

8/8/77

Introduced by: Bernice Stern

77-186

ORDINANCE NO. 3325

AN ORDINANCE relating to comprehensive planning; adopting the Northshore Communities Plan as an augmentation of the Comprehensive Plan; under the provisions of Ordinance 263, Article 2, Section 3 and KCC 20.12.030.

PREAMBLE: The King County Comprehensive Plan was adopted in 1964 containing standards and policies to guide development in the County. The standards and policies, as established at that time, were of necessity general in nature. However, they are still valid today and are herein reaffirmed by the Council.

It is, therefore, the role and intent of this North Shore Communities Plan to amplify and augment the 1964 policies and guidelines by adding thereto these more specific and detailed guidelines. However, it is not the intent of the Council, by the adopting of this plan to in any way circumvent or replace the regular reclassification and subdivision process as now employed by the County. The policies herein set forth, including the maps, shall be recognized as general guidelines in the continuing planning and zoning process. When specific properties come before the Hearing Examiner and Council for subdivision or reclassification consideration, these policies shall be considered in conjunction with all other policies and ordinances of the County as required by Ordinance No. 263, and any subdivision or reclassification of properties shall be considered in the light of all such policies and the specific property under consideration as it relates to its own community setting, environment, prior zoning, etc.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The County Planning Ordinance 263, Article 2 Section 3 provides that the Comprehensive Plan may be amplified and augmented in scope by progressively including more completely planned areas consisting of natural homogeneous communities, distinctive geographic areas, or other types of districts having unified interests within the total area of the County.

SECTION 2. The Northshore Communities Plan attached hereto as Appendix A is adopted as an augmentation of the Comprehensive

1 Plan for King County and as such constitutes official County
2 policy for the geographic area defined therein.

3 INTRODUCED AND READ for the first time this 7th day
4 of March, 1977.

5 PASSED this 8th day of August, 1977.

6 KING COUNTY COUNCIL
7 KING COUNTY, WASHINGTON

8 Mike Lowry
9 Chairman

10 ATTEST:

11 Donna M. Owens DEPUTY
12 Clerk of the Council

13
14 APPROVED this 10th day of August, 1977.

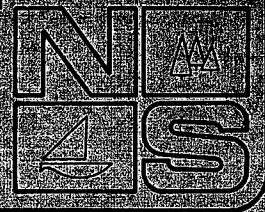
15 John D. Spellman
16 King County Executive

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Final Copy

Ord. 3325

northshore communities development plan



August 1977

ACKNOWLEDGEMENTS

The Northshore Communities Plan was developed with the assistance of area citizens, the assistance and review of the Northshore Area Community Planning Committee - a special ad hoc group of the Policy Development Commission - and the staff and support of the Policy Development Commission.

The participation of Northshore residents in the Communities Plan preparation was generous and is much appreciated by King County officials.

Throughout the program the Policy Development Commission's Northshore Area Community Planning Committee assisted in the task of developing the Northshore Communities Plan. The following members of the Committee gave much energy and time to the study:

Delores Teutsch* Chairperson

Jane Britt	Karen McFadden*
Allan S. Cary*	Jim Stueck*
Paul Crowder	Paul Thienes*
Chip Davidson*	Ed Trink*
Ronald Gehrke*	Ruth Welch
Phyllis Keller*	Ronald P. Zeutschel*
Loren Loper*	Judy Fiedler
Mary Mauerman	

*Signifies Northshore resident

POLICY DEVELOPMENT COMMISSION

Thomas Bosworth, Chairman, resigned

Jim Todd	Coordinator
Laura Pharr	Assistant Coordinator
Madeline Shean	Community Involvement Coordinator
Holly Kean	Legislative Administrative Assistant
Jody Sisson	Secretary

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I. INTRODUCTION

A. THE COMMUNITY PLAN PROCESS

The development process of the Community Plan consists of three phases:

Phase I is the identification and evaluation of the social and economic composition and the physical structures of the community. In addition to the previous studies of various parts of Northshore done by the County, current material was gathered commencing in June, 1974. A Data Book and numerous data maps incapsulate this information. Some 25 community meetings and workshops were conducted to display and interpret the information and to invite correction or interpretation by community members with familiarity and experience in the area. Issues and concerns were identified and translated into definable problems which were later addressed by specific programs or through a series of projects.

Phase II involves development of community goals, policies and actions necessary to approach and solve community problems; the selection of a plan, and its refinement.

Phase III is the implementation period, the six to ten years during which the plan is utilized to guide major land use decisions and the Capital Improvement Projects are scheduled and constructed.

B. THE CONTENTS OF THIS TEXT AND HOW TO USE IT.

The Northshore Communities Plan is presented as a series of goal-like statements which set out the planning concepts underlying the plan. The plan then focuses on plan guidelines and actions for each of the eleven separate Communities within Northshore. These guidelines provide direction for decisions regarding developmental controls, capital improvements, and delivery of services.

In the Plan Concepts chapter the specified plan guidelines are a series of statements which define the desired characteristics, purposes and criteria for that element of the plan. The guidelines are considered when making land use, development, and capital expenditure decisions and when reasonable such decisions shall include conditions which accomplish these ends.

In the Community Plans chapter the numbered items under each community plan proposal are a listing of the actions to be performed by government agencies or the public in the process of implementing the Northshore Communities Plan.

C. THE ROLE OF THE PLAN IN NORTHSHORE'S DEVELOPMENT

When adopted by ordinance, the plan becomes the official guide for land use decisions such as the subdivision or the reclassification of properties in the Northshore communities. The intent of the following goals and policies contained in this text is to provide a clear, rational policy to aid in guiding future development of the Northshore communities. The plan will be used as part of the comprehensive plan by the County Executive, Council, county departments and zoning and subdivision examiner to guide decisions concerning development of new programs and development of Northshore. The plan provides policies for a short-range time period of 6-10 years.

D. DEFINITIONS

Many planning terms, functions of governmental agencies and programs, and certain processes used in the text are defined in the glossary.

E. FORECASTS AND SOURCES

Population data from the U.S. 1970 Census were used as well as Puget Sound Council of Governments population, housing and land use counts and forecasts. Other population data was acquired from General Telephone and from enrollment figures from the Northshore and Lake Washington School Districts. Additional data and maps were furnished by the Parks Division of the Department of Planning and Community Development and the Department of Public Works. Some of the growth forecasts have undergone revision during the first two phases of the planning process. Reasonable accuracy in the 6-10 year forecasts of this Plan can be expected assuming that the region sustains a gradual increase in population size and steady increase and diversification of basic industries and urban services. It is also assumed that certain governmental policies developed at various other levels will be implemented or sustained during the Community Plan period.

II. LEGAL AND ADMINISTRATIVE FRAMEWORK

King County's Comprehensive Plan sets the direction and provides the rationale basic to communities plans. The policies and programs of the Northshore Plan have been prepared in recognition of and supplementary to the Comprehensive Plan.

The preparation of a community plan does not provide for the type of detailed analysis and in depth presentation of information as to specific properties which is available in a subdivision, reclassification, conditional use or other application for that specific property. The map portion of the community plan is intended to indicate the general use classification or relative densities which may result from the application of the policies to the land based on the broad scale analysis which takes place in the formulation of a community plan. It is recognized that the imposition of specific design controls and conditions which are available through the "P" suffix reclassification, the plan unit development process, etc., in the subdivision and reclassification procedures, to a specific property, may provide a means to fulfill the goals of the community plan without necessarily having exactly the same densities as are indicated on the plan maps. Based on all the foregoing, it is recognized that the application of the policies of the King County comprehensive plan and the community plan to a specific property through the subdivision and reclassification process may result in a land use classification and/or density on a specific property which, although it may be consistent with the overall policies of the plan, may not be identical to that indicated on the map portion of the community plan. It is the intent of the Council that when specific properties come before it, the hearing examiner or zoning adjustor for subdivision, reclassification or application for other permits, the policy portion of the King County comprehensive plan and the community plan shall provide the primary guidelines. With regards to such application, the Council will continue to be bound by all other planning policies and ordinances as required by Ordinance #263.

A number of other previously adopted Plans have been utilized in composing Northshore's Community Plan: the Long Range Interim Transportation Plan for 1990 (1974), the Urban Trails Plan (1971), the Shorelines Management Master Program, the Fire District Planning Study (1968), public school plans, the policies and objectives of the Open Space Ordinance and the comprehensive plan amendments dealing with steep slopes, wetlands, wildlife habitats, agriculture and heritage sites. The Interim Regional Development Plan of the Puget Sound Council of Governments was utilized in developing the Northshores Communities Plan; its resolutions dealing with the Puget Sound and adjacent waters, environmental poisoning, regional transportation and water and sewer facility development, suggested directions for Northshore development.

Other programs which deal with areas within Northshore include the 208 Program which utilizes many government agencies in a detailed study of land use and management of surface water in the Juanita Creek basin. Under the Federal Water Pollution Control Act Amendments Section 208, of 1972, water quality control problems, such as exist in Juanita Creek, will be studied and solutions proposed.

The zoning which presently regulates land use in Northshore was established in 1965; the plan proposal may inevitably result in some zoning change. Much of the effectuation of the Northshore Plan will be guided through the Capital Improvement projects specified.

III. CITIZEN PARTICIPATION

Active citizen interest and involvement in the Northshore community has been very strong throughout the community planning period. Communication between the community, King County Planning Division staff and the Policy Development Committee members has been a positive factor in the study. The products of this combined citizen-government effort can extend into the future. The direction that Northshore development takes will be one of the products. Another, is the group of area citizens who participated in the forum, carefully setting down the goals for their community. Members of this group can serve as effectuators of the Northshore Plan. Their knowledge and interpretation of the plans will make them invaluable members of the Northshore community.

The Community Plan will become a guideline for the community and for King County government. Many programs, events and facilities are not directly addressed by the Plan. The Plan primarily directs area and site location, acquisition and timing, construction and improvement of physical facilities. Northshore people themselves must make the program aspects of the Plan work for them. Citizen participation in the Plan only started with information-gathering and stating local issues. Formulation of the Plan has required citizen participation, and effectuation of the Plan is dependent in large measure on citizen participation.

Goal:

A broad range of opportunities for citizen participation in public decisions that influence the development of Northshore should be a continuing part of the County's relationship with the Community.

Plan Guidelines:

1. Seek the active participation of citizens from all economic levels and geographic areas of Northshore.
2. Citizens should share in the responsibility for directing and encouraging the implementation for the goals, policies and concepts of this plan.

IV. THE NORTHSORE COMMUNITIES

A. PHYSICAL SETTING

Northshore is approximately 35 square miles in size lying between Snohomish County on the north, the incorporated towns of Kirkland and Redmond on the south, 55th Ave. N.E. and Lake Washington on the west and the hilly plateaus of Leota and Hollywood Hills on the east, (the most easterly edge of Range 5).

The city of Bothell and parts of the incorporated communities of Redmond and Kirkland are located in the planning area; the communities of Kenmore, Inglemoor, Finn Hill, Norway Hill, Juanita, Kingsgate, Holly Hill, Leota, Woodinville and Hollywood Hill and the Sammamish Valley comprise the unincorporated King County areas.

Northshore is comprised of two elongated rolling plateaus which are bordered by Lake Washington and the Sammamish River Valley. The western plateau is steeply cut by forested ravines in which streams flow to Lake Washington. On the eastern side the slopes drop to the Sammamish Valley floor. The eastern plateau has both gentle and steep slopes along the edge of the valley. Approximately 20% of the land has slopes of 20%-40% which present development problems.

