Urban Activity Center

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Section III.

Implementation and Issues Requiring Further Study

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A. IMPLEMENTATION STRATEGIES

The development and design guidelines recommended for the Covington Urban Activity Center can be implemented through a variety of mechanisms, including:

- Soos Creek Community Plan Area Zoning: General zoning provisions, special district overlay conditions, and property-specific development standards (P-Suffix conditions).
- Capital improvement projects (parks and transportation).
- Other private mechanisms such as business improvement areas, joint/shared parking agreements, and local improvement districts.

1. SOOS CREEK COMMUNITY PLAN AREA ZONING

The King County Zoning Code is currently being updated; however, adoption of the new code may not occur until after the Soos Creek Community Plan is adopted. Therefore, the recommended development and design guidelines that are most appropriately implemented through zoning regulations will initially be subject to the current zoning code, with a transition to the new code upon its adoption.

The timing of the adoption of the Soos Creek Community Plan vis-a-vis the new zoning code has quite an important effect on this study, since the new zoning code is expected to contain special provisions -- such as Special District Overlays -- that will greatly facilitate implementation of many of the recommended design and development guidelines. The existing zoning code does not contain these provisions.

The following paragraphs describe how the design and development guidelines are likely to be implemented under the existing and new zoning code.

Existing Zoning Code

Many of the design and development guidelines require modifications to the development standards contained in the existing zoning code. For example, guidelines recommend that maximum building setbacks of five feet be established for properties fronting primary pedestrian streets, while the zoning code requires a minimum setback of twenty feet.

The primary tool for implementing the zoning-related guidelines under the existing zoning code will be property-specific development standards (P-Suffix conditions). P-Suffix conditions represent special conditions that can be assigned to individual properties that are intended to address site-specific problems not anticipated by the general minimum requirements of the zoning code. P-Suffix conditions may perform a variety of functions, including:

- Limiting the range of permitted uses.
- Requiring special development standards for property with physical constraints (e.g. environmental hazards, view corridors).
- Specifying the phasing of the development of a site.
- Requiring infrastructure sites or improvements (e.g. road improvements, utilities, parks, open space, school sites).

P-Suffix conditions cannot be used to expand permitted uses or reduce minimum requirements of the code.

Many of the development and design guidelines recommended in this study are intended to apply to all properties located within the defined Covington Pedestrian District. Under existing zoning code provisions, all properties within the Pedestrian District should be designated with the necessary P-suffix conditions for implementing the guidelines.

Since P-Suffix conditions cannot be used for those guidelines that increase rather reduce minimum code requirements (e.g., raising maximum building heights, reducing setbacks), it likely will be necessary to incorporate the Covington Pedestrian District (and related guidelines) into the ordinance that codifies the Soos Creek Community Plan and Area Zoning.

New Zoning Code

The new zoning code is expected to contain provisions allowing for the establishment of Special District Overlays. Special District Overlays are intended to combine with underlying zoning for large ownerships or areas containing several properties, to carry out comprehensive and community plan policies in areas with special land use objectives. Within a Special Overlay District, development conditions/standards can be adopted that modify regular zoning provisions. Otherwise, the standard requirements of the zoning code and other County ordinances and regulations govern all development and land uses within the Special District.

One type of Special District Overlay being considered for the new zoning code -- pedestrian-oriented development -- is especially appropriate for achieving the Activity Center design goals in Covington. Pedestrian District Overlays must be located in Urban Activity Centers (BC, BR or O zones) and are intended to establish a specific area for high-density, pedestrian-oriented retail/employment developments.

As described in Section II.C., a key element of the development and design guidelines for Covington is the establishment of a Pedestrian Overlay District for the commercial core area located south of SR-516. Once the new zoning code is adopted it is expected that the majority of development and design guidelines will be implemented through Special District Overlay provisions, including:

- Restrictions on permitted uses.
- Increases in allowable development densities (raising height limits).
- Elimination/modification of setback and other standards related to building location.
- Maximum parking requirements and limitation on the amount and location of surface parking lots.
- Designation of primary and secondary pedestrian streets, and specifying standards for streetscape improvements and vehicle access.
- Minimum requirements for providing public access and open space.

Even with the Special Overlay District provisions of the new zoning code, some zoning-related guidelines will still need to be implemented by P-Suffix conditions. For example, P-Suffix conditions may be used is for special standards/requirements on properties that fall outside of the Special District Overlay boundaries (e.g. easements are required on specific properties to complete pedestrian linkages to/from surrounding areas).

2. CAPITAL IMPROVEMENT PROJECTS

Many of the design and development guidelines specify proposed capital improvement projects including transportation improvements (new roads, improved intersections) and park/public space acquisition and/or development. The funding of these projects may come from either the County capital improvement budget or through private developer exactions that are either required by the zoning code or negotiated as mitigating measures in the SEPA process.

Parks/Public Spaces

It is our understanding that the County Parks Department funding for new parks focuses on major regional park areas, and that County funding for smaller, urban park areas are given lower priority. The Central Park proposed for the BPA easement right-of-way north of SR-516 is probably the only park project recommended in this study that may be provided through County funds.

This study does include recommended guidelines for minimum park/public space requirements that should result in increased provision of public space by private developers. The guidelines also recommend that for small properties (under one acre), the payment of a fee for parks/public space be allowed in lieu of providing such space on the site. Such fees should be accumulated in a fund that is earmarked for park/public space development in the Covington Activity Center.

Transportation Improvements

The County Public Works Department is likely to provide funding for transportation projects that affect regional access, such as future widening of Covington Way and Wax Road. However, improvements to local access roads, which represent the majority of recommended transportation improvements in this study, will require funding by private developers through impact fee provisions/P-Suffix conditions in the code or through mitigation measures agreed upon in the SEPA process.

Coordination with WSDOT and METRO

A number of recommended development and design guidelines will require coordination with WSDOT and/or Metro, including:

- The relocation of the bus pull-outs on SR-516 to an area closer to 172nd Avenue S.E.
- The construction of the new signal at the SR-516/172nd Avenue S.E. intersection, the right-tu ¬ only intersection at SR-516/new boulevard, and pedestrian crossings at Wax Road, 172nd Avenue S.E. and the proposed new boulevard.
- Construction of landscaped median on portions of SR-516.

Since WSDOT is currently advertising for bids on the SR-516 widening project, the first item (relocation of bus pull-out areas) needs to be coordinated with Metro/WSDOT immediately. The other two items can be implemented subsequent to the widening project, and thus are not as high a priority.

Capital Improvement Projects

The development and design guidelines include the following recommendations for future capital improvement projects. Figure III-1 depicts the general location of these improvements in the Covington Urban Activity Center.

Recommended Improvement Projects: Regional Transportation Network

1) Widening of Covington Way to four lanes between Wax Road and SR-516. This project should be completed only upon WSDOT construction of the Covington Way bridge over SR-18.

2) Improving Wax Road between Covington Way and 189th Avenue S.E. as a three-lane facility (two traffic lanes plus center turn lane) with curbs, gutters, and sidewalks.

3) Constructing an additional regional north-south access road that connects S.E. 288th Street with Covington Way/Wax Road.

Recommended Improvement Projects: Local Transportation Network

4) Completion of local grid system as depicted in Figure II-13, in accordance with road standards illustrated on Figure II-8 (boulevard) and Figure II-9 (other local access roads).

5) Signalization of SR-516/172nd Avenue S.E. intersection.

6) Construction of SR-516/new boulevard intersection to allow right-hand turns only. Construction of driveway type of access at Covington Way/new boulevard intersection.

7) Construct/enhance pedestrian crossings of SR-516 at Wax Road, 172nd Avenue S.E., and new boulevard intersections.

Recommended Improvement Projects: Landscaping and Parks/Public Spaces

8) Complete landscape improvements on all primary pedestrian streets.

9) Landscaping of center turn lane on SR-516, plus streetscape improvements along SR-516 sidewalk.

10) Develop active recreation park in BPA easement area north of SR-516.

11) Develop urban plazas in BPA easement area directly adjacent to SR-516 on both north and south sides.

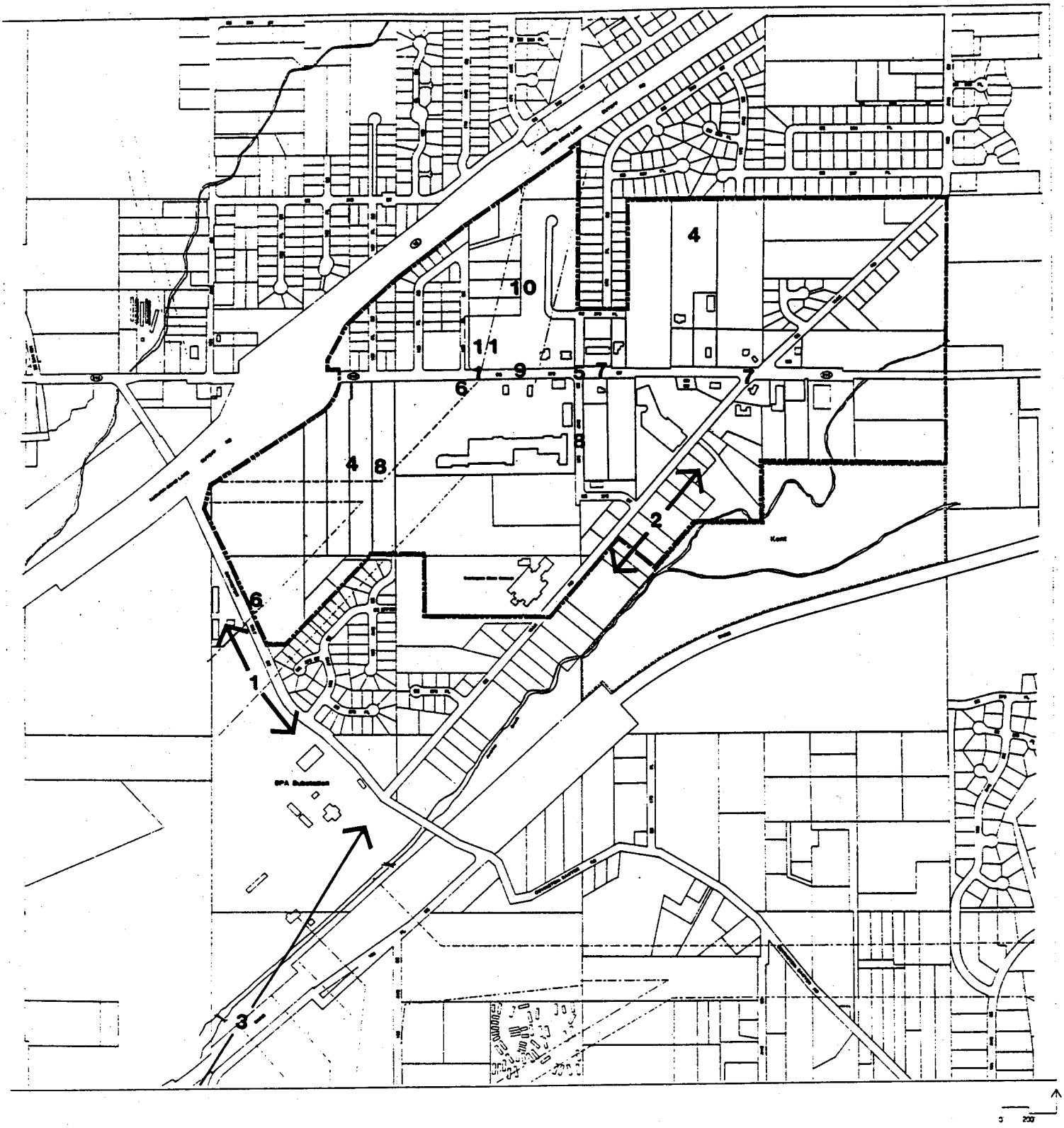

Figure III-1
Recommended Capital Improvement Projects
Covington Urban Activity Center
KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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B. OTHER MECHANISMS FOR IMPLEMENTATION

In addition to private development conditions enacted through Area Zoning and the King County Zoning Code and capital improvement projects funded by the County and/or private developers, other potential private mechanisms for implementing specific development and design guidelines include:

- *Business Improvement Areas*: A voluntary association such as a Business Improvement Area (BIA) could help in implementing certain design guidelines, such as streetscape improvements along primary pedestrian streets and/or the landscaping of the SR-516 median. A BIA is comprised of property and business owners in a defined area, and has the ability to raise funds through assessments levied on all members.

- *Local Improvement Districts*: Local Improvement Districts could be formed to finance transportation improvements such as the proposed new local road network or a potential community parking facility.

- *Joint Private Agreements*: Voluntary arrangements between property owners can be used to implement several important development and design guidelines, including:

    - Shared access agreements that can reduce the number of driveways on primary pedestrian routes.

    - Shared parking agreements that can help reduce the amount of parking needed for individual development.

C. ISSUES REQUIRING FURTHER STUDY

The development and design guidelines recommended in this effort represent a broad framework for transforming Covington into a compact, pedestrian-oriented Activity Center. Because of the limited budget and scope of the study effort, the guidelines are not intended as detailed design concepts; for example, detailed landscape plans are not designed for each primary pedestrian street, although such plans are recommended for future completion. Likewise, there are a variety of issues that require substantial study and analysis, for which this study effort could only begin to scratch the surface. A listing of planning/design issues requiring further study would include:

- A comprehensive analysis of parking demand and supply in Covington. Such an analysis would help to determine appropriate standards for reducing the amount of total off-street parking and on-site surface parking lots. That study could also explore other options for accommodating parking needs, such as community parking facilities and shared parking arrangements.