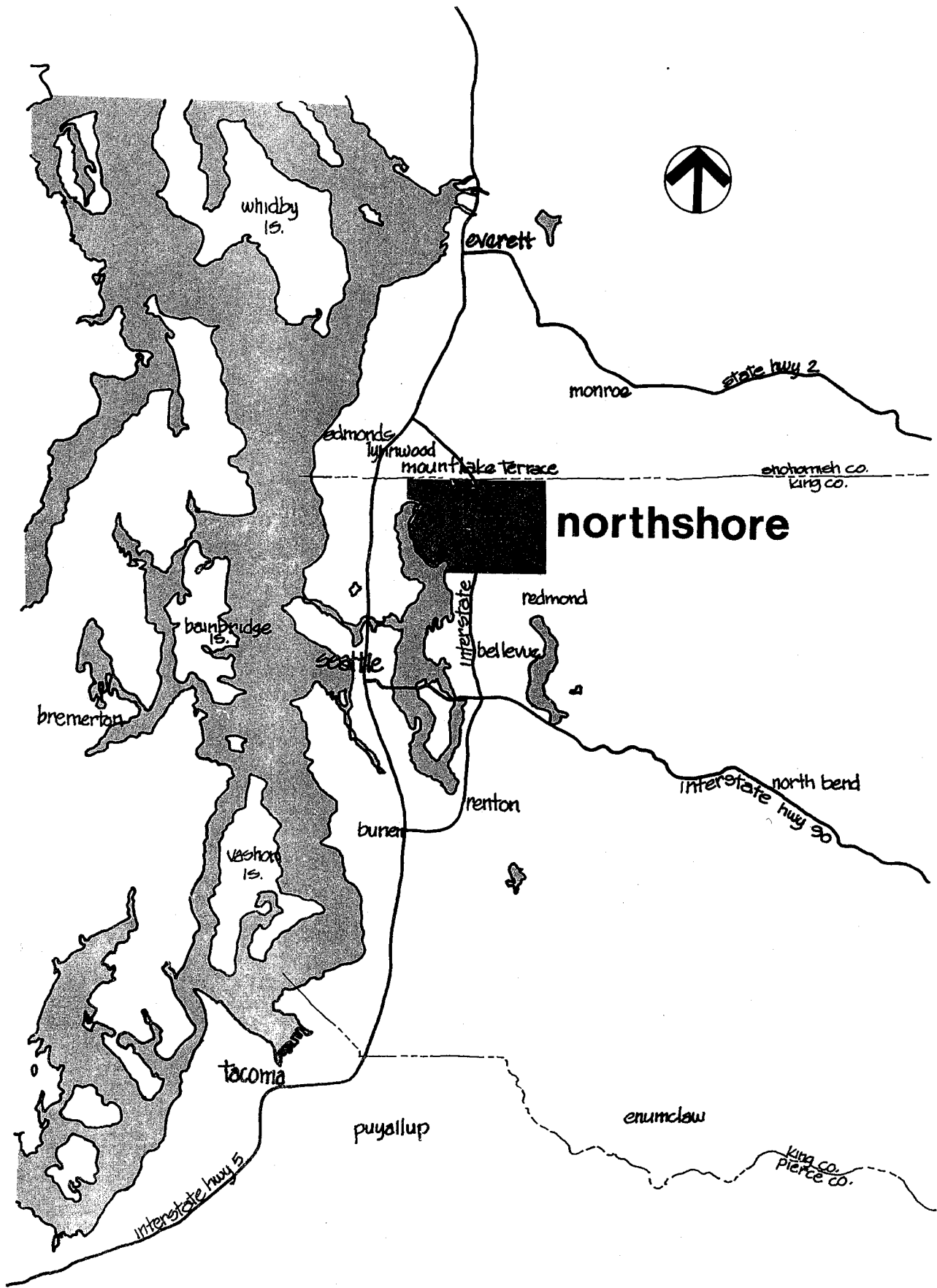
Several gravel pits are located in this area; there is some feeling that negative environmental impacts have been made by these operations. Lake Leota is the most distinctive natural feature and landmark in the northeasterly part of the study area.

The Sammamish River drains a significant drainage basin including Lake Sammamish and North and Swamp Creeks. The river's water level is controlled at the Chittenden Locks on the Lake Washington Ship Canal; river flooding has been effectively removed as a problem by the channeling and dyking of the river. Silting at the mouth of the River as it enters Lake Washington is the result of landclearing activities in the upstream portions of the tributaries and the drainage basin largely in Snohomish County.

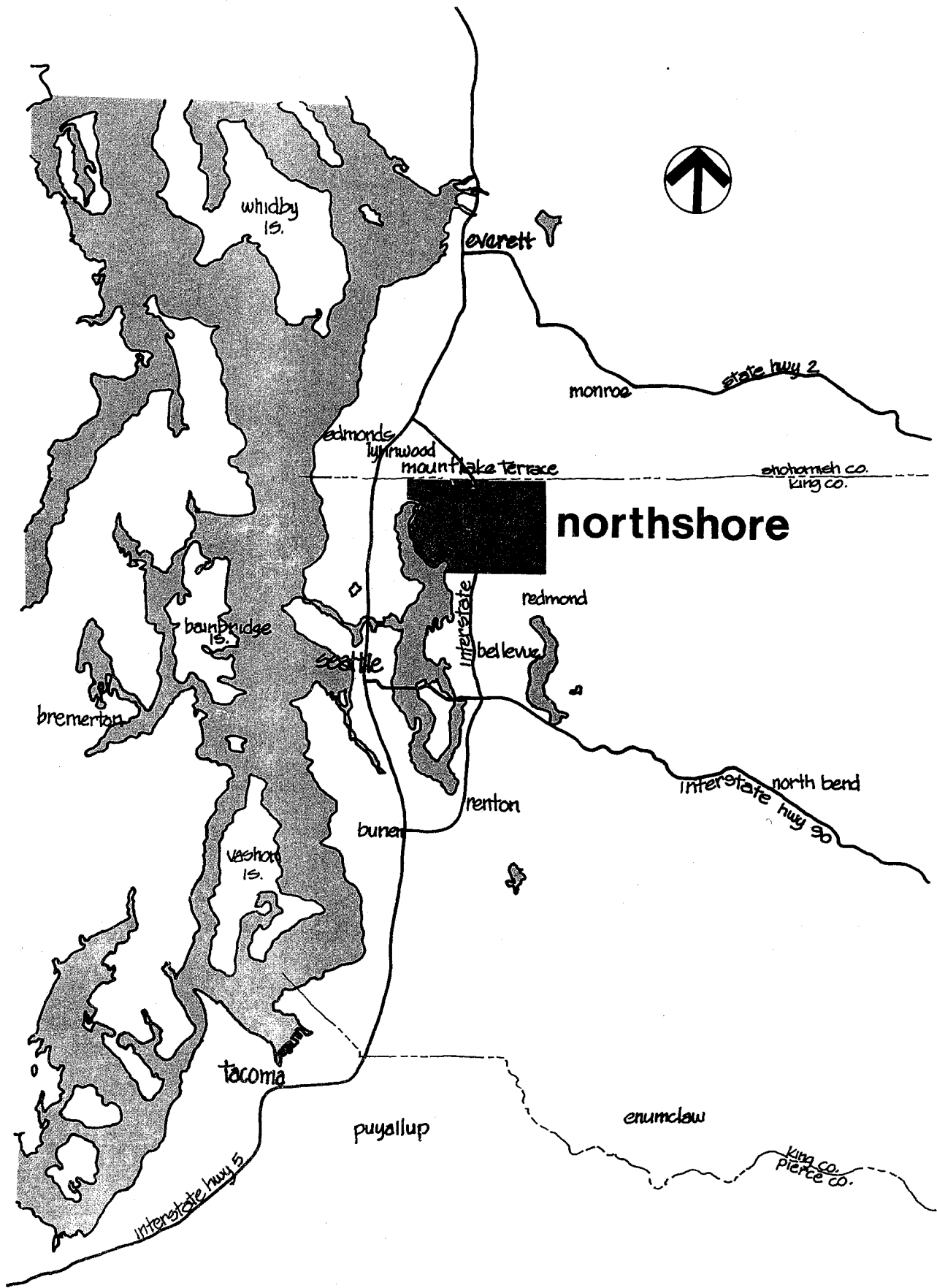
In the southwest Juanita Creek forms the center of the drainage basin for Juanita and portions of the Kingsgate and Norway Hill and Kingsgate communities. Numerous other small, unnamed streams drain the extreme western and northern portions into Lake Washington and the Sammamish River.

In the Sammamish Valley there are Class II and III agricultural soils but there are limitations on the plants and crops they are capable of supporting. These limitations are due to the poorer drainage conditions in the low-lying river valley. Farming was successfully pursued for 70-80 years, but has become less prominent in recent years. Soils on the plateaus west of the Sammamish River

and west of Bothell are poorly-drained Kitsap and Alderwood soils suited for full urban development only because of the availability of sanitary sewer systems. Similar soils on the Leota and Hollywood Hill plateau present development problems because of the dependence on septic tank drainage and the seasonal high water table.



northshore



whidby is.

everett



monroe state hwy 2

edmonds
lynnwood
mountlake terrace

snohomish co.
king co.

northshore

bainbridge is.

redmond

bremerton

seattle

interstate
bellevue

interstate north bend
hwy 90

renton

burien

vashon is.

tacoma

enumclaw

interstate hwy 5

puyallup

king co.
pierce co.

B. HISTORY

The earliest recorded activities of the first settlers were of lumbering, farming and trade undertaken and continued for half a century.

Finn Hill was named for Finns, such as the Tollber family and John Reuth, who came to that area in 1869. The Hill was first logged off in the early 1900's. Otto Reine bought 10 acres on Finn Hill (for \$500) cut cedar and skidded the logs to Juanita on a chute. The Lake Park Land Company constructed landings north and south of O. O. Denny Park and subsidized steamers to attract investors and land purchasers.

Juanita, first known as Hubbard, was settled in 1870 and by 1880 the village had a population of 150 and a water power sawmill which shipped lumber and shingles. Ira Woodin in 1871, settled 80 acres at a place which was later named Woodinville Junction on the Seattle, Lakeshore and Eastern Railroad. He later homesteaded a total of 160 acres, and opened a general merchandise store. From 1871-90, the fine timber near the Sammamish Slough supported a number of saw and shingle mills. In 1886 the population of Woodinville was 60 and the railroad was to become the important junction of the Northern Pacific between Seattle and Vancouver, B.C.

Bothell was laid out in 1887 by David C. Bothell. His son, George, is considered to be the founder of Bothell who, with a brother, first logged in the area. In 1876 the first power boat, the Mad Hen, went up the Sammamish Slough; it was a side-wheeler and made only one trip because its paddle wheels became clogged with weeds. Next was the steamer Jennie June which freighted coal, hay and hazel wands through the Slough to Seattle.

By 1872, John Blyth had settled 160 acres along the Slough; paralleling this was Indian settler flare-ups in Seattle, 20 miles away, the same year.

During the decade 1870-80 John Blinn had acquired title to 1000 acres between Kenmore and Finn Hill which became a small timber domain. In 1889 the Blinn family sold the logging rights to the Western Mill Company.

The place which is now Kenmore was John McMasters mill between 1900 and 1910 with a shingle mill, company store, boarding house and Post Office. Woodinville by 1909 had two saw mills, two shingle mills, a school house, a blacksmith shop and a hotel, and in the same year Bothell was incorporated.

The earliest transportation in the area was provided by railroad and steamboat; with the lowering of the lake boat service was discontinued (1914). With the advent of roads bus service started.

Farther south in the Sammamish River Valley the Derby school was built in 1912 by lumberman Fred Stimson, founder of the original Hollywood Farm. The building later housed the Sammamish Valley Grange and has become a landmark in the community.

In 1919 James and Sarah Mitchell built the first grocery and general merchandise store in Kenmore.

The community experienced another major change about 20 years later when the post-war building boom overtook the nation and the "suburbs" were created.

Between 1965 and 1975, forerunners of even newer suburban land use trends have shown themselves, i.e., industrial parks and regional recreation facilities.

C. THE COMMUNITY PROFILE

The Northshore area (including the areas presently within the city of Bothell and portions of Kirkland and Redmond) experienced a slow rate of growth from its earliest days through 1930, when about 5,000 people lived there. There was a gradual increase in the population to about 20,000 in 1960. Between 1960 and 1970 the population increased to approximately 43,000. This phenomenal growth was due to the development of I-405, the Second Lake Washington Bridge and the increasing demand for a rural and sub urban environment which is readily available in Northshore. The Northshore locale provides beautiful views of water bodies, mountain ranges and a broad, open valley. Numerous locations are ideal for industrial development, located on large, level areas close to rail and freeway transportation.

Using Census data collected in 1970 a statistical profile of the average Northshore citizen shows the median age was 25.5 years and the median number of years of school was 12.5 years. A smaller number of people were below the poverty (income) level of King County as a whole, (3.8% Northshore, 5.0% King County). People on welfare comprised 0.3% of Northshore's community, 1.9% for King County as a whole. Median annual incomes reported were \$12,900 compared to \$11,886 for King County. Homeowners comprised 82% of the residents compared to 63.2% for King County. The median housing value was \$26,573 compared to King County's average of \$21,800. The vacancy rate in Northshore was 4.9%; in King County 8.9%; in the nation 6.6%. Single family units totalled 86.3% of the total housing stock compared to King County's 68.8%. Mobile homes made up 5.3% of Northshore housing units and 1.9% of King County's.

Employment and land use patterns are indicative of the commuter community. The 1970, federal census indicates 35% of the Northshore population was in the work force. Over half of the workers residing in Kenmore, Inglemoor, Finn Hill and the western parts of Norway Hill and Juanita worked in Seattle. The greatest number of employed persons residing in the central and eastern portions of Northshore worked inside King County. Forty percent had two cars per household, 46% had 1.5 cars and 14% had one car per household. Of the total employable women, approximately 47% were in the work force. The greatest sources of employment were government, education, services (such as finance, insurance, professional and repair) and retail activities. It is estimated that in 1985, 35.8% of the population will be in the work force.

In the unincorporated areas of Northshore, it is estimated that there were 44,639 people residing in 12,942 dwelling units in 1975. For the same year, in total King County, there were 1,480,000

residents and 44,949 dwelling units. Therefore, the unincorporated Northshore area contained 3% of King County's population housed in 2.8% of its dwelling units. The average household size was estimated to be 3.5 persons per family for the unincorporated areas of Northshore in 1975, compared to 2.6 members per household for the rest of King County in the same year. The estimated 1975 vacancy rate was 2.2% in unincorporated Northshore, compared to 5.9% for total King County.

During the decade from 1975 to 1985, as the Northshore Communities Development Plan emerges, the balance between the land used for urban development and the land which is vacant and suitable for urban development will change; i.e., in 1975 more land is undeveloped than developed; by 1985 more land will have been developed than left vacant.

D. ISSUES AND OPPORTUNITIES

Numerous workshops and community meetings to identify issues comprised an important part of the plan-making process. Issues were identified over a period of a year (November 1974 to November 1975). They centered on rapid growth, sprawl and leapfrog development patterns, congested major arterials at peak traffic hours, lack of trails and walkways, unhealthy living conditions arising from development of residential areas lacking sanitary sewers in areas of poor percolation, land use changes unacceptable to many community residents, the tax base, etc.

Most problems will not find solutions simply through land use and transportation planning. Generally the solutions require positive and sustained action and regulation by King County departments dealing with drainage systems, utilities, parks, building and design, construction and operation of facilities. Continued active citizen participation will be essential also. A large number of the issues identified are dealt within the Communities Plan and are listed here.

NATURAL SYSTEMS

Issues:

1. Ten to eleven square miles within the study area comprise the Sammamish Valley with soils highly unstable during earthquakes. Special development controls are required if future problems are to be avoided.
2. Approximately 20-25% of the land area in Northshore is steep slopes on which rapid storm water runoff occurs during the wet months in the year; special construction problems are normally experienced in such areas.
3. Swamp Creek and Juanita Creek have been negatively affected (specifically natural fish runs and water quality) by siltation of their downstream courses, caused by earth-moving and construction activities in upstream land development projects; e.g.; Alderwood Mall, Juanita-Area subdivision, etc.
4. A few areas undergo seasonal rain water flooding and without drainage improvements are unsuitable for development. These areas are in the Sammamish Valley and Swamp Creek drainage areas.
5. Approximately 20-25% of the land has soils which have slow permeability, seasonal high water table and poor drainage. These areas are unsuitable for urban development utilizing septic tanks.

Assets:

1. Northshore has a long list of aesthetic qualities; wooded areas, many dramatic ravines still in natural conditions, sweeping views of Lake Washington, of the Cascades and the Olympics.
2. Only a few small scattered areas experience air pollution.
3. There is much open space.
4. Ample water supplies exist.
5. Much reasonably level land is available.
6. Some 8 to 9 square miles of Class II or Class III soils exist.

POPULATION

Issues:

1. The rate of growth and the real numerical increase in population will strain local utilities and service districts to provide residents with the quality of service they will demand.
2. Some communities in Northshore have a large segment of children of school age (5-12 years) and of preschool age (0-4 years) which are inadequately served by public recreation facilities.
3. Low cost housing for persons living in or moving into Northshore is considered inadequate.*
4. Persons 65 years of age or older are a large proportion of the population in central and eastern Kenmore residential community. At this time this group is only minimally provided the special facilities and service it requires.

Assets:

1. The median income is higher than the County average.
2. Homeowners comprise 82% of the residents (63.2% for all King County) and the median housing value was \$26,573, well above the average for King County as a whole.
3. Northshore has many residents with long-term business, social and personal commitments to their community.
4. Education level is slightly higher than the County median.

*Balanced Community Housing Policy, Puget Sound Council of Governments, 1974.

5. Employment in government, education, FIRE services and retail is almost evenly spread indicative of a fairly broad employment base.

CIRCULATION

Issues:

1. Bothell Way (SR 522) serves several functions. Congestion occurs on this heavily traveled road because of conflicts resulting from through traffic and local access users.
2. Forms of transportation other than private automobile have been given insufficient treatment in the overall circulation system.
3. East-West circulation is difficult in the Kenmore, Finn Hill, Holly and Hollywood Hill communities.
4. The school walk-in policy adopted by the Northshore School District and the Lake Washington School District emphasized the need to provide safe walking facilities for area residents.
5. I-405 forms a barrier to eastwest circulation between N.E. 132nd and N.E. 160th Streets in the Kingsgate, Juanita and Norway Hill Communities.
6. Transit service has not heretofore been utilized by Northshore residents to the extent merited by the size population and the convenience offered.

Assets:

1. The transit system is becoming recognized for advantages such as the Kenmore Park'n'Ride lot to be constructed in 1977.
2. A high level of interest in trails, school walking paths and walkways has been displayed in the community.
3. A modern freeway bisects the community from north to south served by five interchanges, each providing separate and distinct advantages for the land use located there, e.g., industrial park, shopping center, small towns.
4. The basic road network serves the community well. The state road system, SR 522, SR 202, I-405 and SR 527 provide the framework for road facilities. Several county roads are recently rebuilt or are scheduled for reconstruction.

*F.I.R.E. Finance, Insurance Real Estate, Personal, Progressional and Repair Services.

LAND USE

Issues:

1. Leapfrogging of residential areas makes for inefficient and higher cost utilities.
2. Some earlier development and allocation of land for industrial use has made inroads into the Sammamish Valley which is highly prized by many for open space, familiar rural land-forms and cultural-forms, and for recreation and agricultural uses.
3. Land in the Sammamish Valley, long utilized for agricultural pursuits, is given assessed valuations on the basis of speculative development to more intense uses causing tax burdens to the owners who decry the increasing difficulty of ownership.
4. Land prices have tended to become inflated by speculation in the Sammamish Valley.
5. Strip commercial development on Bothell Way N.E. has caused traffic problem, congestion, dangerous conditions for pedestrians and cyclists, air pollution and offensive advertising.
6. Several cities whose corporate boundaries have enveloped segments of the Northshore planning area have designated these lands for uses which are inconsistent with land use patterns and plans of the unincorporated King County areas adjacent.

Assets:

1. Much industrial development has taken advantage of large level areas and the transportation facilities of rail and freeway which occur together at five or six places in Northshore. Land is still available for more development or later expansion.
2. Topography lends itself to demarcation of distinct land use districts and provides buffering.

RECREATION

Issues:

1. Active play space, both indoor and outdoor, are requested.
2. Some residents state that equestrian activities are not adequately served in the available private and public facilities.
3. Local people who use existing trails and walkways cite incompatible use as a cause for conflict.
4. Residents in the Finn Hill area wish to leave the 190 acre regional park (formerly State school trust land) undeveloped.
5. Some communities with low density residential development do not have playgrounds or tot-lots because the walking distance is too great for younger children.

Assets:

1. In the Sammamish Valley some large playing fields exist which can be utilized for soccer and other field sports.
2. Trails which have regional status have major links through Northshore.
3. There is much community interest and effort centered on recreation activities.
4. Several facilities are located along Lake Washington and the Sammamish River (among them a State and Seattle facility) offering Northshore residents access to these shorelines.
5. Recreation opportunities exist on both public and private recreation land.

V. THE PLAN CONCEPTS

The Northshore Communities Plan is the sum of the specific plans for the 11 individual communities which comprise the study area. Combination of these plans and coordination of the proposed projects formulate the overall plan. In its entirety - policies, maps and funding programs - the Northshore Plan will contribute to the implementation of King County's Urban Center Development Concept of the Comprehensive Plan. Within the total county development, Northshore functions as the location of a number of centers serving suburban, rural and agricultural areas.

The elements of the plan reflect predictions of growth and change and of the requirements for utilities and facilities which will be needed to serve the increased population and enlarged community. Generally, for the total community, these elements are assessed and planned as outlined in the following plan elements.

A. HOUSING

Northshore is an area undergoing change from a rural-agricultural to a mixed suburban-rural-agricultural community. This Plan proposes that many sections retain a rural character, and that amenities such as open space, wide expanses of fields and pastures, steep wooded slopes and glimpses of mountains, rivers and lake be protected.

Findings

1. Homes in Northshore range in quality and style from isolated farm houses to tract houses. Eighty-two percent of Northshore residents own their own home (compared to 63.2% for King County as a whole), the highest rate of ownership in the 15 County community planning areas. The median housing value was \$26,593 in 1970 (compared to the County median value of \$21,800).
2. Single family residences account for 86.3% of all housing structures, the County average is 68.8%. The vacancy rate in Northshore is 4.9%, in King County 8.9%, and nationwide, 6.6%. The total number of housing units in unincorporated Northshore was 10,294 in 1970, which is 3.6% of all housing units in King County. 1970 data.
3. Almost two-thirds of all housing units in Northshore were built during the 1960's. Housing values are 19% higher than the median for King County. 1970 data.
4. Several mobile home parks have been established, predominantly along the Sammamish River and near Swamp Creek. In Census Tract 217, 24% of the housing units are mobile homes and in Census Tract 218, within the city of Bothell, 26%. In Census Tract 323, 9.3% of housing units are mobile homes. (The King County average is 1.9%). In the Census Tracts with many mobile homes a high proportion of the population are 65 years or older. Many of the mobile home parks are located next to the river, well landscaped and convenient to nearby shopping.
5. In Northshore 78% of the dwelling units are served with utility district water, and approximately 40% have sewer service. 1970 data.
6. Availability of low cost housing for persons living in or moving into Northshore is considered inadequate according to a report entitled Balanced Community Housing Policy;* the 15 year period from 1975 to 1990 will see Northshore pass from a community with more than half the land vacant to less than half the land vacant, great portions going to development for residences, commerce, industry, streets and roads.

*Op.Cit. Balanced Community Housing Policy, PSCOG, 1974.

The Plan Concept

Very low density (1 home per acre to 1 home per five acres) and low density (1.0-2.0 homes per acre) residential development is anticipated for two of the nine residential neighborhoods, Leota and Hollywood Hill; This concept is based on the absence of sewers, widespread hazardous soil and steep slope conditions. A limited area in the southern portion of Hollywood Hills may be sewerred and medium density developed permitted. Residential densities of two to six homes per acre are planned for Juanita, Inglemoor, Kenmore, Holly Hills and Kingsgate; 1 to 4 homes per acre for Finn Hill and from 1 to 4 homes per acre for Norway Hill.

Retention and enhancement of open spaces, rural and scenic qualities, and containment of commercial areas have been made a policy for each neighborhood where the opportunity still exists.

The Plan is based on a population forecast of 85,000-88,000 residents in the Northshore study area by 1990. This means the existing 16,176 dwelling units will increase by 13,951 to a total of 26,006.

The proper proportion of low-cost housing in Northshore to meet anticipated need is about 600 units.* These dwelling units could be provided through rehabilitation of existing housing stock as well as construction of individual, scattered low-cost houses or projects.

Goal:

Encourage a broad and diverse supply of housing types set in a variety of environments.

Plan Guidelines

Following are the desired characteristics, purposes and criteria for residential development in the Northshore Community. Each shall be considered when making land use, development, and capital expenditure decisions and when reasonable such decisions shall include conditions which accomplish these ends.

1. A sense of privacy and healthful livability should be possible in all homes.
2. A constant supply of new and rehabilitated low and moderate income housing should be encouraged through King County cooperation with and participation in Federal programs.
3. Encourage low cost housing in the proper proportion to the Northshore population, income levels, employment and amount of land available, through the use of zoning and other government regulations.

4. Relate residential areas to the other elements of the Community Plan, making neighborhoods convenient and economic for the resident.
5. The County should provide help for neighborhood groups seeking assistance for maintenance and rehabilitation of local housing stock.
6. Give high priority to solving residential environmental problems relating to health and safety, i.e. sewer and water systems.
7. County agencies should assist in the coordination of neighborhood improvements such as underground wiring, sewers, storm sewers, curbs, and non-motorized travel routes.
8. The timing and location of residential development should be coordinated with the planned development and location of utilities. The development of utilities should be regulated through the joint planning efforts of the county and the utility districts.
9. Continual up-grading of the housing stock and residential environment should be assisted through tax incentives, application and enforcement of building and zoning codes, the abandoned vehicle code, etc.
10. Establish a residential density pattern that will produce desirable concentrations of residences and not overburden the local community facilities or cause congestion.
11. Require placement of housing for the elderly near shopping facilities, recreation areas and public transportation routes.
12. Retain the elementary school attendance area as the "neighborhood" planning unit and encourage family-oriented residential development within that area.
13. High density residential developments such as apartments should be located near major arterial intersections and convenient to freeway interchanges, shopping, service and activity centers and public transportation.
14. Residential plats including those of less than 5 acres should provide open space appropriate to their population density.
15. Establish walking paths and bikeway paths that will provide a transportation link between residential areas, schools, shopping facilities and parks.
16. In multi-family developments 6.5% of the land area of each development should be reserved for recreation area.