- Many of the guidelines should be subject to additional testing and analysis. For example, prototypical development concepts and site plans should be prepared that incorporate guidelines such as minimum setbacks, height limits, and parking requirement. This analysis will provide much needed tests of the economic (development feasibility) effects of the recommended guidelines.

- Landscape plans for the designated primary pedestrian streets in the Covington Center. Those plans would include detailed standards for street trees, planters, street furniture, special lighting, and other streetscape elements, as well as identifying and evaluating alternative sources of funding these improvements.

- Detailed design concepts for recommended open space areas and pedestrian connections. Examples include the urban plaza and central park proposed for the BPA easement area.

Section IV.

Summary of Design and Development Guidelines

▲

The following presents a summary of all recommended design and development guidelines for the Covington Urban Activity Center.

Establishment of Pedestrian District

Guideline C-1 A Covington Pedestrian Overlay District should be established with boundaries as depicted on Figure II-7. Within the pedestrian overlay district, primary pedestrian routes should be designated as shown on Figure II-7.

Building Development

Guideline C-2 The following uses should be prohibited throughout the Covington Pedestrian District:

- Gasoline service stations
- Drive-through restaurants or banks
- Retail nurseries
- Car washes
- Stores with outdoor storage
- Other auto-oriented uses

Guideline C-3 Maximum height limits in the Covington Pedestrian District should be 65 feet in areas with office zoning designations, and 45 feet in areas with regional business designations.

Guideline C-4 For properties with frontage on a primary pedestrian route, retail (product or service) uses only should be permitted on the ground floor.

Guideline C-5 To encourage buildings to front primary pedestrian streets, front setbacks should be established at a maximum of five feet. Larger setbacks should be allowed for arcades, streetside cafes, patios, parks and plazas.

Guideline C-6 To encourage continuous building frontage along primary pedestrian routes, minimum side setback requirements should be waived. In addition, the building facade should extend a minimum of 75% of the width of the site.

Guideline C-7 The primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, or parks.

Guideline C-8 The building facade of ground floor retail uses that front primary pedestrian streets should include windows and overhead protection. The use of blank walls (such as concrete cinder block) without facade ornamentation should be discouraged.

Guideline C-9 Throughout the Covington Activity Center, building materials such as concrete, masonry, tile, stone, and wood should be encouraged. Glass curtain walls and all reflective glass should be discouraged.

Parking

Guideline C-10 The amount of off-street parking provided by individual developments should be reduced wherever possible. Maximum off-street parking requirements should be established at either 1 space per 500 square feet of development or 50% of the amount required through regular zoning provisions, whichever is greater.

Guideline C-11 On-site parking should minimize conflicts with pedestrian circulation. The following standards apply to the Covington Pedestrian District:

- Parking should be located in the rear or side of buildings that front primary pedestrian streets.
- No more than 60 stalls should be provided in any one surface parking lot, and individual lots should be separated by buildings, roads, and/or landscaping.
- All parking areas that front sidewalks should be screened by a streetwall and landscaping.
- Where feasible, retail uses should be provided on the first floor of the streetside edges of parking structures.

Guideline C-12 In the Covington Pedestrian District, on-site surface parking should consume a maximum of 30% of the total site area for individual developments. The remaining off-street parking requirements should be accommodated in on-site parking structures or off-site common parking facilities.

Vehicular Access and Circulation

Guideline C-13 The following transportation improvements are recommended for enhancing regional vehicular access and circulation in the Covington Urban Activity Center:

- Widening of Covington Way to four lanes between Wax Road and SR-516. This project should only be completed subsequent to WSDOT construction of the Covington Way bridge over SR-18 discussed above.
- Improving Wax Road between Covington Way and 180th Avenue S.E. as a three lane facility (two traffic lanes plus center turn lane) with curbs, gutters, and sidewalks.
- Providing an additional regional north-south access road connecting S.E. 288th Street with Covington Way/Wax Road.

Guideline C-16

The following intersection improvements should be made as the grid network in the Covington Center is completed (See Figure II-13 for locations)..

- Signalization of SR-516/172nd Avenue S.E. intersection. This intersection should be a full four-way facility with left turn channelization and a major pedestrian crossing.
- The intersection of the proposed new boulevard with SR-516 should allow right-hand turns only.
- The intersection of the proposed new boulevard with Covington Way should include a driveway type of access (onto boulevard) consisting of one traffic lane in each direction and imposition of low speed limits.
- All intersections on the proposed new boulevard between Covington Way and SR-516 should include four-way stop signs and pedestrian crossings.

Guideline C-17

The number of vehicle access points provided as part of new development in the Covington Pedestrian District should be limited as follows:

- Primary Pedestrian Streets: No access points should be permitted, unless alternative access is not available from other streets, in which case one access point per site or one per every 200 linear feet (whichever is greater) should be allowed.
- Other Local Access Streets: A maximum of one access point per site or one per every 200 linear feet (whichever is greater) should be allowed.

Guideline C-18

In the Covington Pedestrian District, the on-site vehicular circulation system of all new developments should minimize conflicts between autos and pedestrians by including some or all of the following:

- Provide pedestrian crosswalks at key crossing areas.
- Construct tighter turning radius that reduces vehicular speed.
- Include signage that clearly communicates the location of vehicular and pedestrian zones.
- Provide designated passenger drop-off areas.
- Include speed bumps in areas of high pedestrian activity.
- Permit parking on interior roads as a way of slowing down vehicular traffic.

Pedestrian Access and Circulation

Guideline C-19 All new commercial development in the Covington Urban Activity Center should include pedestrian pathways that provide connections between:

- Principal entrances of adjacent buildings located on the same site.
- Building entrances and on-site parking areas.
- The principal building entrance and sidewalks.
- The principal building entrances of buildings on adjacent sites, if entrances are setback more than five feet from the public right-of-way.

Guideline C-20 Pedestrian crossings of SR-516 should be constructed/enhanced at the following intersections: Wax Road, 172nd Avenue S.E. and the proposed new boulevard. These crossing should initially be at-grade, although further study should be conducted to evaluate whether a pedestrian overpass near the 172nd Avenue S.E. and/or new boulevard intersection is warranted.

Guideline C-21 Pedestrian connections between Jenkins Creek Park and the Covington Activity Center should be enhanced through:

- Provision of sidewalks along the length of Wax Road between SR-516 and S.E. 267th Place.
- Signage that clearly directs pedestrians on how to reach the park from the Covington Center.

Transit

Guideline C-22 The bus pullouts planned for SR-516 should be located close to the 172nd Avenue S.E. intersection as depicted in Figure II-15.

Guideline C-23 As development occurs in the Covington Center, King County, and Metro should explore the possibility of constructing a transit center in the commercial core area south of SR-516.

Landscaping and Public Space

Guideline C-24

A landscape plan should be developed for all primary pedestrian streets. The landscape plans should strive to create an environment that promotes pedestrian access and circulation. At a minimum, the landscape plan should include standards for:

- Median landscaping
- Street trees and planters
- Special lighting fixtures
- Special paving patterns
- Benches and other public amenities
- Signage

Guideline C-25

The existing cluster of trees on the eastern edge of the BPA right-of-way should be preserved as a buffer between commercial development and the adjacent residential/elementary school activities.

Guideline C-26

The center turn-lane of SR-516 in the Covington Activity Center should be improved as a landscaped median with left-turn pockets at key intersections.

Guideline C-27

All new development along SR-516 should be required to provide streetscape improvements along the entire sidewalk length.

Guideline C-28

The area within the BPA power line easement north of SR-516 should be developed as an active recreation park for the Covington community. The area within the BPA easement that is adjacent to SR-516 on both the north and south should be improved with urban plazas.

Guideline C-29

In the Covington Pedestrian District, public space should be provided as part of all new development in an amount that covers no less than 10% of the total site area. Public space includes parks, plazas, and arcades, but excludes pedestrian walkways.

- For properties with less than one acre of site area, a park acquisition fee may be paid in lieu of providing the minimum amount of on-site open space.

Guideline C-30

Adjacent property owners are encouraged to enter into joint agreements to provide the minimum public space through clustering buildings and/or parking within multiple sites.

Section V.

Appendix
Covington Urban Activity Center
Traffic Report

COVINGTON URBAN ACTIVITY CENTER

TRAFFIC REPORT

April 1991

Prepared By:

CTS Engineers, Inc.

A. EXISTING CONDITIONS

The Covington Urban Activity Center area is located east of the SR-18 interchange with SR-516, east of the Kent/Auburn area in South King County. Generally, the area is bordered by SR-18, Covington Way S.E., Wax Road and the vicinity of S.E. 267th Place. Figure V-1 shows the location of the study area.

1. ROADWAYS (see Figure V-2)

SR-18, a freeway, and SR-516, a principal arterial, intersect each other in the west section of the study area. SR-18, built to freeway standards, has limited access and is entered/exited via the ramps at the interchange with SR-516. The freeway runs in a northeast-southwest direction along the west side of the study area.

SR-516 is a surface type arterial accessible through at-grade intersections and driveways throughout the corridor. It runs in an east-west direction, approximately through the middle of the study area, and currently serves as main thoroughfare in the Covington Urban Activity Center. Heavy traffic volumes on this facility and the substandard design of the existing roadway makes SR-516 in this area a very unattractive facility that functions more as a corridor separating the two halves of the Covington area rather than linking them together.

The east side of the Activity Center is bordered by S.E. Wax Road, a collector arterial situated in a northeast-southwest direction. This is a two lane roadway widened at major intersections to accommodate left turn channelization. The extreme northeast and southwest portions of Wax Road continue through residential areas.

Covington Way S.E., a two lane minor arterial, borders the Activity Center on the south side. The road curves at SR-18, to run parallel with the freeway, connecting with SR-516 just east of the intersection with SR-18 northbound ramps. These intersections, though both signalized, are situated so close together that traffic control at both intersections is very difficult, especially during very heavy peak hour traffic.

2. TRANSIT

SR-516 currently serves also as a transit arterial in the vicinity. The East Kent Park-n-Ride Lot, presently being planned for a vicinity around 132nd Avenue S.E., will provide the closest parking facility.