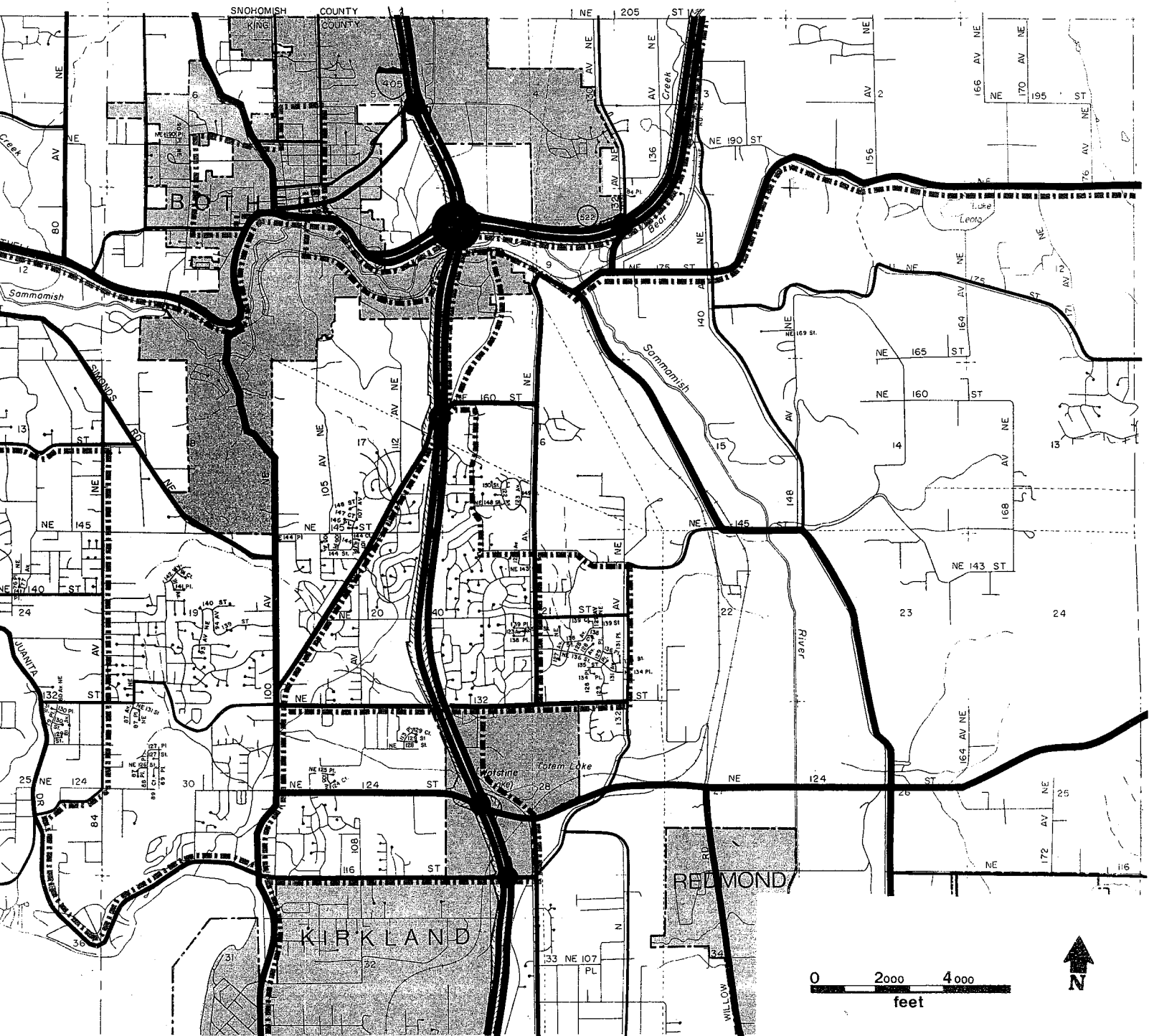
B. CIRCULATION AND TRANSPORTATION CONSIDERATIONS

Streets and Roads

An examination of the population, the street pattern, land use and the capacities of streets for vehicular movement points to a number of problems in the Northshore communities.

Findings

1. Circulation from east to west is difficult in almost every part of Northshore. Glacial action carved long narrow hills with a north-south orientation; streams cut the intervening valleys into deep ravines. Road building to bridge the ravines or fill them promises to be very costly.
2. Of the approximate 14,600 residents of Northshore who are employed; 45% work in Seattle, 37% in King County and 7% in Snohomish County. The large volume of commuter traffic around the northern end of Lake Washington has caused frequent peak hour traffic congestion on SR 522.
3. More than just a route for automobiles and trucks, streets and roads are used by non-vehicular traffic; increasingly children are becoming walkers as the Northshore and Lake Washington School Districts apply "walkin" school policies.
4. Some neighborhood residents want to keep east-west streets two-lane indirect routes thereby hoping to defer population growth.
5. Major off-ramps from the Freeway direct traffic onto the Northshore street and road system and at some points these are inadequate for safe movement of traffic, as at N.E. 124th Street and N.E. 116th Street, west of I-405.
6. Park-and-Ride and carpool parking lots will cause changes in Northshore commuting patterns. The carpool parking lot at N.E. 160th Street and I-405 is well-located.
7. Each of the business districts, Juanita, Woodinville, Kenmore, Juanita Firs, Totem Lake, Kingsgate and Inglemoor have some circulation problems which need solution through improvements in both local and State roads.
8. The old brick road at the Bothell Way N.E. - Waynita Dr. N.E. intersection has historical and aesthetic interest and is valued as such by Northshore residents. As it lies within the incorporated limits of the city of Bothell, the Plan will not specifically address its future use or treatment. However, the expression of many Northshore citizens throughout the Plan period was generally of appreciation and protectiveness towards this old road, its surface and its route.



The Plan Concept

The circulation plan for Northshore is based on indications of population growth, rises in A.D.T. counts and land use planning. Commuter traffic will continue to be handled on I-405 and SR 522. Major intersections in Kenmore, Bothell, Woodinville and at Totem Lake are the points at which County roads need to be increased in size so they can effectively and safely channel traffic coming off the Freeway and State highway. Population forecasts indicate that the neighborhoods predicted to grow the fastest with a resultant high density are in the western portion of the community. Leota and Hollywood Hills, on the eastern edge are planned for slow growth and low densities, and road improvements over the next 10 years should be minimal.

Goal:

Provide a balanced, complete, safe transportation system in the Northshore community coordinated with State, Federal and incorporated areas' plans and programs and designed to serve the residents of the area.

Plan Guidelines

1. Routes and facilities of the transportation system should be located and designed to meet the demands of other existing and proposed land uses with the most beneficial effect on such uses.
2. State and County highways and roads should be coordinated with the non-motorized transportation system for Northshore to provide safe, adequate and well-placed crossing and lanes, walkways and trails for bicyclists, pedestrian and equestrian use when appropriate.
3. Make clear demarcation of auto, pedestrian and bicycle routes within street rights-of-way.
4. Appropriate landscaping should be encouraged for transportation rights-of-way.
5. The transportation system serving business districts and the community should be planned for maximum safety.
6. Park and Ride lots should be located for optimum access and use for transit riders, transit operators and commuters on arterials, located at a focal point, and functionally convenient to the community.
7. Major transportation routes and existing or proposed public transportation systems should be coordinated.

Walkways, Bikeways & Trails

As Northshore has grown as a suburb with greater population densities and more community facilities, the distance between activity nodes has decreased; travel on foot and by bicycle is more practical, indeed mandatory in the attendance area of schools with "walk-in" policies.

The non-motorized transportation element of the Northshore Community Plan has been developed in response to consistent community expressions of need for trails, sidewalks and bikeways. Trails requested have been for recreation, hiking, bicycling, horseback riding, for commuting, for business and for neighborhood visiting. Three major King County trails cross the area; the Tolt Pipeline Trail - the "Sound-to-Mountain Trail" - (Connecting the Burke-Gilman Trail and utilizing the Tolt Pipeline Trail), and the Sammamish River Trail.

Three categories of trails are referred to and defined as follows:

- a. Walkway; basically a sidewalk or path usually located along existing road rights-of-way and needed for pedestrian safety. They connect facilities such as schools, shopping centers and Park-and-Ride lots, with residential areas.
- b. Bikeway; a facility designed for bicycle travel. Such facilities may vary from an exclusive grade separated travelway for bicycles to one that is shared with vehicles and/or pedestrians and is designated by simple signing. Bikeways can connect schools, shopping centers, parks and Park-and-Ride lots with residential areas.
- c. Trail; a natural informal path usually located away from roads. The development or extension of trails can connect parks, recreation areas, points of interest, scenic areas and viewpoints. Trails would be utilized by hikers and/or a limited amount of horseback riding. Through cooperative owner-use agreements some trails may be located on private property and be privately maintained; an example would be a horseback riding club's network of trails over several members properties.

Findings

1. Citizens in community workshops repeatedly asked for sidewalks, bicycle trails and walkways. The shortage became much discussed on Finn Hill at the start of the 1975-76 school year because school busing had been eliminated and a mile-and-a-half walk-in policy established. Elsewhere Northshore residents have reported difficulty travelling about their neighborhoods because of lack of sidewalks, walkways or trails.

2. The business districts in Kenmore, Woodinville and Juanita have developed with few sidewalks and little pedestrian planning; pedestrians move with difficulty thru the districts.
3. Some trails in Northshore are not interconnected; trail users directly confront heavily-used streets with no shoulder after short passage over safer trails.
4. There are 3.56 miles of sidewalks on major arterials, 5.89 miles of sidewalks on the 25 miles of secondary arterials, and 4.54 miles of sidewalks on the 20 miles of collector streets. Through neighborhood workshops it was learned that 5 to 6 times that amount were desired.
5. Bicyclists desiring hard surface paths sometimes use the roadway and become the cause of and party to dangerous traffic situations on two-lane streets.
6. A large proportion of the 11.5 miles of trails in Northshore have resulted from informal use and tolerance of use by property-owners. As land is subdivided and fences erected many trails will be preempted by urban activity and land use, a situation unfolding daily.
7. Topography and man-made features in Northshore aid and suggest routes for trails; i.e., ravines, steep hillsides, water bodies, the wide valley of the Sammamish, the Tolt Pipeline, parks and playfields, utility and railroad rights-of-way. Many such areas which have marginal urban use could be utilized for trails.
8. Many residential areas have been built with few or no walkways or sidewalks, and the streets are dangerous for children. This is a situation especially critical in the rolling topography typical of Northshore where many streets have short siting distances, yet the street provides the only route for children and pedestrians to use.
9. Some paths constructed under the Walking Path program perform service as sidewalks although the materials are loose gravel or rocks. There are 17.2 miles of Walking Paths in Northshore, the result of cooperation between King County and the Northshore and the Lake Washington School Districts.
10. At present there are few bikeways in Northshore; some sidewalks and road shoulders are in use as such. With the completion of the Simonds Road project 8.2 miles of bikeway will be available in Northshore but unconnected to any other bikeway.
11. Some trails remote to streets and roads near suburban residential tracts are abused or beset with erosion problems due to little or no maintenance. Littering and dumping are problems, the "situational lure" in which the opportunity invites the action.

12. There is no passage over or under the I-405 Freeway for pedestrians, equestrians or bicyclists for about 1 3/4 miles between N.E. 132nd Street and N.E. 160th Street.
13. It is indicated by study of data that about 66% of King County trails should be constructed for hiking or walking, about 20% for bicycles and 14% for other uses such as horseback riding.

The Plan Concept

In Northshore there are at present several configurations of parks, connected parks or linear parks of satisfactory length to provide direct routes and link community nodes. They are 1) the O.O. Denny Park and Finn Hill Park, 2) the Tolt Pipeline Trail and 3) the Sammamish River Trail and 4) the Sound-to-Mountain Trail. However, other commuting and recreation routes are left out of this. A trails plan based on existing public parks would not be connected. A more integrated and complete trail network is desired by the community.

Trails developed over the years based on informal cooperation by private property owners rely heavily on continued tolerance; often the trails are at a distance from roads and activity centers. Such trails are limited in length, dependent on informal arrangements and unsuited for heavy or year-round traffic.