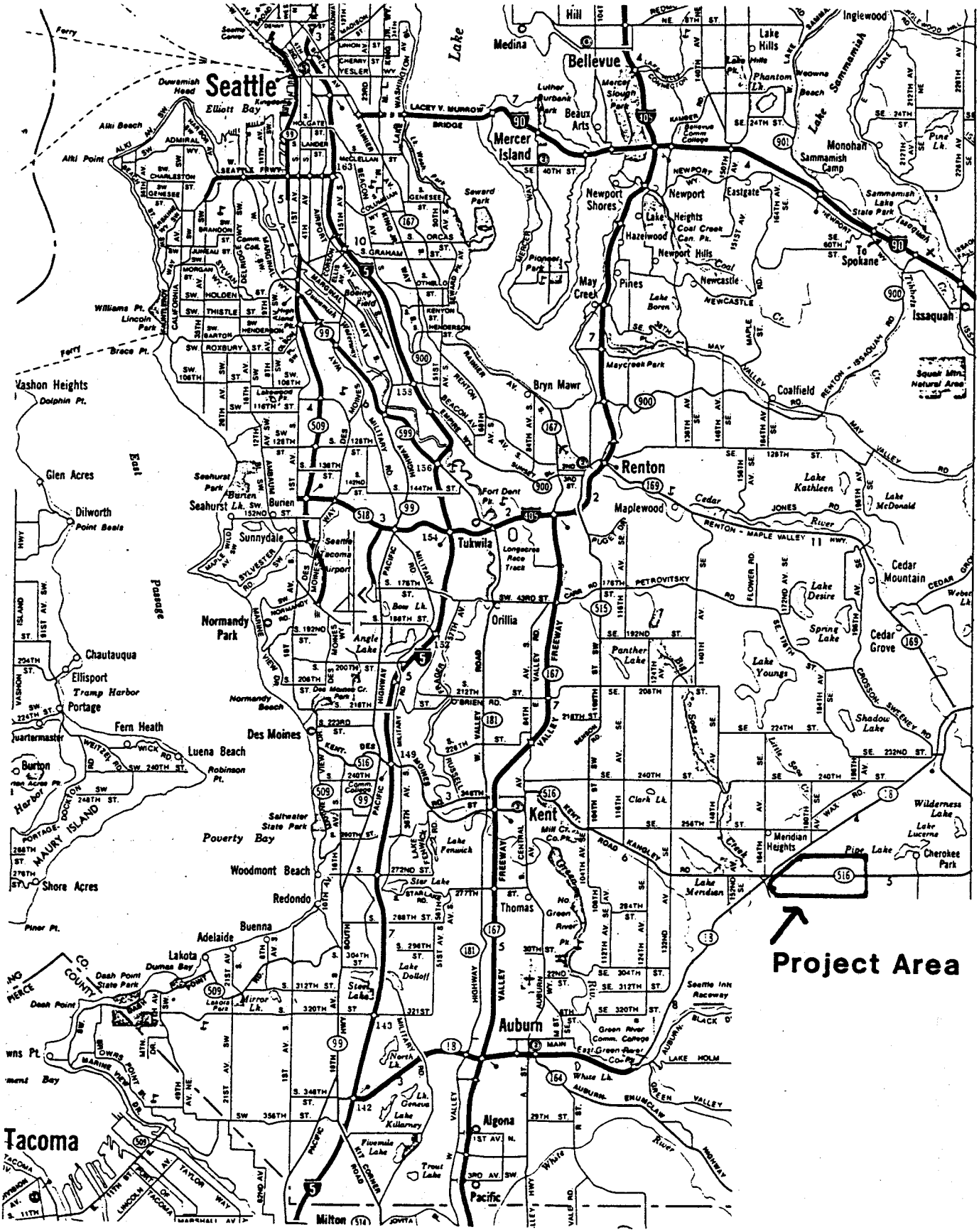

Figure V-1
Vicinity Map

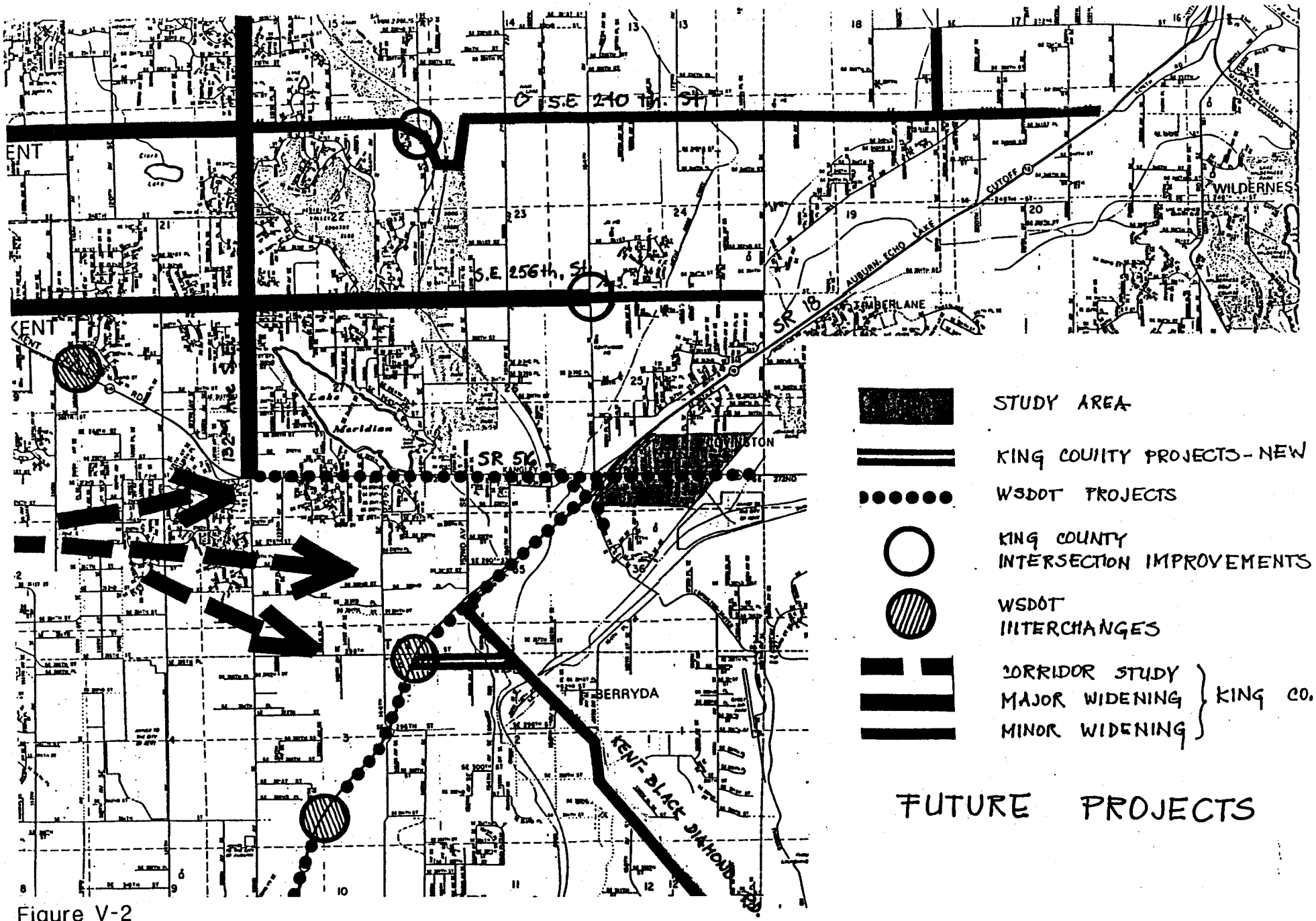

Figure V-2
Regional Road Network

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B. PROPOSED IMPROVEMENT PROJECTS

Several roadway improvement projects are planned in the area by the King County and Washington State Department of Transportation. These were taken from the 1990 King County Transportation Needs Report and are illustrated in Figure V-2.

WSDOT plans to **widen SR-18,** between Auburn-Black Diamond Road and SR-516, to four lanes. The project will also include construction of a bridge on Covington Way, over SR-18, to provide a direct link of Covington Way with SR-516 west of SR-18. This will help traffic on Covington Way and will eliminate the present intersection east of the SR-18 ramps.

The immediate project being built by WSDOT is the **widening of SR-516 between SR-18 and Wax Road.** This project is currently being advertised for construction and will be followed by a **second phase, from 132nd Avenue S.E. to SR-18,** in November 1991. The first phase will widen SR-516 to five lanes and will construct curbs, gutters, sidewalks and bus pullouts as well as widen intersections and reconstruct the signals at both the SR-18 ramps at Covington Way and Wax Road intersections. The bus pullouts will be constructed on each side of the roadway at a location about half way between the 172nd Avenue S.E. and S.E. Wax Road intersections.

The five lanes of the new SR-516 will include two lanes in each direction and left turn lanes at the intersections, changing into two way left turn lanes in the rest of the corridor. The existing driveways as well as three existing accesses to businesses along the corridor will be maintained.

The intersection at Covington Way and SR-516 was originally designed to be restricted to a right-in and right-out type of operation without signalization. This was met with strong local opposition arguing that this situation would create a substantial increase of truck traffic in the residential neighborhood of Wax Road. The intersection was consequently redesigned to maintain the signal and full left turn capability.

Generally, SR-516 is presently the only east-west arterial in the neighborhood and carries all the traffic between Kent and areas east of the Covington Activity Center. The widening of this facility will certainly be an asset to traffic movements however, with the rapid growth of today's traffic an E-F level of service will be experienced at SR-516 in the Covington vicinity very soon. This was evident from the traffic distribution model run at King County for the area. Perhaps other roadway improvement projects such as those along S.E. 240th Street, S.E. 256th Street and the study of the new S.E. 277th Street corridor will help alleviate the problem.

C. RECOMMENDED TRANSPORTATION IMPROVEMENTS

The Covington Urban Activity Center has a great advantage over other activity centers in King County in that it is not yet fully developed. With careful planning the large areas of vacant land in this area can be used for the successful development of a variety of uses.

The objective for the Covington Center is to plan for improvements in traffic circulation, enhance pedestrian circulation and provide a more attractive and aesthetically pleasing environment for the users. The following are the proposed improvements:

1. As noted above, SR-516 will continue to experience heavy traffic volumes and poor level of service due to the absence of alternative east-west arterials between the Kent Valley and eastern King County. Planned County improvements on S.E. 240th and S.E. 256th Streets should improve east-west access for areas north of Covington. The 277th Street Corridor Study, along with the planned new SR-18 interchange at S.E. 288th Street, offers potential for improving east-west access to the south. Even if these latter improvements are made, however, the absence of arterials connecting S.E. 288th with Covington will result in continued heavy traffic use of the SR-18/SR-516 interchange.

   We strongly recommend that alternative access routes be considered for connecting S.E. 288th with the Covington area. One possible location of this connecting route is depicted in Figure V-3.

2. **A new boulevard** is planned as a result of the study of the Activity Center. It will be situated along the present high power line easement, parallel with SR-18, in the center of the commercial core of Covington Center. The new concept is illustrated in Figure V-3. The boulevard will intersect with SR-516. Local east-west streets are proposed to connect the boulevard with 172nd Avenue S.E. The SR-516/172nd Avenue S.E. intersection will be the primary crossing in the Covington Center providing access to the north side of the Activity Center.

   The intersection will be a full four way facility with left turn channelization and a major pedestrian crossing. The intersection will be signalized and will be expected to absorb the majority of vehicular and pedestrian links between the south and the north parts of the Urban Activity Center.

   If warranted by increasing levels of through-traffic on SR-516, a pedestrian overpass may be needed in the vicinity of this intersection to further enhance pedestrian safety and provide better link between the two parts of the area. Figure V-4 illustrates the layout of the intersection in conjunction with bus pullouts and proposed area for the pedestrian overpass.

   The boulevard will also be connected with Wax Road, directly in an east-west direction, via an extended S.E. 275th Street. This connection would serve mainly as an access to the Center from the residential areas in the south and provide an additional service entrance.

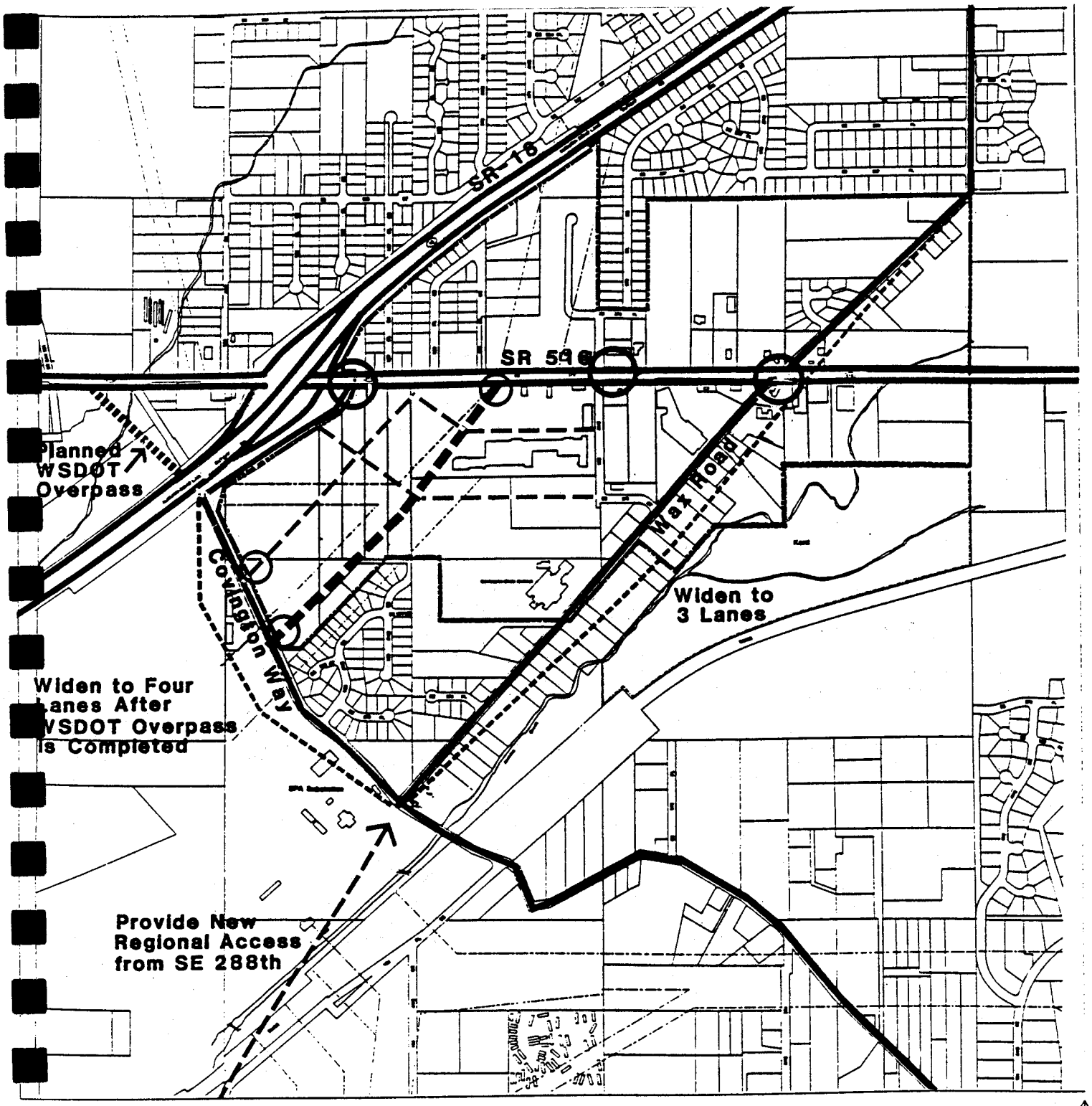

Figure V-3
Recommended Transportation Improvements

Boulevard
Other Local Roads
Major Signalized Intersection
Non-Signalized Intersection

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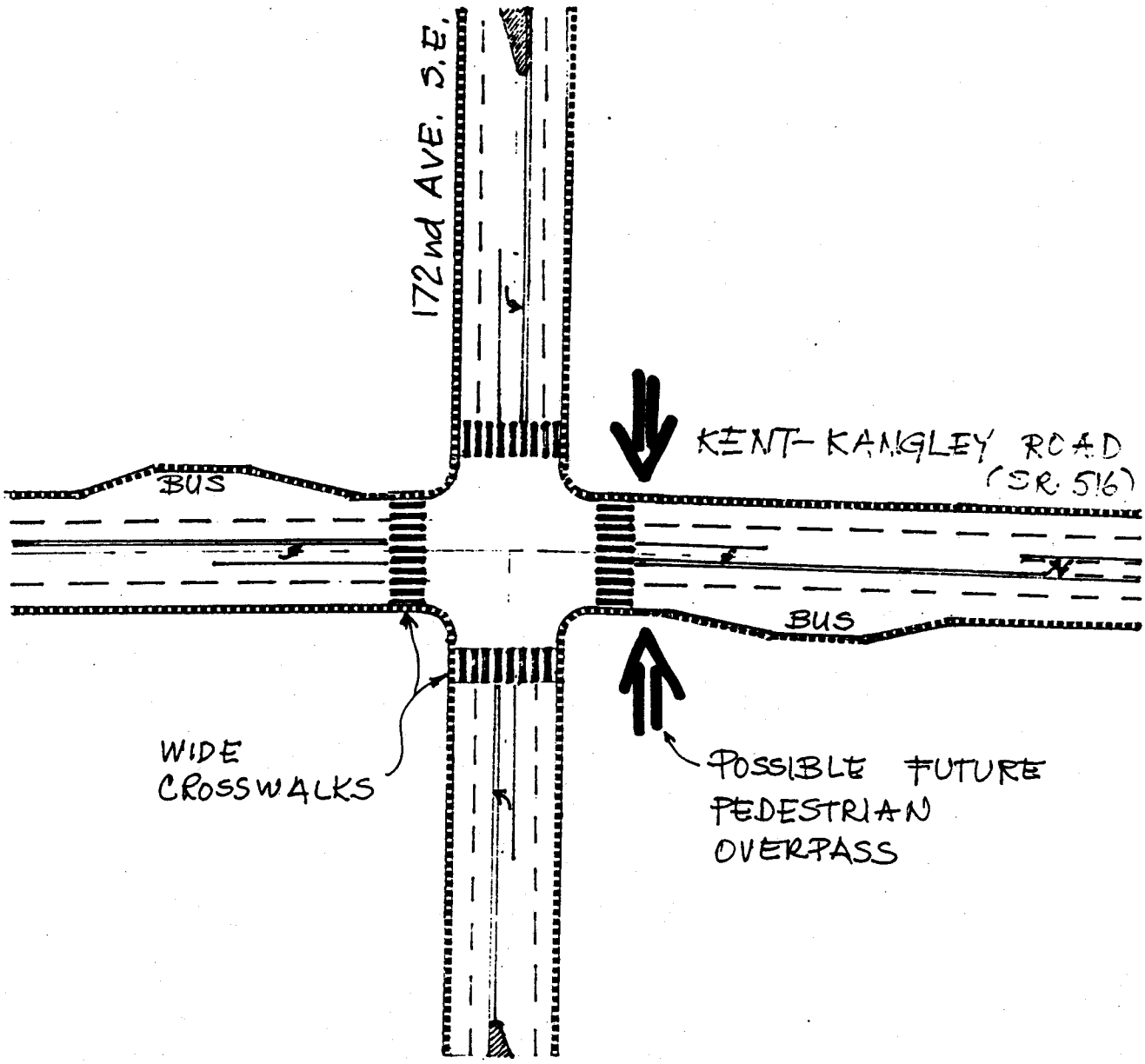

Figure V-4

Concept of New Intersection with SR 516

It is recommended that the SR-516 intersections with 172nd Avenue S.E. and the new boulevard be used as major access points into the commercial area and the additional access points shall be discouraged. This will help traffic circulation and increase safety at SR-516 by eliminating excess left turns between the intersections. The policy of WSDOT regarding new access points on State Highways is as follows:

New access driveway:

Minimum 150 feet from the intersection corner measured between curb return tangent points.

Number of new driveways:

Property Frontage Length	# of Driveways
000' - 150'	1
151' - 800'	2
over 800'	3

It is also recommended that **visual aesthetic improvement** be considered for SR-516 in the form of landscape medians where possible. Since the majority of business access will be to the new boulevard, the two way left turn lanes, where not needed, can be converted to the landscape areas or planters. This would need to be done with the consent of WSDOT. We believe such a plan can be implemented if a commitment is presented to the Department of Transportation for construction and regular maintenance of such amenities. Suggested areas for this concept are illustrated in Figure V-5.

3. In addition to the new boulevard, local access roads need to be extended throughout the Covington activity center. The recommended general alignment of these new grid roads is depicted in Figure V-3. It is recommended that the new roads include two lanes of traffic, on-street parking on at least one side of the street, curbs, sidewalks and a landscaped parking strip.

4. Some of the new roads recommended for the Covington activity center are designated as primary pedestrian routes. See Section III. of the Covington Urban Design Study for discussion of design and development guidelines that are recommended for these roadways.

5. The **S.E. Wax Road** corridor will be impacted by the development increase in the areas close to SR-516. The north section of S.E. Wax Road, between SR-516 and 180th Avenue S.E., will experience more driveways and business accesses and should be developed with the properties as **a three lane facility with a continuous left turn lane.** This could, when fully developed, lead to a similar median treatment at SR-516 where possible.

   The **south section of S.E. Wax Road** primarily serves a school and residential area thus presenting the need to discourage heavy traffic. The north segment between SR-516 and S.E. 275th Street however, will also be treated as a commercial access segment and should be developed as a tree lane facility with sidewalks. The remainder of S.E. Wax Road to the south should also be developed as a three lane facility with sidewalks and landscaping areas.

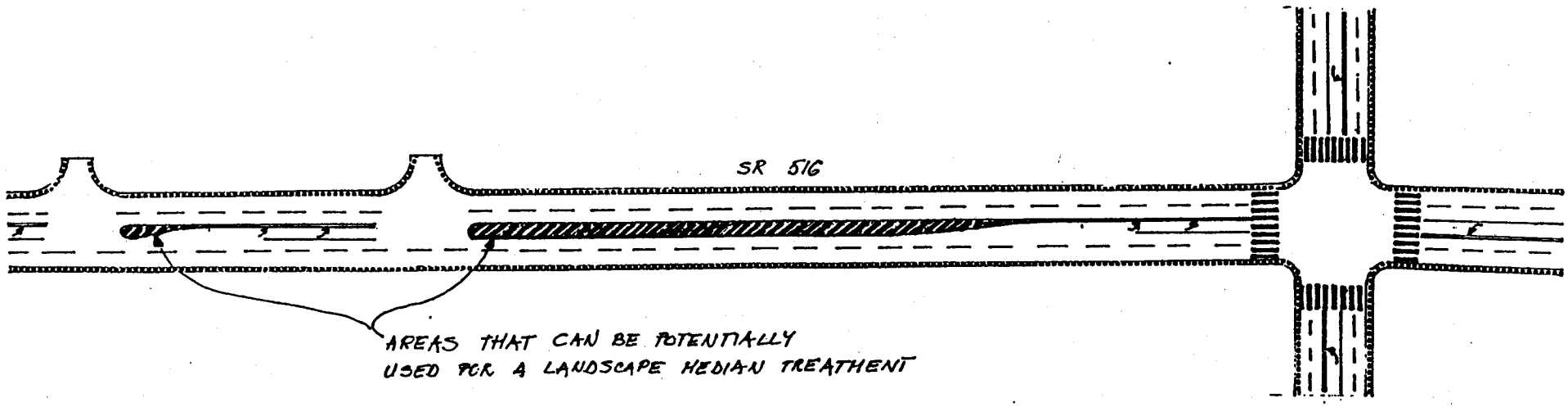

Figure V-5
Potential Median Landscape Areas – SR 516

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6. **Covington Way S.E.** is presently a very heavy arterial approaching its capacity as a two lane road. Widening in the near future may be needed. Even though the Average Daily Traffic (ADT) in 1989 (as taken from King County Historical Traffic Counts documentation, see Figure V-6) is not critical, the traffic volumes have since increased. The King County model that includes development projections for the Activity Center and traffic volumes projected to year 2000 shows an ADT of 14,400 vehicles in each direction which represents an F level of service for a two-lane arterial. These ADT values are illustrated in Figure V-7.

7. The new boulevard proposed within the power line easement will be extended all the way to Covington Way to maximize access length. **The intersection with Covington Way** will, however, not be a standard intersection. In order to discourage through traffic from using the wide boulevard as a bypass to access SR-516 and SR-18 in lieu of the present narrow Covington connection along SR-18, a driveway type of access should be constructed there with a one lane limit in each direction and the imposition of low speeds.

8. **The bus pullouts** to be constructed as a part of the SR-516 widening project are going to be in a somewhat remote location. We suggest that the bus pullouts be constructed closer to the proposed new intersection and integrated with the pedestrian facilities and other activities in the area. The best locations would be at the intersection with 172nd Avenue S.E. as illustrated on Figure V-4.