King County prepared a county-wide trail system plan in 1971; it is used as a guide in the Northshore Plan. Generally the 1971 plan proposed Northshore trails along the lakefront, along major creek beds and the Sammamish River and interconnects recreation facilities, shopping nodes and view points. In the trails suggested for the communities the Urban Trail Plan suggests that trails be related to population centers, be planned as a system with inter-connections, be provided auxiliary facilities and supportive activity areas, be compatible with the areas they go through and be situated wherever possible on corridors available.

The development of the Sammamish River Park and the Northshore link of the Sound-to-Mountain Trail and the Tolt Pipeline Trail have County-wide significance. The plan for trails in Northshore recognizes these guidelines.

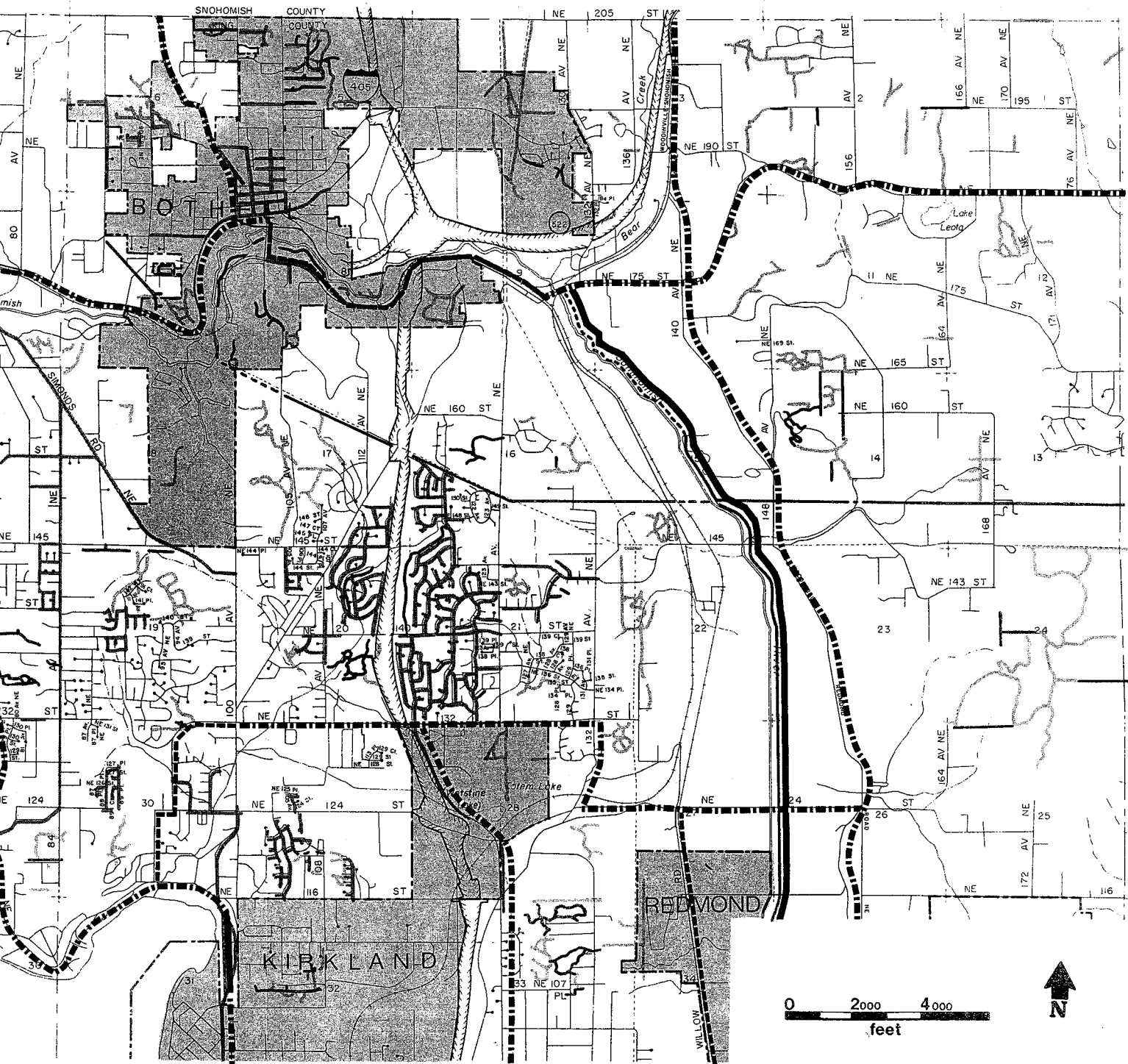
Goal:

Provide a network of trails, walkways and bikeways in Northshore that provides recreation, access to and among schools, shopping centers and special use areas, and which transcends jurisdictional boundaries.

Plan Guidelines

1. As part of the transportation system provide walkways throughout the community to interconnect residential areas with schools, shopping and recreation areas and to provide better circulation within business districts.
2. Streets should have adequate provision for safe bicycling and pedestrian travel.
3. Develop a safe community pedestrian/bicycle trail or pathway system for connecting each community school with residential areas with park and recreation facilities.
4. All major and secondary arterials and collectors constructed in the future or reconstructed as part of a Capital Improvement Project should have walkways.
5. All local access streets (except those which are cul-de-sacs less than 150' in length) which are constructed in the future or reconstructed as part of a Capital Improvement Project should have walkways unless otherwise indicated by affected residents.
6. All streets in the business districts should have walkways.
7. Walkways not abutted by public streets should be provided as required to link schools, parks and playgrounds where necessary from adjacent residential areas.
8. Provide recreational trails for hikers, joggers, horseback riders, school children and special interest groups such as naturalists, bird watchers, etc. and provide links to scenic areas, lakes and streams, viewpoints and natural features.
9. Ravines, steep hillsides and streambanks should be utilized for trail routes when they do not have detrimental effects on the environment.
10. Trails should be buffered from adjoining properties, enhance the natural beauty of the site, aid in reducing pollution and be designed to demonstrate good ecological practices.
11. Trails should be used to link Lake Washington with hillside residential areas.
12. Integrate and connect parks, schools, playgrounds and other recreation facilities wherever possible with linear recreation trails and walkways so that the public can safely and, with enjoyment, circulate throughout the community from one place to another.

13. Trail routes should utilize park and playfield rest facilities and parking areas to serve trail users.
14. Natural and utility corridors, e.g. transmission lines, pipelines, and/or old railroad rights-of-way, should be utilized as trail routes whenever possible; ownership should be retained in as large parcels as possible and an unobstructed path 10'-15' wide maintained to allow passage of recreation-oriented trail users.
15. Trail routes should be interconnected.
16. Encourage multi-functional use of trails where the uses will not be in conflict with each other.
17. Provide bikeway routes throughout the community for purposes of common community needs.
18. Bikeways should have high priority in the design of public rights-of-way in the vicinity of shopping centers, Park and Ride lots and schools.
19. Directly connect street bike routes with off-street bike facilities.
20. Bikeways and paths to parks, playfields and schools should be off streets where possible.
21. In establishing bike routes avoid routes high in noise and air pollutants as they impact the health and welfare of the cyclists.
22. Adequate signing for bikeways is required to insure that both bicyclists and motorists easily recognize the bike route and the traffic regulations related to it.



C. BUSINESS DISTRICT CONSIDERATIONS

Three business districts in Northshore have been studied as elements in the Community Plan. In the Kenmore, Juanita and Woodinville business districts changes in the circulation, land use allocation and design are proposed. Because of increasing population, rising traffic counts and technological changes in delivery of goods and services these business districts are experiencing functional difficulty.

Using analysis of the land forms, land use and circulation, gathering expressions of concern from community meetings and workshops and using analysis by Division of Planning staff, plans for these three districts as well as the other smaller ones throughout the community were developed.

Findings:

Woodinville Business District:

1. Size, shape and human orientation: Woodinville's shops, services and offices have spread block-by-block approximately 3500' along N.E. 175th St., from 132nd Ave. N.E. on the west toward 140th Ave. N.E. on the East.

At two places development has spread away from the main street "strip" and penetrated more than just the single lot north or south, thereby utilizing the interior part of land parcels. In both cases this was made possible by the construction of privately developed roads. The town with its strip of shopping facilities, school and professional services is simple to navigate by car, but dangerous and too spread out for the pedestrian.

2. Traffic and circulation: Traffic was highest on the western end of Woodinville with an ADT (average daily traffic) count of 12,000 in 1976. The peak hour is 5:30 p.m. on weekdays. Street designers are working on the initial plans to upgrade N.E. 175th to solve congestion problems. There is the impending development of two large shopping centers in the area (Alderwood Mall, and Evergreen East). Woodinville will be limited to a neighborhood trade center if these centers are built.
3. Land-locked land: Much of the land is in three to ten acre parcels. The interiors of the lots are too far from public rights-of-way to allow the most efficient access. Redesign of the district and the addition of several frontage streets are needed to make this land accessible for development.
4. Land use allocation: At present the convenience and consumer goods are located in the west-to-central portion of the 3,500' long business district; professional services, restaurants, a school and a night spot in the center approximately, and wholesale goods and offices on the eastern end of the main street.

5. Buffering: Between Woodinville's businesses and nearby non-commercial uses buffering is unplanned but effective; it consists of large vacant spaces separating the strip development from adjacent property. Most of this unintentional buffering cannot be kept when land values rise as the business district grows.
6. Preservation of unique amenities: The main street has some large beautiful trees worthy of preservation on the eastern end, close to 140th Avenue N.E. The cemetery and feed store on the western end lend a "western" town flavor, quite unique and unusual in western Washington.

Kenmore Business District:

1. Size, shape and orientation: The district has drawn itself out parallel to Bothell Way, (SR 522), to benefit from the highway access and exposure. For about a mile, between 61st Avenue N.E. and 80th Avenue N.E. the entire north side of Bothell Way is developed for services such as eating establishments, gas stations, and banks and fruit stands, to name a few. At no point is the long narrow district more than 2 or 2-1/2 blocks deep, there being a steep hill to the north. Pedestrian movement throughout the 7-8 block area is limited and dangerous. Despite signals and marked crosswalks persons on foot find crossing 4 to 5 lanes at Bothell Way difficult. Toward the "center" of the business district where the stores are far apart, walking is made unattractive because of the large amount of black topping for parking.
2. Traffic and circulation:
 - a. State Route 522 (Bothell Way): It can be typified by locally applied terms such as "bottleneck" and "impossible". It lies along the southern-most densely-built edge of the district. ADT counts of 32,000 were recorded last year. Added to the use of the highway as an urban arterial and truck route are the shoppers' frequent ingress and egress movements, Metro transit stops and starts, bicycles and pedestrians.
 - b. N.E. 181st Street: This is the spine of the district and bissects all north-south streets of importance. It has little to distinguish it as a street since there are few curbs, no sidewalks and little separation from parking lots on both sides.
 - c. Circulation: Throughout the Kenmore business district there are difficult and dangerous intersections, no synchronization of traffic signals and poor alignment of streets, making for poor circulation.

The most used north-south streets are 61st Avenue N.E. and 68th Avenue N.E. with A.D.T. of 6,400 and 6,250 respectively. Three blocks north of Bothell Way these A.D.T.'s drop indicating that 2,675 trips are generated by the business district alone.

3. Access to land: Most land is accessible because the blocks and lots are long and shallow; space is well utilized.
4. Land use allocation: There are 136.9 acres of commercially-zoned land in Kenmores business district. Most of this lies north of Bothell Way, but some is located between Bothell Way and the River. Approximately 25 to 30% of the land is unused or vacant. There is a minimum of office space available and all of it is used.
5. Buffering: Along the northern edge from 61st Avenue N.E. to 68th Avenue N.E. is a topographic break - a steep hill on the western end which gentles out to a low hill on the east. It buffers the residential development to the north. There is little or no buffering of businesses facing onto SR 522. Some buffering is afforded from the Kenmore Industrial Park by the wide railroad right-of-way and the high embankment between 55th Avenue N.E. and approximately 65th Avenue N.E.
6. Preservation of unique amenities should include vistas of Lake Washington from the western end of the district, Swamp Creek which will be the eastern edge of the district, and all large trees.

Juanita Business District:

1. Size, shape and human orientation: The district is essentially a strip retail/commercial area stretching from Lake Washington approximately half mile north to NE 124th. It contains a modern shopping center with clustered shops that have a well maintained and inviting appearance. The rest of the strip consists of a scattered mixture of commercial uses such as service stations, a trailer rental and retail uses such as supermarkets, restaurants and cafes. A substantial portion of the strip is vacant and unkept. This gives the strip a very disjointed appearance and leaves the visitor or shopper with the impression that the shopping district is a marginal facility without a role as a community center. Limited effort has been made to relate the district to the impressive aesthetic qualities of the area, Lake Washington, Juanita Creek, the county park and the varied terrain.

2. Traffic and circulation: The shopping district is strung along both sides of a modern four lane arterial with curb, gutter and sidewalk improvements. A secondary arterial bisects the district near the south end. A traffic light at the intersection is computerized for turning movements and peak traffic flows. The secondary arterial which connects with the I-405 freeway to the east and with a large residential neighborhood to the west is only two lanes and has no curb, gutter and sidewalk improvements. Because the shopping district is spread out and has no internal connections shoppers must weave in and out of the through-traffic on the arterials in traveling from store to store.
3. Access to Land: Although the shopping district is made up of many small fragments of property stripped along the arterials, the previous development of scattered business in a random manner has left other properties with less than desirable visibility. In some areas a visitor must enter a maze or make a dash through the traffic to reach an "impossibly" small opening.
4. Land Use Allocation: The modern shopping center at the north end of the district utilizes approximately 4 acres. Another 4 acres abutting the center on the south is vacant. Approximately 2 acres are utilized for service stations. Medical-Dental clinics and other professional offices utilize approximately an acre of land area. Approximately five acres is utilized for the scattered commercial-retail development in the district and approximately five acres consists of scattered vacant land.
5. Buffering: The district is well buffered from single family residential areas by a surrounding ring of apartment zoned areas, the County Park and Lake Washington. However, without more careful application of design controls and regulatory measures, future commercial-retail development will have an adverse effect on the surrounding area of apartments, the park, Juanita Creek and Lake Washington.
6. Preservation of unique amenities: This district has many unique and valuable amenities that past private development has overlooked or destroyed. The districts frontage on Lake Washington is an obvious amenity as is the County Park and Juanita Creek which runs along the west edge of the district.

Smaller Business Districts

The smaller business districts, under a similar analysis, exhibit some problems.

1. Inglewood Heights

- a. Size, shape, circulation: The commercial land use is large enough to serve the needs of the Finn Hill and Inglemoor neighborhood until 1980 based on the standard of one acre per 1,000 residents. The 17.5 acre facility is well-located on two important streets; Juanita Drive, a major arterial, and N.E. 140th Street. All parts are accessible at present. A narrow band of vacant land, intended for multi-family use, wraps around the center on the north and east.

This center has not been developed as intended. The Metro Transit service in Inglemoor and Finn Hill, does not come close to Inglewood Heights and thus somewhat limits shoppers to persons with cars or those close enough to walk.

- b. Traffic and circulation: Juanita Drive and N.E. 140th Street provide the access to both the Inglemoor and Finn Hill neighborhoods. The 13,000 persons (approximately) now residing in these neighborhoods produce most of the 7,540 ADT on Juanita Drive at N.E. 140th Street. Access to the parking lot is good.
- c. Land-locked land: The narrow band of multi-family zoned residential land to the north and east of the shopping center is land locked and, as yet, undeveloped. It will be important to require adequate off-street parking and selected, well-placed auto access facilities for residents of the multi-family and apartment buildings to prevent congestion of the interior parts of this small commercial developments.
- d. Land use allocation: At present all of the area in use is for commercial purposes and parking.
- e. Buffering: The open land and the brush overgrowing it serve as the existing buffering. Proper review and control of whatever multi-family residential is constructed must include requirements for buffering through use of trees and landscaping.

1. Kingsgate

- a. Size, shape, orientation: The commercial land in this community shopping center totals 21.2 acres, of sufficient size to serve the Kingsgate neighborhood until about 1990 when the population is forecast to be approximately 22,000. However, the residential area is also served by the Totem Lake shopping center.

- b. Traffic and circulation: This small shopping center almost requires the shopper use an auto since it is surrounded by a large undeveloped vacant area. Access is from the west and south, two well-travelled streets. A Metro transit shelter will be constructed at a point on the southern edge increasing the possible use of Kingsgate by non-motorists.
- c. Land use allocation and buffering: The existing shopping center uses only a portion of the land available for business development. The zoning for the center anticipates a multi-family housing buffer around the business development.

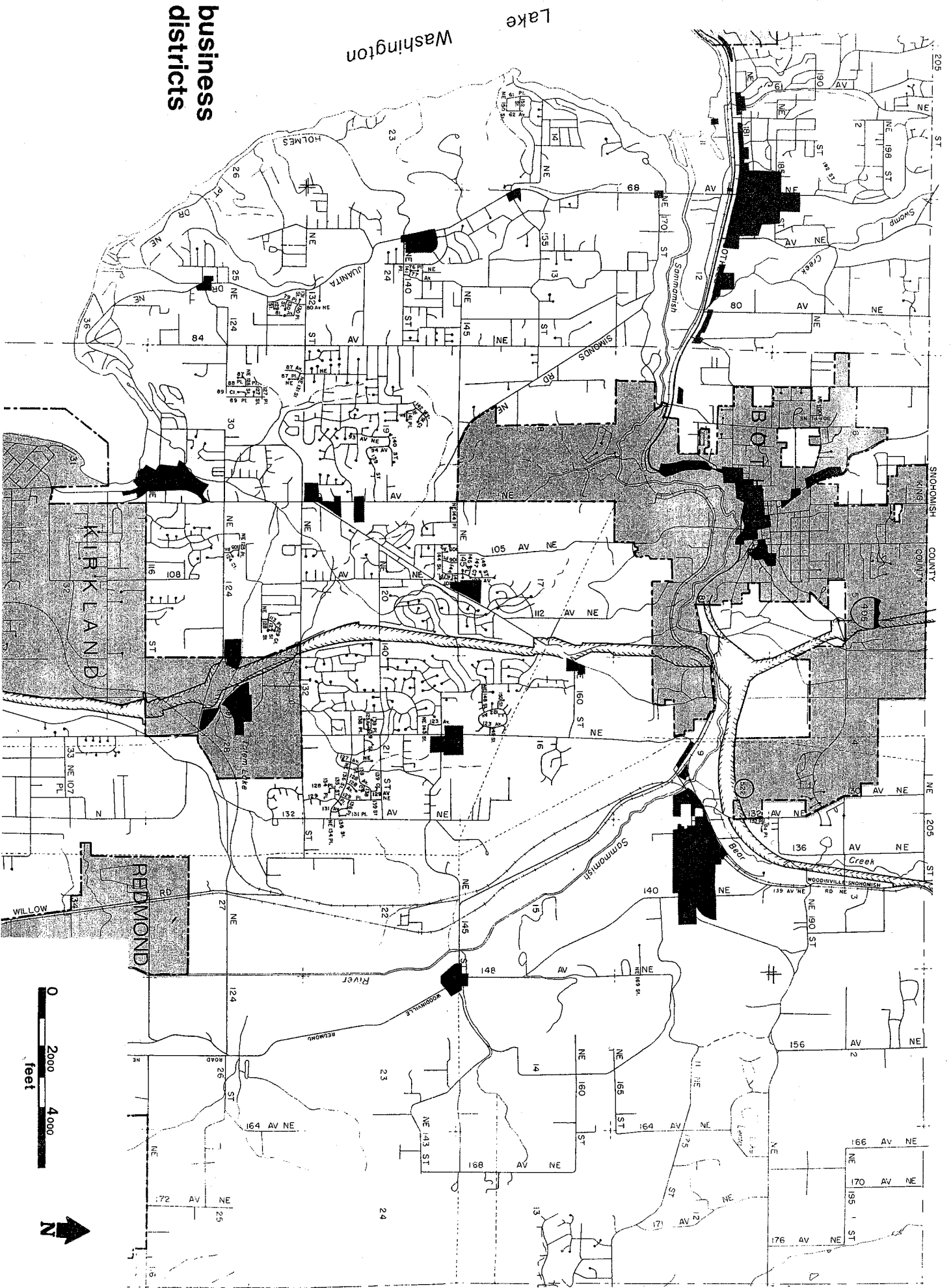
3. Juanita Firs

- a. Size, Shape and Orientation: This shopping district has about 16 acres zoned for use. It is diagonally bisected by 100th Avenue N.E. and the Juanita-Woodinville Road.
- b. Traffic and circulation: Shoppers are almost forced by safety considerations to use a car to visit these retail facilities. Commercial development along 100th Avenue N.E. has moved northward from the intersection at N.E. 132nd Street and is composed of a variety of retail sales and service functions; all are dependent on car-oriented shopping.
- c. Land locked land is at a minimum in this district.
- d. Buffering: Of particular importance here are the rights of residents who live to the north and west of Juanita Firs. Many have expressed dismay at the poor quality of development and offensive decorative themes of facilities in the district. With residential development so near buffering from night lights is important.
- e. Preservation of unique amenities: Many on-site trees increase the beauty of the district.

Goal:

Create and enhance a strong community identity through the development of activity centers and well-designed focal points in the business districts in the Northshore Communities.

business districts



Plan Guidelines

Following are the desired characteristics to be sought in the business districts. Each shall be considered when making land use, development, or capital expenditure decisions and when reasonable such decisions shall include conditions which establish these characteristics.

1. Create a balance between streets, parking, pedestrian walks, bikeways and stores to facilitate shopping, pick-up and delivery of goods, getting to and from places of employment and residence, and participating in entertainment and cultural activities.
2. Scenic vistas from within business districts should be identified and preserved.
3. Encourage a compatible mix of uses within business districts including a variety of activities, facilities and services including in-city living.
4. The location, size and shape of proposed buildings should preserve the desired character of the district and assure reasonable light and views.
5. Provide a variety of space and density within the business districts.
6. A minimum of 10% of a site should be devoted to paths, water-courses, landscaping, malls, fountains, outdoor works of art, and to environmental amenities and open space.
7. Ensure the essential compactness of business districts by restricting development which encourages sprawl.
8. Streets and highways within business districts should meet current and projected needs.
9. All future arterial and collector streets and highways should have street lights, walkways and underground utility lines.
10. Develop a system of streets, bicycle paths, walkways and parks within business districts.
11. Entry streets into business districts should provide a sense of gateway by appropriate use of landscaping, trees, etc.
12. Create centers for public congregation and cultural activities.
13. Require landscaping around all existing and future utility installations.

D. INDUSTRIAL AND OFFICE SITE DEVELOPMENT

As Northshore continues to grow the need for industrial and office space will increase and more local employment opportunities will become available. The Community Plan provides a direction for these developments.

Findings:

1. Industries oriented to transportation, communications or service occupy 667 acres, or 2.5% of the total area; this essentially includes office space. The average amount of space for industry* in an urban area is 2% and for commercial, 3.5%. The two types of land use totalling only 2.5% in Northshore is to be expected in an unurbanized area.
2. Ideal industrial locations have large, level sites, access to major transportation routes, are served by major utility lines and offer sufficient space for transition areas or buffers to lessen the impact on adjoining land. Northshore offers areas with these qualifications.
3. Industry in the Northshore communities makes a wide variety of products. There are basic and extractive industries such as sand and gravel pits and peat farms, construction materials and supplies, boat manufactures, marine supplies, wood products, and a glass laboratory equipment assembly plant, to name a few. This represents a fairly broad economic base.
4. Employment in industry and manufacturing involved approximately 13% of Northshore's work force according to a 1973 study. About 30% were in services typically rendered in offices (e.g., finance, insurance, real estate, personal and professional). Government or educational occupations totalled approximately 40% of the work force and retail occupations, 17%.
5. In the western and northwestern parts of the study area 50% of the work force commuted to work in Seattle.
6. In 1970, women in the work force totalled about 44%; the unemployment rate was 5% at that time.
7. Northshore has hundreds of acres of steep slopes, many with territorial vistas of Northshore, some with panoramic views of the Olympics or the Cascades. Some of these areas could be well-utilized for office parks through special designed development programs.

*Goodman & Freund, Principles & Practices of Land Use Management.

8. At present there are 694 acres zoned for industry in Northshore; 240 acres are in the Woodinville area, 145 in the Totem Lake area, 97 acres are in Kenmore Industrial Park and 213 acres are elsewhere, i.e. the Sammamish Valley, south of old Woodinville, in Kenmore, south of Bothell Way. Of this about 380 acres are in use for industrial purposes. By 1985 the amount needed for industry will be about 690 acres (at the rate of 9 acres per 1000 population, as suggested in the Comprehensive Plan).

9. Northshore can offer much to the industry searching for a good site. Besides good available land, good transportation facilities and well-managed, heavy-duty, urban utilities Northshore has:

Aesthetic features: Views, trees, the river, the lake, open space,

Land: Land available in parcels large enough for modern offices or light industry.

Access: Excellent access on freeway and state highway.

Excellent access to operating railroads with frequent freight deliveries.

Lack of congestion in most areas.

Labor: Good labor market.

Population on the increase.

High education levels.

Favorable community attitude towards industry in planned areas.

Much available housing in a wide range of values for locally employed residents.