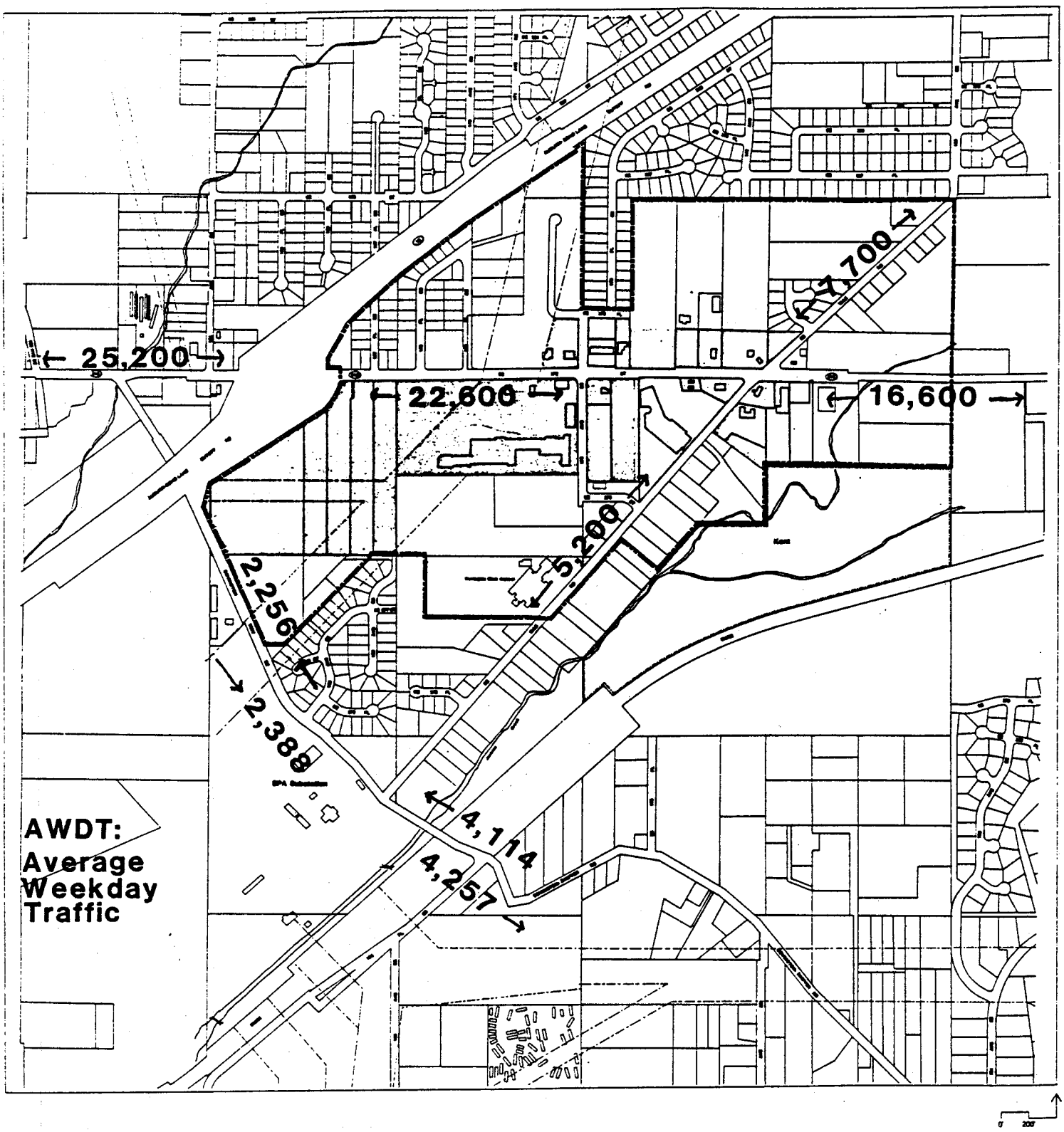

Figure V-6

1989 AWDT - King County

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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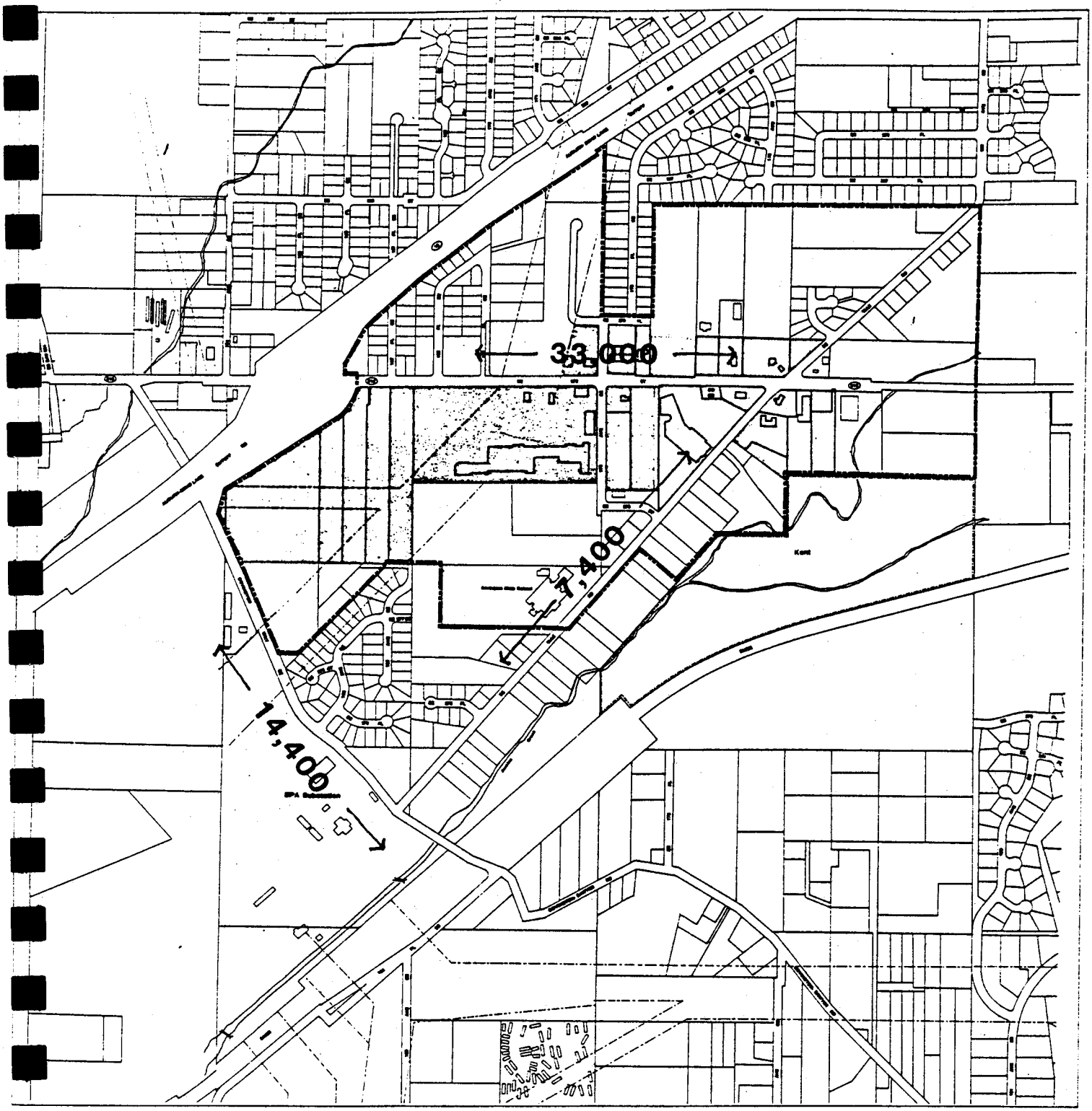

Figure V-7

[illegible]000 Year AWDT - King County

Covington Urban Activity Center

KING COUNTY PLANNING AND COMMUNITY DEVELOPMENT

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KING COUNTY ZONING CODE SYNOPSIS

Chapter 21.08 RS Residential Single Family

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to complete urban residential environment. These other uses, churches, schools, libraries, etc., are considered compatible with single family residential uses.

RS 5000 - Dimensional Standards

min. lot area: 5000 sq. ft.*
min. lot width: 40 feet
lot coverage: 35 percent
front yard: 20 feet, key & transitional lots may be reduced to 15'
side yard: 5 feet
rear yard: 5 feet for dwelling units
height: 30 feet; non-residential buildings may be increased by 1' for each foot of add'l side yard to a maximum of 50 feet

RS 7200 - Dimensional Standards

min. lot area: 7200 sq. ft.*
min. lot width: 60 feet
front, side & rear yards; height & lot coverage same as RS 5000

RS 9600 - Dimensional Standards

min. lot area: 9600 sq. ft.*
min. lot width: 70 feet
front, side & rear yards; height & lot coverage same as RS 5000

RS 15,000 - Dimensional Standards

min. lot area: 15,000 sq. ft.*
min. lot width: 80 feet
front, side & rear yards; height & lot coverage same as RS 5000

NOTE: In new subdivisions within the RS zone, clustering of lots and townhouses is permitted, provided the average allowable density is not exceeded.

Chapter 21.RT Residential, Townhouse

Allows townhouses (single-family dwelling attached by common side walls) either on individually platted lots or on a commonly held site to provide a mix of attached and detached single-family housing and promote efficient use of land and energy in a residential environment.

RT - Dimensional Standard

See text of Zoning Code for detailed performance standards.

Chapter 21.18 SE Suburban Estate

Provides an area permitting uses and activities more rural, e.g., horses, private stables, chickens and agricultural crops, than is practical in the more concentrated urban areas.

SE - Dimensional Standards

min. lot area: 35,000 sq. ft.
min. lot width: 135 feet
lot coverage: 35 percent
residential building setbacks:
front yard: 30 feet
side yard: 10 feet
rear yard: 10 feet
height: 35 feet except for agricultural buildings

Chapter 21.19 SC Suburban Cluster

Permits uses and activities more rural in character than practical in the more concentrated urban areas. Provides flexibility in individual lot size while maintaining a long-term low density character.

SC - Dimensional Standards

Minimum lot area per dwelling unit: 10 acres except may be reduced through subdividing or short subdividing, subject to on site sewage disposal requirements.
With public sewers, the minimum lot size is 9,600 square feet.

Lot dimensions/coverage/height/limits/yards/open space:
parcels over five acres: same as "A"
parcels of five acres or less: same as SE
Lots in multiple lot subdivisions and short subdivisions:
same as nearest comparable RS classification lot area

Densities in multiple lot subdivision:
Parcels less than five acres: one dwelling unit per acre with sensitive area protection through lot clustering
Parcels with five or more acres: one dwelling unit per acre with lot clustering and reserve tract provision

Chapter 210.20A RMHP Residential Mobile Home Park

Provides for a suitable living environment within a park-like atmosphere for families residing in mobile homes.

RMHP - Dimensional Standards

min. site area: three acres
density: not to exceed 1½ times surrounding density or nine units per acre, whichever is less.

Chapter 21.20 SR Suburban Residential

Provides for the orderly transition of areas from a suburban to an urban character. Within this classification, small scale and intensive agricultural pursuits may be mixed with developing urban subdivisions.

SR - Dimensional Standards

lot area: 5 acres except that the area may be reduced through subdividing: 7200 or 9600 square feet with sewers, water, paved streets, curbs, sidewalks, drainage
15,000 square feet with approved water and sewage systems, paved streets, walkways
35,000 square feet with approved water and sewage disposal systems

min. lot width: 330 feet unless platted
front yard depth: 30 feet unless platted
side yard depth: 10 feet unless platted
rear yard depth: 10 feet unless platted
lot coverage: 35 percent
height: 30 feet except for agricultural buildings

Chapter 21.21 GR Growth Reserve

Provides for limited residential growth adjoining existing supporting public facilities but reserves large tracts of open land for possible future urban or suburban growth.

GR - Dimensional Standards

Minimum lot area: 20 acres except that the area may be reduced through subdivision with lot clustering; one exception allowed on previously created 2-10 acre parcels subject to conditions.

Maximum densities in subdivisions and short subdivisions:

GR-5: one dwelling unit per five acres with lot clustering and reserve tract provision;

GR-2.5: one dwelling unit per 2.5 acres with lot clustering and reserve tract provision;

Lot dimensions/lot coverage/height limitations and building setbacks: conform to the requirements of the nearest comparable RS, S, or A zone.

Chapter 21.21A A-R Rural Area

Allows low-density residential development supportable by rural services in long-term Rural Areas; provides compatible buffers for nearly long-term agricultural and forestry areas.

A-R - Dimensional Standards

minimum lot size may be reduced in clustered subdivisions.

A-R 10 mimimum lot size: 10 acres
A-R 5 minimum lot size: 5 acres
A-R 2.5 minimum lot size: 2.5 acres

lot dimensions: max depth-to-width ratio 4-to-1;
lot coverage: 35 percent, including paved areas;
residential building setbacks: 35 feet, or 100 feet next to commercial forest lands

Chapter 21.23 A Agricultural

Preserves agricultural lands and discourages the encroachment of urban type development in areas which are particularly suited for agricultural pursuits; allows limited residential development, promotes agriculture-supporting uses.

A - Dimensional Standards

A-35: minimum parcel size 35 acres;
A-10: minimum parcel size 10 acres;
lot dimensions: max. depth-to-width ratio 4-to-1;
lot coverage: 10% for lots over 10 acres
height: 35 feet except for agricultural buildings

Chapter 21.24 G General

Regulates the use of land in areas generally undeveloped and not yet subjected to urban development pressures to prevent the improper location and intrusion of business and industrial uses.

G - Dimensional Standards

min. lot area: SE uses 35,000 sq. ft. SR uses 5 acres, A uses 10 acres
min. lot area/dwelling unit: 35,000 sq. ft. for single family
min lot width: 135 feet

residential building setbacks:
front yard: 30 feet
side yard: 10 feet
rear yard: 20 feet for dwelling units
height: 30 feet except for agricultural buildings

Chapter 21.25 G-5 General Five Acres

Provides for an areawide rural character and prevents premature urban development in areas without adequate urban services and to preserve environmentally sensitive areas.

G-5 - Dimensional Standards

min. lot area: five acres; one exception allowed on previously created 2-10 acre parcels subject to conditions.
min. lot dimensions: depth-to-width lot ratio no greater than 4-to-1.
height: 35 feet except for agricultural buildings
residential building setbacks:
front yard: 30 feet
side yard: 10 feet

Chapter 21.10 RD 3600 - Two-Family Dwelling

Permits low density multiple dwellings and duplexes.

RD 3600 - Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 35 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard and open space to a maximum of 50 feet.

Chapter 21.12 RM 2400 Medium Density Multiple-Dwelling

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

RM 2400 - Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
lot area/dwelling unit: 2400 sq. ft.
height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard and open space to a maximum of 50 feet.

Chapter 21.14 RM 1800 High Density Multiple-Dwelling

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

RM 1800 - Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
front, side & rear yards: same as RM 2400
lot area/dwelling unit: 1800 sq. ft.
height: 35 feet. Height may be increased 1' for each additional 1' of side yard and open space

Chapter 21.16 RM 900 Maximum Density Multiple-Dwelling/Restricted Service

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services, professional and business offices.

RM 900 - Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 60 percent for residential uses
front, side & rear yards: same as RM 2400
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot.
lot area/dwelling unit: 900 square feet
height: 35 feet. Height may be increased 1' for each additional 1' of side yard and open space.

Chapter 21.26 BN Neighborhood Business

Provides for shopping and limited personal service facilities to serve the everyday needs of the neighborhood.

BN - Dimensional Standards

lot coverage: 100 percent
height: 35 feet maximum
permitted floor area: not more than total lot area

Chapter 21.27 BR-N Mixed Business-Residential Neighborhood Scale

Provides for mixed commercial (retail and office) and residential use projects.

BR-N - Dimensional Standards

lot area/dwelling unit: 2400 sq. ft.
permitted floor area:
1½ times buildable area of lot
2 times buildable area with enclosed parking
lot width: 60 feet

Chapter 21.28 BC Community Business

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis.

BC - Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3 times lot area
height: 35 feet. Height may be increased 1' for each additional 1' of side and year yards.

Chapter 21.29 BR-C Mixed Business-Residential Community Scale

BR-C - Dimensional Standards

lot area/dwelling unit: 900 sq. ft.
permitted floor area: 2 times buildable portion of lot
6 times if required parking is totally enclosed
lot width: 60 feet

Chapter 21.30 CG General Commercial

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on-premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas.

CG-Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3½ times lot area
height: 35 feet. Height may be increased 1' for each additional 1' of side and rear yards

Chapter 21.32 ML Light Manufacturing

Provides for the heavier general commercial uses and for industrial activities of uses involving the processing, handling and creating of products, research and technological processes as distinguished from major fabrication. These uses are largely devoid of nuisance factors, hazard or exceptional demands upon public facilities or services.

ML - Dimensional Standards
(except adjacent to R or S zones)

lot coverage: 100 percent
permitted floor area: not more than 2½ times lot area
height: 45 feet. Height may be increased 1' for each additional 1' of side and rear yards.

Chapter 21.34 MP Manufacturing Park

Provides for industrial areas of high standards of operational development and environment. Standards of intensity of use and standards of external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards are established in this classification.

MP - Dimensional Standards

street property line setback: 25 feet
side and rear yard setback: per landscape ordinance
permitted floor area: not more than 2½ times the buildable area of the lot.
height: 45 feet. Height may be increased 1' for each additional 1' of required open space.

See text of zoning code for detailed performance standards.

Chapter 21.36 MH Heavy Manufacturing

Provides for industrial enterprises involving heavy manufacturing, assembling, fabrication and processing, bulk handling of products, large amount of storage, warehousing and heavy trucking.