10. Several public and private sand and gravel pits in the Leota and Hollywood Hills communities have been utilized to great regional advantage. Extraction of sand and gravel for use as ~~land fill and construction material~~ in roads and building is an essential activity in urbanizing areas. In the Puget Sound region the sites of abundant supplies of these materials are the glacial terminal moraines which have been subsequently exposed by the erosion of rivers and streams. The extractive industries operating in Northshore should soon be discontinued since the land is being developed for residential purposes.

The Plan Concept

Northshore could adopt several types of plans for the future development of its industrial and office park component. One alternative would be for a large increase in space for industrial and office parks; another is no expansion, and a third, taking a middle course. The latter would establish districts for industry and office parks of a total land aggregate which would not negatively impact the community.

Northshore land which fills the criteria for good industrial sites is in abundant supply; 694 acres is already zoned. While the Sammamish Valley appears to be good industrial land, much of the Valley has prime agricultural soils which are also unstable during earthquakes; the majority opinion of those present at the community workshops about future use was that it should be used for open space, recreation, or agriculture.

The plan for industrial development in Northshore is to retain existing industries, (except sand and gravel quarry operations), encourage new industry to locate within existing industrial areas, and maintain major transportation routes.

The locations which best qualify are the industrial area near Totem Lake, Kenmore Industrial Park and the industrial area north of Woodinville.

The two areas with the highest potential for development are at Totem Lake and north of Woodinville; they have unused land eligible for industrial use and many of the criteria for good sites.

The other locations of smaller, industrially zoned land are the area south of Woodinville lying on the west side of the Sammamish River, the area lying south of N.E. 124th Street near I-405, and the ParMac Industrial Park. (The latter are not included in this Plan because they lie within the Kirkland city limits.)

The small area south of Woodinville, zoned for industrial, is only partially developed. It begins along the Redmond-Woodinville Road (SR-202) and penetrates the agricultural and rural area. Much of the space is for storage and parking. On the southern edge General Telephone has a well landscaped building, forming a buffer or transition zone. Growth should be limited and no further encroachment on the Valley allowed. Much suitable land is available in more appropriate locations.

Diversification of industry and professional and personal services requiring office space can be expected, resulting from the variety of local resources, availability of workers, access to local markets and supply of large sites.

Goal:

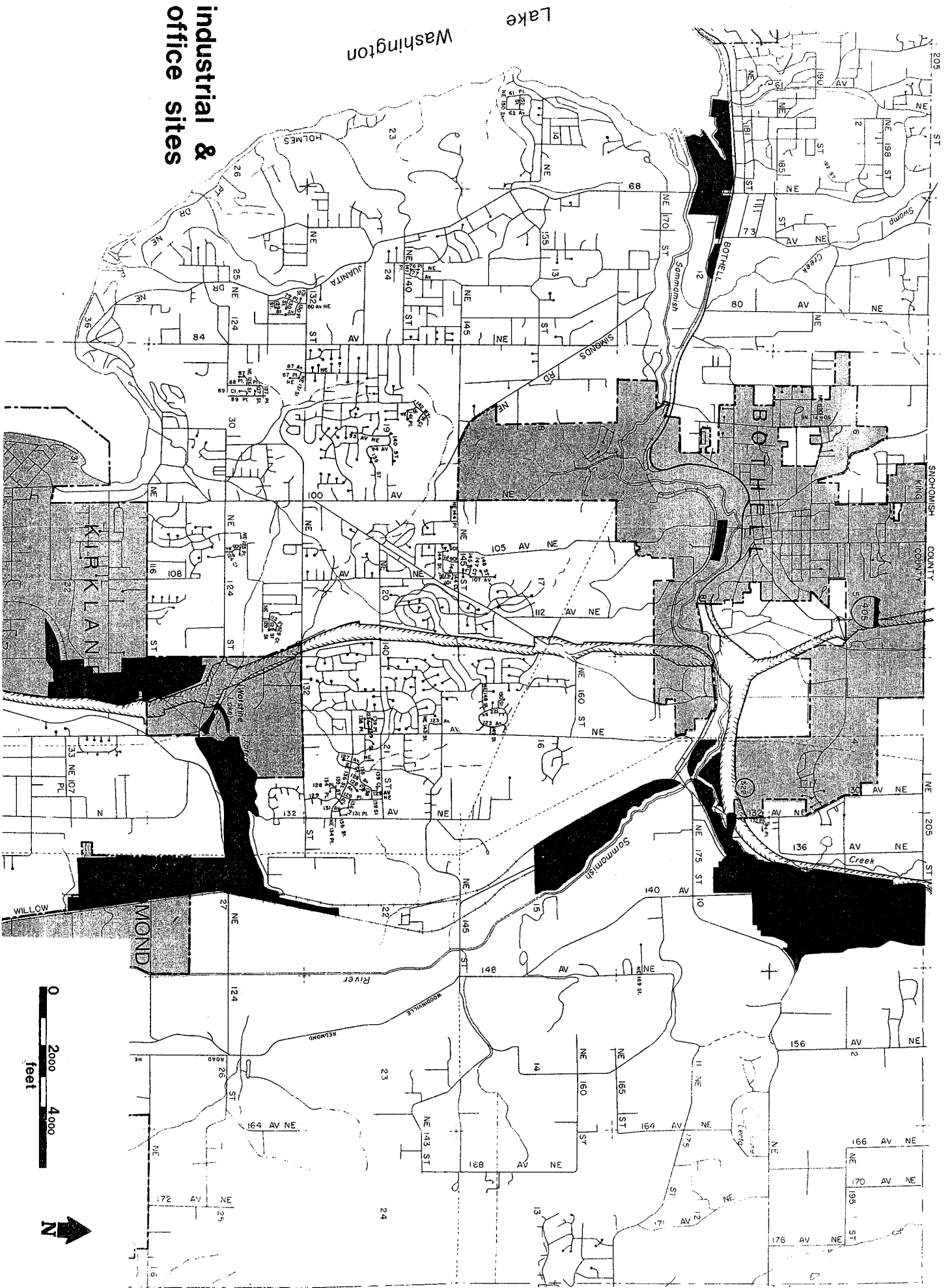
Encourage the development of industrial area and office parks which are functional, serve a wide variety of industries and activities and are consistent with good environmental planning.

Plan Guidelines

1. Provide employment opportunities in the Northshore area to bring jobs closer to living areas.
2. Expand economic and employment opportunities of all types for all members of the labor force.
3. Develop industrial districts which fit harmoniously into their surroundings.
4. Encourage the installation of industries that would be most desirable for Northshore from the economic, social and aesthetic standpoint.
5. Provide adequate facilities for pedestrian and bicycle ways such as bike racks and benches in the development of industrial and office park sites.
6. Retain and enhance to their fullest the natural attributes of the community which exist on industrial and office park sites.
7. Assure development has minimal impact on the lakes, streams and drainage ways, air quality or noise levels of the community's environment.
8. Apply landscape and architectural design standards to all sites which are visible from I-405 and SR-522.
9. Prohibit industrial development of land in current and potential agricultural use and in flood plains.
10. Discourage industrial land use and traffic in valley areas with potential smog inversion problems.
11. Restrict unnecessary grading and/or clearing of sites.
12. Whenever practical disperse on-site parking.
13. Provide landscaping treatment along property lines which adjoin public right-of-way, unless topography and natural landscaping eliminate the need.
14. Prohibit billboards on sites in the industrial districts which are visible from major arterials and freeways. Permit identification signs.

15. Require that the quality, quantity and rate of rainwater runoff from the industrial sites shall be no more than what would occur if the site(s) were left in an undeveloped state. When several property owners agree to join together and provide a combined water drainage/retention system to control water runoff quantity, quality and rate, they shall be permitted to do so provided their plans receive Division of Hydraulics approval.
16. Locate industrial development in those areas most suitable for development on the basis of proximity to existing facilities, accessibility, cost for extension of services, terrain, and other natural and man-made conditions.
17. Discourage further sprawl of industrial areas by restricting rezoning outside planned, designated areas.

Industrial & office sites



Washington

BOTHELL

Schumish

KIRKLANE

WILLOW

MOND

SNOHOMISH COUNTY KING COUNTY

0 2000 4000 feet



E. PARKS AND RECREATION

Northshores recreational needs for the young, middle, and older-age residents and for the handicapped are only partially developed at present. Population forecasts indicate a need to acquire appropriate recreation space and organize appropriate programs.

Measurements of population and qualitative analyses of the fifty to sixty thousand persons living in Northshore point towards special needs in recreation space and programs. The statements of active and involved citizens of the community and observations of activities have given indications of the particular kinds of needs. Northshore has much recreation space but it is not balanced; a great proportion is for use in passive recreation. Ball fields, tennis courts and gymnasiums are the type of desired active and special use recreation facilities that are in short supply.

Northshore has a unique, multifaceted landscape and is populated by a wide variety of people. There are 7 1/2 miles of lakefront, a wide river, 9 miles of which flow thru the heart of the area, 3 creeks which are still viable, wooded hills rising to 500 feet above sea level, and much open space in the Sammamish Valley. Now is the time to preserve them to benefit as many people as possible. The forms which the recreation space takes can be for both active and passive recreation.

Findings:

1. There are approximately 640 acres of publicly-owned park and recreation land in the Northshore Communities. Some is owned by governmental units other than King County such as the City of Bothell and local school districts.
2. There are 539 acres of privately-owned land in large parcels (golf courses and Gold Creek Park). Open space and recreation space for common use in subdivisions totals 57 acres. Stables, private swimming pools, bowling alleys and other commercial recreation adds approximately 45 acres, for a total of 625 acres of private recreation space, a grand total of 1300 acres of recreation space.
3. A commonly used standard for recreation acreage/person is 10 acres/1000 population. For the approximately 54,000 persons now residing in Northshore it appears that the community has ample publicly-owned recreation space. With a population projection of 96,223 for 1990 the existing amount of publicly-owned recreation space will be insufficient to meet standards.
4. The facilities most in demand, noted repeatedly during workshops in the Winter and Spring of 1974-75, are soccer fields and other ball fields, lighted tennis courts, boat launching sites, tot lots, more waterfront access and more equestrian trails.

5. Approximately 475 acres of the 640 acres of publically owned recreation land is undeveloped, consequently the active recreation needs of the present population are not being met.
6. By the year 1990, at which time the population is forecast to be 96,000, about 330 acres more need to be acquired, and the 475 acres (now undeveloped) be made available. (See Table 1 Page 41.)
7. Projects scheduled for Northshore, as of December 1975, but not yet started or completed are:
 - a. development of Sammamish River Trail Corridor, a regional park,
 - b. development of Big Finn Hill, a major urban park,
 - c. acquisition and development of former state-owned school trust land on Finn Hill
 - d. development of Swamp Creek Community Park
 - e. completion of East Norway Hill Community Park
 - f. development of West Hill Community Sports Park, a Bothell park
 - g. development of Kingsgate Neighborhood Park
 - h. development of Lynnwood Neighborhood Park
 - i. acquisition or development of a trail corridor to complete the Sound-to-Mountain Trail in the Kenmore vicinity.
8. Outdoor team sports groups in Northshore have difficulty finding space for games and practice in their programs because of the growth in the number of teams and because the number of available fields has not increased.
9. The State Department of Game operates a public freshwater boat launch on the Sammamish River at 68th Avenue N.E. Residents and visitors from outside the community are served by the ramp, but automobile and trailer parking is a problem and streets nearby are impacted by the parking, particularly on weekends.
10. The multi-purpose room in the Bothell Library, schools and several small community clubhouses provide the only public indoor recreation space available in Northshore.

11. There are many privately-owned and commercial recreation ventures in the community. Wayne Golf Course, a private course, lies within Bothell city limits between Inglemoor and Norway Hill communities; it provides a popular recreation outlet and an outstanding view from Bothell Way N.E.
12. Public theatre facilities do not exist in Northshore. Cultural programs must be held in other communities, necessitating travel to cultural programs in other communities.
13. There is no place which serves as a heritage site or museum to hold and display historical artifacts pertinent to Northshores past. A large brick two-story building on the east side of the Sammamish River at N.E. 145th Street could become such and some community members are investigating the possibility of preserving it. Bothell's new riverside park is slated to include a museum.

The Plan Concept:

The Plan is to serve the neighborhoods, the community and the region with recreation space and facilities based on Comprehensive Plan standards, acquiring the best sites for each separate recreation facility.

Goal:

Provide and encourage the use of appropriate recreational facilities in Northshore for all age groups.

Plan Guidelines:

Following are the desired characteristics, purposes and criteria for park and recreation facilities and programs in the Northshore Community. Each shall be considered when making land use, development, or capital expenditure decisions and when reasonable, such decisions shall include conditions which accomplish these ends.

1. Provide recreation space and programs to meet local needs proportional to the population of each area of Northshore, with recognition for the special needs of particular user groups. There should be continuous and appropriate consideration given to accommodating the needs of the elderly and handicapped.