MH - Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 2½ times lot area
height: 45 feet. Height may be increased 1' for each additional 1' of side and rear yards.

Chapter 21.37 F Forest Resource

Preserves forest land for the sustained production of forest products and the development of compatible uses such as dispersed camping; allows limited residential development.

F - Dimensional Standards

min. parcel size: 80 acres
front, side & rear yards: 100 feet

Chapter 21.38 FR Forestry and Recreation

Allows the development of forest land for the sustained production of forest products and the development of compatible uses such as recreation.

FR - Dimensional Standards

min. lot area for building site: 35,000 sq. ft.
min. lot width for building site: 135 feet
front, side & rear yards: 20 feet
height: 45 feet. Height may be increased 1' for each additional 1' of side and year yards.

Chapter 21.42 Q-M Quarrying and Mining

Insures continued development of natural resources through inclusion of known deposits of minerals and material within a zone reserved for their development and production and allows for the necessary processing of such minerals and materials.

Q-M - Dimensional Standards

min lot area: 10 acres
front, side & rear yard: 20 feet except if adjacent to R or S zone
permitted floor area: not more than total lot area
height: 45 feet. Height may be increased 1' for each additional 1' of setback for each property line.

See text of zoning code for detailed performance standards.

Chapter 21.43 AOU Airport Open Use

Provides for economic uses and development of area affected by major airports which are compatible with neighboring residential areas, designated open space areas and airport clear zone requirements.

Chapter 21.46.060 Potential Zone

Recognizes the suitability of a location for a future type use and the impractibility of precisely zoning the propert until properly designed and planned.

Chapter 21.46.150 P Suffix - Site Plan Approval

The requirement for site approval is based upon a recognition that development on the designated property may require special conditions to protect the public interest such as dedication of rights-of-way, street improvements, screening between land uses, signing controls, height regulations or others to assure its compatibility with adjacent land uses as well as the community. All conditions stipulated as a result of an area zoning process or zoning reclassification shall be reflected and/or included in the site plan submittal.

Chapter 21.48 Zero-Lot-Line Provision

In new subdivisions or short subdivisions within an R, S or G zone, yard and lot width requirements may be varied in order to make better use of the lots including common wall construction, subject to conditions. The final subdivision must show exact size and location of structures proposed to be placed in an otherwise required open space or setback.

See text of Zoning Code for detailed requirements.

Chapter 21.50 Loading Areas and Off-Street Parking

Provides for parking requirements in all zone classifications. See text of Zoning Code for detailed requirements.

Chapter 21.51 Landscaping and Screening

Provides for landscaping in all zones.
See text of Zoning Code or Bulletin #22.

Chapter 21.54.040 Flood Hazard Area

A hazardous situation may exist within an urban, suburban or rural area and in a residential, agricultural or industrial zone. No permit or license for structure or the development or use of land shall be issued by King County within a flood hazard area unless approved by the Manager of the Building and Land Development Division. Such approval shall be based on a review of the provisions set forth in the Chapter and the technical findings and recommendations of the Director of Public Works.

Chapter 21.56 Planned Unit Development (Not a Zone)

Permits flexibility within a zone that will encourage a more creative approach in the development of land than a lot-by-lot development with the result that a more efficient and desirable use of land is produced. A minimum area of 1 acre is required.

See text of Zoning Code for detailed requirements.

Source: King County Building and Land Development Division. Development Assistance Bulletin No. 17.

Appendix E
Soos Creek Policies

NR-1 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 policy NR-1 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 Ordiance.

The Executive is requested to prepare a proposal for the establishment of a transfer of development rights program for the areas within 1/4 mile of significant stream systems which are AR-5 or SC-P pursuant to this plan, which would provide for the transfer of development rights from the AR-5 or SC-P zoned properties to the urban area of the Soos Creek Community planning area. The proposal should also address how to modify existing zoning to achieve a TDR program. The Executive is requested to prepare a funding plan for development of the proposal by March 1, 1992 and is requested to submit the proposal for a TDR program by July 1, 1993. The proposal shall evaluate the feasibility of applying the program to other parts of the County.

NR-1A Lot coverage limitations for building shall be applied in all stream corridors in urban designated areas of the Soos Creek basin and clasified SC-P. In all stream corridors, townhouse design shall also be required. Dwelling unit footprints shall not exceed 1,000 square feet per unit, and the footprint for associated parking structure shall not exceed 400 square feet per dwelling unit. 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-2 Wetlands, streams, other sensitive areas and their buffers important for control of surface water runoff, erosion, flooding and protection of fisheries within the Soos Creek Basin should remain undisturbed.

NR-3 New development should rehabilitate degraded wetlands and stream channels and banks in the Soos Creek planning area's drainages 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-4 Streams in the Soos Creek planning area should be protected from livestock impacts through implementation of the Sensitive Areas Ordinance provisions.

NR-5 King County should adopt a Countywide clearing ordinance with guidelines for clearing on lands outside of sensitive areas and specific performance standards including phasing, seasonality and coverage. The ordinance should include the clarification of clearing permit process.

NR-6 King County shall not permit vegetation removal under a Class IV General Forest practices application or any applicable County clearing permit, until stream corridors,

wetland buffers, slope setbacks, and other environmentally sensitive areas are mapped and measures for their protection, consistent with King County Code requirements, are included on their FPA.

NR-7 Clearing and grading should be limited on all short plats, plats and commercial projects to protect water quality, limit surface water runoff and erosion and maintain wildlife habitat and visual buffers.

NR-8 Within the Soos Creek basin, bare ground associated with clearing, grading, utility installation, building construction, and other development activity should be covered or revegetated in accordance with King County Surface Water Design Manual Standards between November 1 and March 31 of 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-9 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-10 The County should protect critical aquifer recharge areas consistent with South King County Ground Water Management Program recommendations.

NR-11 Water purveyors in the planning area should perform regular monitoring of their ground water wells to document the quantity of water withdrawn, water levels, and water quality in order to help establish long-term trends.

NR-12 Infiltration of surface water runoff should be required in areas draining single-family residential neighborhoods, where technically feasible and compatible with on-site sewage disposal systems. Pretreatment for water quality improvement consistent with King County Surface Water Design Manual should occur before infiltration. Infiltration should not occur in areas draining multi-family, commercial, and industrial land uses, unless adequate water quality treatment has occurred and federal, state and local regulations regarding water quality protection, hazardous materials storage, handling and disposal of underground storage tanks, etc. are met.

NR-13 Increased on-site retention/detention requirements, as recommended in the Soos Creek Basin Plan, should be adopted and implemented as an appendix to the King County Surface Water Design Manual.

NR-14 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-15 King County should work with Metro to assist residents in the formation of Lake Management Districts to address water quality problems in small lakes. When possible, large scale water quality planning projects such as Basin Plans and Non-Point Action Plans should also address the water quality problems of small lakes.

NR-16 The County may require lot clustering adjacent to watersheds or at the Urban/Rural boundary to protect valuable water resources and to buffer the rural area from more intensive urban uses.

NR-17 Development proposals should identify unique and significant wildlife habitat areas on or nearby the site and ensure that buildings, roads, and other features locate on less sensitive portions of the habitat. Unique or significant wildlife habitat, as defined by the Washington Department of Wildlife Priority Habitat and Species project, and corridors connecting important habitat areas should be identified and protected. These considerations may result in a reduction of density from that otherwise allowed by zoning.

A-1 Urban development shall not be permitted outside the Urban Area designated by the King County Comprehensive Plan.

A-2 King County will permit urban growth only within the urban growth areas designated in the Soos Creek Community Plan Map. The following criteria have been used to identify urban growth areas:

a. Lands are designated Urban by the King County Comprehensive Plan. Lands designated as Resource Lands or Rural Areas are not suitable for urban development; and

b. The lands are capable of supporting urban level population densities, development activity, and services without significant environmental degradation and with minimal adverse impact on adjacent resource and rural areas; and

c. Public facilities and services (such as schools, sewers, water, surface water management, fire and police protection, and transportation, including transit service) are in place or can be provided at reasonable cost to accommodate urban growth.

A-3 Preliminary urban Growth Areas have been identified for the Cities of Renton, Kent and Auburn. Final boundaries for the Cities' Urban Growth Areas will be identified through the Regional Technical Forums.

A-4 Lands within the urban growth areas are appropriate for annexation to a city. Annexations should be phased to allow efficient provision of necessary services. King County will support annexation proposals when an intergovernmental agreement described by policy A-8 has been signed by the City and the County.

A-5 King County shall establish urban separators in the Soos Creek community planning area to define the urban growth area boundaries between the Cities of Renton, Kent and Auburn through the use of zoning and required clustering of development.

A-6 King County shall work with the cities of Auburn, Kent and Renton to ensure that urban separators and open space corridors continue to be maintained as such if and when these areas are annexed in a city.

A-7 Growth and development in areas outside the Cities of Auburn, Kent and Renton's urban growth areas may have an impact on the Cities. King County will provide the Cities with the opportunity to participate in the review of land use decisions within an impact area which will be identified through the intergovernmental agreement process. The intergovernmental planning agreement which describes the scope of

such review and responsibilities of each jurisdiction in such review should be developed and adopted.

A-8 King County should work with municipalities to establish intergovernmental agreements guiding future annexations. These agreements should address at a minimum the following issues:

a. Notifying cities of development proposals in the urban growth areas and impact areas and consulting with the cities to condition approvals to mitigate adverse impacts on city services.

b. Providing cities with the first opportunity to be the designated sewer or water provider within the urban growth areas defined in this plan, where that issue has not been decided.

c. Identifying improvement requirements which assure that County roads, parks, building design, and other urban standards are consistent with those of the annexing city.

d. Maintenance of greenbelts, open spaces, and urban separators in areas designated in the community plan map.

e. Phasing urban development to coincide with adequate levels of public services.

f. Working with the cities to identify responsibility for upgrading facilities in urban growth areas where present facilities have been identified as insufficient.

g. Agreement that annexation areas are principally for urban uses;

h. Arranging for appropriate service contracts and/or equitable transfers of responsibilities and assets with special service districts;

i. Establishing a capital improvement program to extend services within a reasonable timeframe to meet the needs of future city residents, while maintaining or improving service levels to existing city residents. These services include, but are not limited to police, fire, transportation, sewer, water, and general governmental services;

j. Providing a variety of residential development at a density consistent with regional goals for land within the areas to be annexed, exclusive of public open space, to promote transit and efficient service delivery.

k. Providing for a fair share of affordable housing within its jurisdiction.

l. Providing for the protection of historic sites listed on the King County Historic Register within the annexation area.

m. Continuing environmental protection for sensitive areas (including, but not limited to, flood plains, steep slopes, wetlands, seismic areas, and landslide hazard areas) at or above King County standards.

A-9 King County will work with the Cities of Auburn, Kent and Renton to evaluate opportunities for providing neighborhood parks to meet the needs of new development within the urban portions of the planning area.

A-10 King County will not support annexations or incorporations which would apply zoning to maintain or create permanent low-density residential areas (e.g., one or two dwelling units per acre) unless such areas are part of the urban separator or rural buffer or unless environmental constraints render higher densities inappropriate.

A-11 Public services and facilities should be provided at levels necessary to support growth and development planned for the Urban area. New development should be timed to coincide with the availability of public facilities and services. Expansion of services into new areas should occur without decreasing current service levels below locally established minimum standards.

A-12 Lands immediately adjacent to the Cities of Renton, Kent and Auburn in the Soos Creek planning area, the urban portions of the Soos Creek Basin stream corridors, the multifamily/commercial centers and the Covington Urban Activity Center and Master Drainage Plan area within Phase 1 of the urban growth area should be zoned for urban development. A GR-5 overlay shall be in place until December 31, 1994 at which time urban density zoning will become effective. King County will accept and process applications for urban density development in phase 1 sites after July 1, 1993 and prior to the lifting of the GR-5 overlay on December 31, 1994; provided, that such applications shall be subject to any new or revised standards regarding adequacy of schools or roads developed and adopted prior to December 31, 1994.

GR-5 zoning is recommended for parcels which are proposed for residential zoning due to the traffic generated by these facilities. The GR-5 zoning will be lifted for nonresidential developments which require a conditional use permit (i.e. medical facilities) to proceed. This would be consistent with the policy of permitting services to locate in and be developed in the planning area.

A-13 Vacant and partly developed lands within the Phase 2 area will be designated Growth Reserve (GR-2.5) and remain at low densities until the area annexes to the Cities of Renton, Kent or Auburn or a plan amendment applies urban densities.

A-14 Requests for rezones in the Phase 2 areas may be considered after December 31, 1994 if an application for a rezone in the Phase 2 urban designated area meets all the criteria below. A rezone may be applied for and shall be considered under rules and procedures normally applied to the rezone process, and the rezone shall not be denied solely because of the zoning or phasing associated with the property.

a. The proposed project would be consistent with the King County Comprehensive Plan and the intent of the Growth Management Act by encouraging infill development; and

b. No probable significant adverse environmental impacts will occur as a result of appropriately designed development on the property; and

c. Restrictions established by the Community Plan and Area Zoning that are specific to the property are met; and

d. The property is served by all necessary utilities including water or sewer. Before urban density zoning may be applied, any needed service area boundary adjustments within the established LSA must be approved by King County; and

e. All necessary urban facilities including stormwater drainage, roads, and schools are available or can be made available to serve the development; and

f. Transportation capacity exists for the increased demands placed on the system by the development; and

g. The combined capacities of the city and the Phase 1 area within the respective urban growth boundary are shown to be insufficient to accommodate year 2000 forecasts as determined by the joint planning process between the city and county implementing the Growth Management Act.

A-15 The Soos Creek Community Plan recognizes that areas within and adjacent to the Covington Urban Activity Center may be appropriate for incorporation as a way to provide higher levels of urban services to the residents of this area. Proposed incorporations will be evaluated for consistency with the KCCP and SCCP policies.

R-1 In Urban Areas single family residential development densities should range from between 4 to 8 homes per acre. Specific densities should be based on land characteristics and the availability of facilities and services and using the following guidelines:

a. A density of up to 6 homes per acre should be established as the predominant single family residential density in the Urban Area.

b. A density of up to 8 homes per acre should be established near centers along the Benson corridor to provide affordable single family housing in areas where urban services, (including regular transit), are available.

c. Where urban lands have development constraints, clustering on unconstrained portions of the site should be used. Where these methods can't provide adequate protection of environmentally sensitive areas, a density of less than 4 homes per acre is appropriate.

R-2 Residential developments in the Urban Area should provide residential densities at the high end of the range designated on the land use plan map, provided services are adequate and the environment is protected.

R-3 Mobile home parks should be considered appropriate in the Urban Area on single family or multifamily designated land. Mobile home parks should be subject to the same open space and park dedication and other requirements in the King County Code as other single family development.

R-4 Neighborhood circulation is a critical component of the Soos Creek Community Plan. 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.

R-5 Vacant or partly developed residentially zoned lands in Phase 1 should receive a growth reserve overlay which expires on December 31, 1994. Vacant or partly developed lands designated for single family development in Phase 2 should be zoned growth reserve.

R-6 All subdivisions reviewed under this plan that are partially or totally within a designated urban separator or are adjacent to such areas should provide open space linkages within or to the separator.

R-7 Multifamily development should be located only within designated centers at densities from between 9 and 30 homes per acre. Multifamily densities should decrease gradually outward from centers to provide a transition from activity center uses to single family neighborhoods using the following guidelines:

a. Densities of up to 30 residences per acre should be limited to Activity Centers on Benson Road and at the Covington Urban Activity Center on parcels adjacent to commercial or employment areas.

b. Densities of up to 18 residences per acre should be used to provide a transition between single family housing and high density multifamily housing or nonresidential uses.

c. Densities of up to 12 residences per acre should be provided to define the outer edge of all Centers and to encourage a gradual reduction in scale and density between center uses and single family residential areas.

R-8 Multifamily housing should be located in activity centers along Benson Road, Covington and centers along principal east/west arterials which connect or are planned to connect to employment centers in the Green River Valley where residents will have easy access to shopping, bus transit, employment, and other services without dependence on the automobile.

R-9 Multifamily housing opportunities should be provided in close proximity to the Green River Community College in locations with good freeway access.

R-10 Undeveloped and partly developed lands designated for multifamily development should receive a growth overlay which expires on December 31, 1994.

R-11 In the Rural Area, the maximum overall density should be 1 unit per 5 acres to maintain a rural character and to ensure that urban services and facilities do not become necessary.

R-12 A density of 1 home per 2.5 acres may be designated if: a) a density higher than one unit per five acres already exists; b) soil conditions are able to handle the cumulative impacts of on-site sewage disposal without adverse impacts to ground and surface water; and c) public water supply is available.

R-13 A residential density of one house per 10 acres should be applied to rural areas where at least one of the following circumstances applies:

a. The lands are adjacent to a designated Agricultural Production District, Forest Production District or legally approved long-term Mineral Resource Extraction site;

b. The lands include significant areas of 40 percent steep slopes, severe landslide hazards, number 1 and 2 wetlands or other severe development constraints; or

c. The lands are within the identified 100-year flood plain of the Cedar or Green Rivers or other streams in the Soos Creek Planning Area.

R-14 The majority of the 1985 King County Comprehensive Plan designated North Transitional Area located generally east of Fairwood, South of Maple Valley Road, North of Petrovitsky Road and west of 196th Avenue SE should be redesignated

Rural, because: 1) there are major physical constraints to providing urban services particularly roads to urban standards; and 2) natural constraints significantly diminish the area's ability to support urban development.

R-15 The portion of the North Transitional Area north of Fairwood in Section 26 and the subdivision of Valley Faire II should be redesignated to Urban because: 1) natural features of land characteristics are capable of supporting urban development without significant environmental degradation; and 2) public facilities and services are in place or can be provided at reasonable cost to accommodate urban growth.

R-16 The portion of the North Transitional Area southwest of and including Petrovitsky Park and south of Lake Desire including Shady Lake, abutting Petrovitsky Road should be redesignated urban because: 1) natural features of land characteristics are capable of supporting urban development without significant environmental degradation; 2) public facilities and services are in place or can be provided at reasonable cost to accommodate urban growth; and 3) a new junior high school site is located in the area which would not be a permitted use in the Rural Area outside of an activity center.

R-17 The South Transitional Area should be designated Rural because: 1) there are major physical barriers to providing urban services including sewer and roads to urban standards at a reasonable cost which make the area generally unsuitable for intensive urban development; and 2) the need to provide additional protection to the fisheries habitat along the Big Soos Creek.

R-18 Maple Valley, north of the Maple Valley Highway, should be redesignated from Urban to Rural because: 1) the western portion of Maple Valley is designated by the Environmental Protection Agency as the City of Renton's sole source aquifer, 2) the Valley floor is flood plain, 3) seismic, erosion, and landslide hazard areas are on north facing slopes, 4) there are four class I and class II wetlands present, 5) the Cedar River supports anadromous fish, and 6) much of the Valley contains Class II and III prime agricultural soils.

R-19 A portion of the Green River Valley should be redesignated from Urban to Rural because: 1) the Valley floor is in the flood plain; 2) seismic, erosion and landslide hazard areas are in the north facing slopes; and 3) the Green River supports anadromous fish.

R-20 Urban lands which fall within the 1/4 mile Soos Creek Basin Plan significant stream corridors should remain urban. Transitional lands should be redesinated as Rural. Rural lands should remain designated as Rural.

R-21 New information has demonstrated that the technical criteria were erroneously applied when the original designation was made to a parcel in the southeast 1/4 of 23-22-5. This parcel meets the criteria for designating urban lands and does not meet the criteria for designating Rural lands: surrounding urban development makes rural uses unlikely and possibly incompatible; there are no significant environmental constraints or major physical barriers to providing urban services at reasonable costs; there are no significant environmental constraints which make the area generally unsuitable for intensive urban development; and there are no Resource Lands adjacent which would require a rural buffer.

R-22 In the Urban Area, large parcel development (over 100 lots) should provide a range of housing densities, types and prices including housing for low and moderate income groups.

R-23 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-24 Residential densities compatible with the prevailing development pattern should be used in Urban ares where the predominant subdivision pattern has already developed. Infill development on vacant or under-used parcels of land should be encouraged that is compatible with surrounding residential neighborhoods and feasibility of urban service levels. For the purposes of guiding area zoning and consideration of individual rezone proposals, a parcel of land should be considered suitable for infill at a density higher than surrounding development if it contains enough area to accommodate development with a suitable buffer, such as landscaping, or native vegetation in addition to any required to be retained to protect environmentally sensitive areas.

R-25 All new urban residential developments should provide public pedestrian access to and through the development, and to parks, schools, and Activity Centers. The access should be a direct and convenient link to existing or planned routes and trails beyond each development. All developments should provide sidewalks or walkways designed to decrease the distances between parking areas, building entrances, bus stops, recreation facilities, external sidewalks, and to other destination points.

R-26 Residential development should be designed so that pedestrian access to and through the neighborhood is not impeded. Where topographic barriers exist in the route of a public path; the developer should provide stairs and ramps where they can be provided consistent with Sensitive Areas Ordinance requirements. Walls, fences, or other physical barriers, that extend the entire length of the property lines should not be erected unless public easements are established at convenient intervals.

R-27 Residential developments should provide sheltered school bus waiting areas when adjacent to transit routes and convenient pedestrian routes to all bus stops.

R-28 Multifamily residential developments should provide bicycle parking facilities on-site.

R-29 All urban single family residential subdivisions and multifamily developments shall provide recreation space on-site.

R-30 Wherever possible, land dedicated for park and open space should be linked with park and open space in adjacent developments and with nearby trail systems.

R-31 Sidewalks, pathways, and trails should link homes to recreation areas within the development and to park space outside the development.

R-32 Homeowner associations should maintain recreational park land and facilities established during subdivision platting. The County should require a recorded homeowner maintenance agreement or some other arrangement acceptable to the County to ensure park facilities are adequately maintained.

R-33 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 should retain significant existing vegetation as defined in the Soos Creek area zoning, and augment this vegetation with new landscaping. Native vegetation should be utilized wherever possible.

R-34 All new residential development including multifamily should provide street trees to augment the natural character of the Soos Creek community and help mitigate impacts of vegetation removal in the Soos Creek planning area.

R-35 Development has an impact on surrounding land uses, neighborhood character and pedestrian circulation. In Soos Creek new development at urban high densities must integrate with the surrounding neighborhood. The following factors should be considered during the development review process in addition to other impact requirements.

A. The architectural style of new development should reflect the residential architecture of the surrounding neighborhood in style, scale and choice of materials.

B. New development should reflect the characteristics of the site. All new development must protect sensitive areas as required by King County code. In addition, site design and layout should reflect natural topography and vegetation, solar access and energy conservation, and circulation.

R-36 Significant views should be protected by siting structures below and setback from promontories, ridgelines, and summits.

R-37 Multifamily buildings should incorporate elements such as setbacks, offsets, angled facets, deep roof overhangs, recesses, pitched roofs, modulation, and other features which serve to reduce the perception of their scale. Multifamily structures directly adjacent to single family homes should be limited to the height permitted in the single family area.

C-1 New commercial development shall be allowed only within the boundaries of the Urban, Community, and Neighborhood Activity Centers identified on the land use map to minimize land use and traffic impacts on surrounding neighborhoods, and to allow efficient provision for urban services. No additional commercial development opportunities beyond those designated by this plan shall be allowed.

C-2 Commercial development should occur through the development and redevelopment of the existing commercially designated land within designated Activity Centers in order to encourage more efficient and intensive use of the existing commercial ares.

C-3 The following locations are designated Neighborhood Activity Centers: Benson/192nd, 164th/256th, Lake Meridian, Lea Hill, Cascade and 132th/240th. These centers should consist of small-scale retail stores offering convenience goods and professional services to serve the everyday needs of the immediate neighborhood. Boundaries of neighborhood activity centers are identified on the land use map and area zoning and shall not be expanded during the life of this plan.

C-4 The following center locations are designated Community Activity Centers and should provide a wide range of shopping and other commercial services for residents throughout the community: Benson Hill, Fairwood, Panther Lake, and Kent Highlands. The boundaries of the community activity centers are identified on the land use plan map and area zoning and shall not be expanded during the life of this plan.

C-5 Multifamily zoned land should not be converted to institutional and commercial/office uses within the Soos Creek Planning Area.

C-6 As an Urban Activity Center, Covington should provide a full range of shopping, office and other commercial services. Business and office park development in particular at Covington is encouraged to provide a firm employment base. Development must be consistent with drainage and source control requirements of the Covington Master Drainage Plan after it has been adopted by the King County Council.

C-7 The Covington Urban Activity Center boundaries are generally SR-18 on the west, Jenkins Creek on the east, Covington Way and the single family zoned properties (adjacent to the north of Covington Way on the south and SE 269th (if extended) on the north. The Urban Activity Center boundaries are accurately identified on the land use plan and area zoning maps and shall not be expanded during the life of the Soos Creek Community Plan.

C-8 Office, and business park development should be encouraged in the Covington Urban Activity Center to provide employment opportunities when they can be supported by the full range of urban services. These uses should be developed subject to site plan review to minimize adverse land use, surface water, ground water and traffic impacts on surrounding properties.

C-9 Regionally oriented retail uses should be directed to locate in the Cities of Renton, Kent, and Auburn which will continue to meet most of the regional retail demand for the planning area.

C-10 Public services must be available consistent with the State Growth Management Act and adopted County plans and standards prior to the approval of any commercial development.

C-11 Trees and landscaping should be utilized to mitigate environmental degradation and buffer surrounding land uses that are impacted by industrial and commercial activities. Street trees and landscaping should be required in all commercial/industrial development and redevelopment in Soos Creek

C-12 Parking areas should be encouraged at the rear of buildings, under buildings, or in shared facilities to avoid disruption of pedestrian access from and to promote compact centers.

C-13 All commercial centers should be accessible by pedestrians, bicycle, and transit service in addition to the automobile.

C-14 All new commercial development should integrate safe, convenient auto/pedestrian and bicycle circulation systems with Activity Center transportation systems.

T-1 The Soos Creek Community Plan Update should plan for the development of a balanced transportation system in the Soos Creek community planning area which addresses:

a. Regional and local transportation issues impacting the Soos Creek community planning area;

b. Timing of developments and transportation improvements in the planning area;

c. Priorities for transportation improvement projects for the planning area; and

d. Opportunities to enhance non-motorized transportation, transit, and ridesharing.

T-2 Urban density single family residential development is appropriate in the western half of the planning area and in those areas most likely to be served by transit service and in areas closer to employment centers.

T-3 Commercial, industrial and multifamily development, recreation centers and other uses that generate high traffic levels should be located in designated activity centers around intersections of principal and minor arterials and around freeway interchanges for the following purposes:

a. Locate high traffic generating uses in areas where there is adequate roadway capacity;

b. Prevent high density residential and intensive commercial "strip" development along the entire length of a roadway; and

c. Promote pedestrian and bicycle travel between residential areas and nearby places of employment, stores and services to reduce the number of auto trips.

T-4 New commercial and residential development in the Soos Creek planning area should be timed to coincide with transportation projects to improve affected roadways.

T-5 Highest priority should be given to those road improvement projects and programs that will alleviate existing AM and PM peak period traffic congestion. Among this type of project, intersection projects should receive the highest priority.

T-6 King County should also place high priority on operational and maintenance improvements within Soos Creek for safety and efficiency of existing roads to handle motorized as well as non-motorized (pedestrian/bicycle) traffic.

T-7 King County should develop a street classification system consistent with the land use designations in the Soos Creek community planning area.

T-8 New residential, commercial, and industrial developments should pay their fair share for roads necessary for a complete arterial system that serves all travel needs within the planning area.

T-9 Small area circulation plans for Soos Creek should:

1) Establish an effective hierarchical circulation system within neighborhood communities. If appropriate, the circulation plans should also address arterial circulation needs;

2) Provide a circulation system which produces efficient maximum access and safety to community and area-wide activity areas and facilities;

3) Develop a circulation system which considers multi-modal needs;

4) Provide a circulation system which incorporates efficient emergency and transit services; and

5) Provide assistance to developers in laying out new local roadways to promote an integrated neighborhood circulation system;

T-10 King County should develop small area circulation guides for the Lea Hill, the Seattle International Raceway, the Southeast 132nd Avenue corridor, and the Benson Hill/Panther Lake subareas.

T-11 New developments should design and construct their internal road system consistent with small area circulation plans developed by King County for the Soos Creek community planning area. New developments should link their internal road system with adjacent developments, to create a complete and usable neighborhood circulation system. Circulation patterns to be considered include vehicular, pedestrian, and bicycling.

T-12 When through traffic is proposed to be discouraged on neighborhood collectors, it should be accomplished through the use of road designs and various traffic control devices. The use of barriers is discouraged.

T-13 Residential, commercial and industrial developments should consolidate access points along all principal and minor arterial corridors. Proposals to consolidate access points should be considered during development review, as part of roadway improvement projects, or as part of land use redevelopment projects.

T-14 Transportation improvements in Soos Creek should be designed to promote a balanced transportation system that will reduce the use of single occupant vehicles and maximize the use of transit, ridesharing, walking, and bicycling for transportation purposes.

T-15 King County should work with Metro to increase service frequency, extend routes, and establish new routes in more developed portions of the Soos Creek community planning area, particularly in those corridors between the valley and the plateau, in the Benson Road corridor, in the Covington area, and to the Green River Community College.

T-16 Metro should improve transit and paratransit service connections to employment centers in the Green River Valley and to eastside cities.

T-17 Residential densities should be applied in Phase I urban areas such as the Benson corridor to support regular transit service.

T-18 Design considerations to improve existing and/or the construction of new east-west corridors should incorporate Transit/HOV improvements as needed.

T-19 King County should work with Metro to locate a park-and-ride lot and sheltered waiting areas in the Covington Urban Activity Center and in other community activity

centers within the Soos Creek planning area to facilitate transit/HOV use and to shift dependence away from single occupant vehicles.

T-20 King County should work with Metro to incorporate bus pullouts, shelters, and other transit or HOV facilities as needed into roadway design.

T-21 King County should design and implement an efficient and safe system of commuter and recreational routes for pedestrian, bicycle, and equestrian use.

T-22 Non-motorized improvements should be incorporated into all major widening roadway projects with specific non-motorized projects funded in the following order: first for pedestrian improvements, then bicycle improvements, and finally equestrian improvements.

T-23 Residential developments should provide pedestrian facilities such as pathways connecting with adjacent developments, transit service, and arterials. Metro should be consulted regarding new service locations where appropriate.

T-24 Development should provide safe pedestrian pathways to and through all sizes of commercial development (including mini-marts).

T-25 Emphasis should be placed on pedestrian safety to:

a. Reduce pedestrian/motor vehicle conflicts at activity centers including but not limited to recreational facilities, transit facilities, schools, and residential developments, and

b. Provide handicapped accessibility of pedestrian facilities.

T-26 Metro should provide bicycle storage facilities in park-and-ride lots to encourage bicycle/transit commutes.

T-27 Transportation projects in Soos Creek 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.

T-28 King County should preserve existing equestrian corridors by maintaining existing trail access along County roads and by establishing off-road trails along and across new major road corridors where the need exists.

T-29 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-30 The Soos Creek Community Plan Update road improvement list and maps shall be used by the County in the annual update of the King County Transportation Plan. The Soos Creek Community Plan road improvement project list and project maps shall be consulted when scoping new road improvement projects or when revising existing project descriptions for projects in the Soos Creek area.

T-31 King County efforts should focus on improving existing corridors and on the development of traffic reduction programs such as TDM and Transit/HOV to improve traffic congestion in those corridors leading off the Soos Creek Plateau. The Soos

Creek Community Plan Update, however, recognizes that these efforts represent short term solutions. In the long term, it is evident that new corridors are needed between the plateau and the valley employment centers. The Update support the County and local jurisdictions in their continuing efforts to determine the feasibility and locations of these new east-west corridors. King County should emphasize, as soon as possible, the identification and acquisition of rights-of-ways for these new corridors before development patterns make it impossible or because increasing land values make it cost prohibitive.

The Soos Creek Community Plan Update also recognizes that the Southeast 277th Street corridor project will be an important element of a long term solution to existing east-west traffic congestion. Upon final completion of the City of Kent's environmental impact study process and upon agreement with King County as to the proper alignment, the City of Kent is encouraged to commence construction of its portion of the 277th corridor project.

F-1 King County and affected utility service providers should plan for urban levels of service for the urban growth areas.

F-2 Utilities should be designed, located, constructed and maintained to avoid significant adverse environmental impacts and to protect valuable environmental features, such as streams and wetlands.

F-3 Water purveyors should demonstrate their ability to adequately serve all vacant and buildable portions of their existing service areas in addition to any proposed service area expansion as a condition for granting such expansions.

F-4 All of the Soos Creek planning area is designated a water service area and is within the South King County Critical Water Supply Service Area. Any new development and extension of water service within the planning area should be consistent with the Coordinated Water System Plan.

F-5 The Lake Youngs Reservation should be designated Rural, and zoned Forest in order to protect the water quality of the watershed.

F-6 Extension of municipal water service into a designated Rural Area should comply with the following criteria:

a. Planned water service is based on the land use designations and densities of the Soos Creek Community Plan. Excess capacity shall not be justification for higher residential density than provided for by the Soos Creek Community Plan and expansion of service shall not require increased density to finance planned facilities;

b. System improvements are designed for a rural level of service consistent with the design standards of the South King County Coordinated Water System Plan; and

c. Service will be paid for by developer extension only, or the district may extend service if water quality or quantity problems exist as documented by the Seattle-King County Health Department.

F-7 Public sewers are the preferred method for wastewater treatment in designated urban growth areas.

F-8 Sewers should be required for development in the Covington Master Drainage Plan Area to protect the area's water quality.

F-9 On-site sewage disposal is the preferred method of sewage disposal for rural areas and resources areas and should be designed as the permanent solution to waste water disposal in these areas.

F-10 When a health hazard is identified by the Seattle-King County Health Department for existing development outside the sewer local service area, the applicant shall demonstrate that other alternatives for wastewater disposal are not feasible before sewer service is approved. This demonstration shall include a comparison of the effectiveness and cost of alternatives to sewer service. The new area proposed for sewer service shall be the minimum practicable area necessary to eliminate the health hazard.

F-11 The sewer Local Service Area (LSA) shall include all lands within the Urban Area.

F-12 King County should not grant LSA boundary adjustments outside Urban Areas. Lot sizes larger than the minimum required by zoning should be required instead of a boundary adjustment.

F-13 In areas where on-site septic treatment systems are the predominant method of sewage treatment, education efforts to inform residents of the methods for proper operation and maintenance of on-site treatment systems should be expanded.

F-14 King County shall require certification by the appropriate school district that sufficient school facility capacity is or will be available to accommodate the projected student enrollment generated by proposed residential projects prior to approving new residential development.

F-15 Crest Airpark is an important local facility and should continue operation at current levels of use.

F-16 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-17 All new subdivisions within 1/4 mile of Crest Airpark, approved subsequent to the adoption of this plan, 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-18 The operation of SIR is expected to continue through the life of this plan. Any future consideration of the Conditional Use Permit should be consistent with the spirit and intent of the existing rules and conditions which regulate operation of the facility.

P-1 King County should provide a variety of new park and recreation facilities to meet existing and future park needs. Park facilities and open space should be readily accessible to residents. In Urban Areas, they should be within reasonable walking distance of all residential developments. The following strategies should be considered:

a. Evaluate the availability of suitable park land.

b. Evaluate the type, quality and level of development of existing parks in the area to assess the potential for park and facility improvements.

c. Evaluate the potential for increased coordination with other recreation providers such as cities, schools and private recreational organizations.

P-2 All new development should provide park, open space, and recreational facilities adequate to meet the needs of new residents and employees.

P-3 King County should give high priority to the acquisition of both active and passive recreation sites or sites providing multiple recreational benefits in the Soos Creek community. Land acquisition should be pursued through a variety of methods, in addition to fee simple acquisition, including: incentives to developments, land dedications or fees-in-lieu-of payments through the development process and land trades.

P-4 Existing developed areas and areas identified for future growth should be evaluated for future park needs and should be given highest priority for new park acquisition and facility development.

P-5 Sites providing shoreline access opportunities to such areas as Soos Creek, its major tributaries, and sites adjacent to lakes should be high priority for acquisition. Shoreline sites should incorporate facilities for picnic activities and other passive recreational uses. Where physical access would disrupt environmentally sensitive areas, visual access should be preferred over physical recreational use.

P-6 King County should encourage private sector involvement to provide for public recreation facilities. Special provisions should be required to ensure public access and use by Soos Creek residents.

P-7 King County should enter into or continue cooperative agreements with school districts and with cities for shared recreational facilities.

P-8 King County should encourage retention of significant views of Mt. Rainier. Protection of scenic vistas of Mt. Rainier should be encouraged by using a variety of residential development strategies such as clustering, siting of building, height limitations and other techniques. Properties with significant vistas of Mt. Rainier should be considered for acquisition.

P-9 Park and recreational facilities should adequately support the existing and projected growth in the planning area. In particular, when allocating funds for the Soos Creek planning area, King County should give high priority to recreation facilities to meet the existing and projected demand. These facilities should include, but are not limited to play areas, tennis courts, and additional lighted athletic fields.

P-10 King County should seek opportunities to incorporate historic sites and cultural facilities into open space acquisitions and park development.

P-11 When the development of properties occurs in the Soos Creek planning area, public access, easements or dedication should be required to complete the development of local and regional trail systems. Adequate right-of-way should be provided for trail uses. Local trails should connect to existing and proposed schools, parks, riding stables, recreation areas and neighborhoods.

P-12 Trail easements or trail dedications should be required as a condition of subdivision approval for those properties where existing trails have historically been used by the public and where the King County Open Space Plan identifies proposed trail alignment for regional and local trails. The open space program should review the applications during the development review process.

P-13 Trail systems acquisition and development should have a high priority, should safely accommodate a wide range of uses, including wildlife, and should be developed consistent with the Sensitive Areas Ordinance.

P-14 King County should acquire rights-of-way or easements along utility corridors, abandoned railroads, and other former transportation corridors as potential trail corridors.

P-15 King County should give high priority to expanding the Big Soos Creek trail by linking the Covington Urban Activity Center to the south and Fairwood Center to the north to the existing trail system.

P-16 King County should give high priority to linking the Green River and Cedar River corridors.

P-17 King County Parks, and Public Works should work together to develop a non-motorized trail system.

P-18 Off Road Vehicles (ORV) should be strictly prohibited from areas not specifically designated for ORV use. Separate ORV trails should be located where environmental impacts can be minimized.

P-18 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-19 King County should support the protection and/or preservation of the open space sites identified for acquisition by the Open Space Action Plan, especially the regionally important open space area located between Lake Desire and Spring Lake, and the open space adjacent to Clark Lake, either through acquisition, the establishment of development controls, or provision of development incentives.

P-20 Consistent with the King County Open Space Plan, The County should encourage use of various mechanisms to protect adjacent parks and open space areas. In particular, during King County's development review process, parks and open space mitigation should be required by all development. The County may require: lot clustering within or adjacent to open space areas; linkages between open space; and/or provide density bonuses or other incentives to developers who preserve valuable open space or establish trails.

E-102 King County should encourage community development patterns and site planning that maintain and enhance natural landforms, and preserve open space.

E-201 A wide variety of lands should be preserved for park and open space purposes, including

a. Lands that define, through their natural features, the boundaries of urban and rural communities, including parks, trails, rivers, wetlands, and scenic corridors;