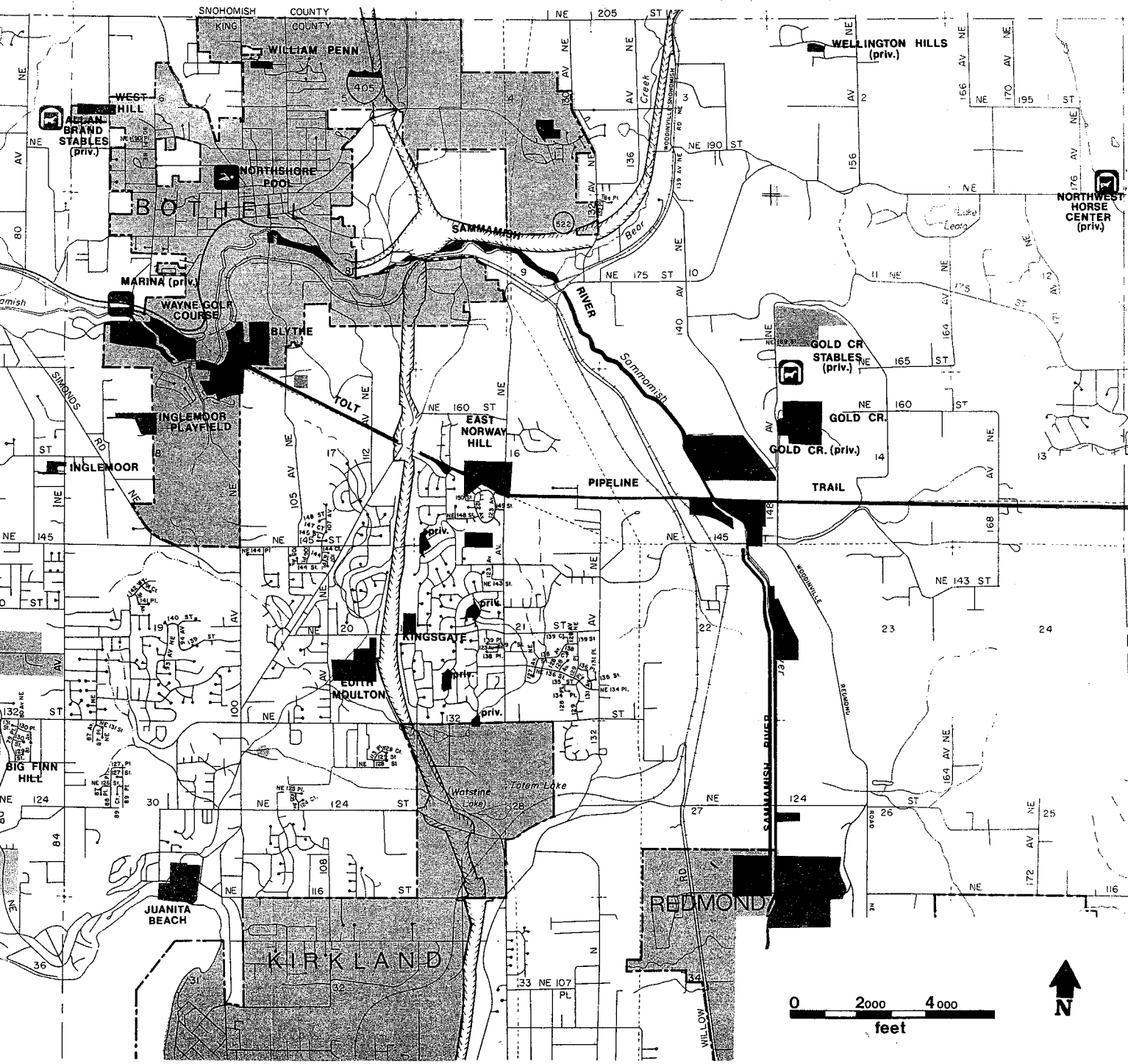
2. Develop recreation facilities in such a way as to:
 - a. Enhance the natural beauty of the site.
 - b. Minimize pollution
 - c. Demonstrate ecologically-sound practices through construction methods, materials employed and site design.
3. When identifying sites with park potential give strict attention to site suitability and cost.
4. Encourage semi-public and private groups to provide recreation space and programs to meet local and area-wide needs.
5. Provide some regional access to Lake Washington.
6. Provide some flexibility in design and development of park and recreation facilities in order to accommodate the changing needs of a changing population.
7. Require appropriate recreation space in residential PUD's and tract developments.
8. Do not acquire park sites that require inordinate expenditures of public funds in order to make the sites usable.
9. Prohibit motorcycles, jeeps and other similar vehicles from off-road areas not specifically designated in the King County ATV Action Plan.
10. The Park Department should cooperate with the local school district, community and sports associations in providing and programming active recreation facilities.
11. Acquire neighborhood park site according to general community-stated priorities.
12. The County should coordinate its efforts with community associations and neighborhood residents in acquiring, developing and maintaining local park space. Such local park space may consist of a single neighborhood park site (normally from 3-5 acres in size) or may be in the form of dispersed mini-parks located to serve segments of the larger neighborhood area.
13. Protect the existing natural character of existing park sites; capitalize upon and enhance nature study possibilities and wildlife habitat features.

14. Water-retaining lands in the Sammamish River, Juanita, Swamp and North Creek drainage areas should be utilized for recreation or open space.
15. Insure that open space required by the County as a condition of subdivision and PUD approval is usable and turned over to the County in a park-like condition for immediate neighborhood use.
16. Encourage individuals and groups to develop and maintain County-owned park and recreation sites in accordance with standards acceptable to the County.
17. Acquire, develop and operate community swimming facilities on local lakes in the Northshore area.
18. Park space should be provided adjacent to an active sports playfield as supplementary space for use by family groups not engaged in team play.
19. Provide local access to area lakes wherever feasible. Where sites are small, such as street ends, the design should protect adjacent residences.
20. The Sound-to-Mountain Trail connection through Kenmore, from N.E. Lake Washington Park to Blyth Park, should be established on a safe, level route at sufficient width for bicyclists and hikers and preferably separated from high-speed traffic.
21. Protect wetland/wildlife area around small ponds, creeks, lakes and rivers.
22. Any adverse impacts resulting from the development of county park sites should be mitigated to be acceptable to the surrounding community.

TABLE 1
NORTHSORE EXISTING PARK/RECREATION ACREAGE,

October 1975

Facility	Number of Sites	Acres Developed or Being Developed	Acres Undeveloped	Total Acreage
Regional Parks	1		313.70	313.70
Major Urban Parks	1		62.20	62.20
Community Parks	5	40.67	91.68	132.35
Neighborhood Parks	3	2.72	7.38	10.10
Neighborhood Playground	1	1.95		1.95
Waterfront Parks	3	80.00		80.00
Boat Launch	1	1.50		1.50
Special	1	38.00		38.00
Trails	1	11.50 miles		11.50 miles
TOTAL		164.84	474.96	639.80



F. UTILITIES

Northshore contains eleven communities which differ markedly in character, density and future development expectations. Provision of water and sewer facilities will have a direct effect on development of these areas. The rate and location of new development, regulated through selectively supplying utilities, can be used to pace development and to produce savings for residents, the local utility districts and King County governmental departments which must follow with roads, parks, maintenance, etc. Adopted in 1973, King County Ordinance No. 1709 requires Water and Sewer Districts to draw up a Comprehensive Plan, providing more information and better coordination between King County and the local service districts.

Community sentiment lies in large measure in a planned growth policy in all of the communities. A study which is partially complete, under the guidance of the County's Planning Division, indicates that an alternative form of urban growth in King County could result from establishment of a line (an Urban Development Line) beyond which sewer system expansion would be discouraged in the next 15 years. The Northshore area would be affected by such a line because most or all of the Leota and Hollywood Hill communities would be in the "no sewer area" (judging by early testing of the criteria for this growth alternative).

Findings:

1. Northshores' water and sewer requirements, which are growing rapidly, are served by the Bothell, Kirkland and Redmond Water Districts, Water Districts 79 and 81 and combined Water and Sewer District 104. Sewer service is provided by the Bothell, Kirkland, Redmond and Northeast Lake Washington Sewer Districts, and combined Sewer and Water District #104.
2. Approximately 97% of the dwelling units in every Census Tract in Northshore was supplied by public water in 1970, except in Census Tract 323 where 65% of dwelling units were supplied with public water.
3. Disposal of sanitary sewage in Northshore is in varying states of development. In three Census Tracts, #323, 221 and 223, the percentage of dwelling units using septic tanks and drainage fields were 68%, 52% and 63% respectively. In Census Tracts #217, 220 and 219, 49%, 39% and 20% of the dwelling units were on septic tanks. Since all of these census tracts are in the neighborhoods with high growth forecasts, Kingsgate, Juanita, Finn Hill and Inglemoor, the increasing densities will soon require that public sewer facilities be provided. Population forecasts point to high increases in the Kingsgate and Juanita neighborhoods where populations will double by 1990. Hollywood Hills and Leota neighborhoods are forecast to more than double their 1975 populations by the year 1990.

4. Metro Resolution #1563 prohibits hooking up to the Metro sewer trunk line (on the eastern side of the Sammamish River) between N.E. 175th and N.E. 145th Streets, without approval of the local government. Conceived to prevent premature and leapfrogging development, this resolution has been used twice to control use by two developments. The residents of Hollywood Hills and Leota do not want further suburban development encroachments in their low density environment, or to have to bear the costs of utilities in areas "farther out".
5. The collection of solid waste needs improvement. One apparent problem is rubbish dumped at street ends, steep road embankments and on vacant lots.
6. The county is in the process of developing a solid waste transfer facility in the Woodinville area to serve the Northshore Communities.
7. Telephone service problems lie in servicing the great numbers of new individual stations, both residential and others, which are demanded daily.
8. Areas of Northshore which experience surface seepage from septic tank drainage fields comprise almost 25% of the total area, mainly in Hollywood Hills and Leota. This health hazard is due to soils and steep slopes. Other areas having poor to difficult sewerage conditions are in the Finn Hill and Kingsgate areas. About 20% of these areas are penetrated by steep slopes and ravines worn by streams.
9. The sewer and water districts in Northshore have good management with the capability of delivering service and handling expected growth.

The Plan Concept:

The Plan is based on the Urban Center Development concept; it is recognized that it must be accepted in a modified form since a few patterns of growth which don't fit have already established themselves. Sewer districts should not provide service to outlying areas until such time as close-in land has been more completely utilized for suburban residential use. It is expected that County Ordinance No. 1709 will add to and adjust sewer and water district Comprehensive Plans. Also, after Ordinance 1709 has been implemented for a number of years many of the problems of sprawl may be avoided.

The King County Comprehensive Plan needs to be coordinated with the water and sewer utility districts comprehensive plans and the Northshore Community Plan.

Goal:

All essential water, sewer, communications and solid waste services should be provided in the proper scale and location to meet existing and future needs as defined by adopted King County land use plans.

Plan Guidelines:

1. Correct pollution conditions.
2. The timing and location of suburban development should be coordinated with the planned development and location of necessary utilities. The development of utilities should be regulated through the joint planning efforts of the county and the utility districts.
3. Maintain property values and contribute to the stability of developed areas through adequate and proper installation of utilities.
4. Sewer and water trunk lines will be allowed to run through defined open space areas only when service connections to the open space land are precluded and the open space land is not assessed for the utility improvements.
5. Make installation of all utilities an opportunity to increase amenities in the community through undergrounding, landscaping, etc. To avoid repeated ripping up and restoration of streets for the installation of utility lines encourage coordinated efforts among all private and public utilities and the community. Coordination with utilities could result in trails being constructed on or along utility corridors or adjacent to local roads over the utilities as a cooperative venture by local governments.
6. The potential availability of public sewer service to lands designated open space or agricultural in the Sammamish River Valley shall not be used as justification for reclassification to more intensive uses.
7. Encourage water districts to actively participate in programs for street lighting by making participation a condition of franchise approval and renewal.
8. Solid waste transfer sites should not be located in residential or agricultural classified areas.

G. PUBLIC HEALTH AND SOCIAL SERVICE FACILITIES

King County government plays a limited role in upgrading the number and quality of facilities for the treatment and prevention of sickness and accidents. At present there are four separate agencies cooperating on the plan for a governmental center near Kenmore business district. It will include a Park-and-Ride lot, a library, the King County Sheriff's precinct headquarters and a fire station (for Fire District #16).

A Multi-Service Center is administered from leased space in Woodinville. A wide variety of health, preventative and curative medical services, social and job-related services is offered. The area served extends eastward toward the Snoqualmie Valley. At present there are a few other community service facilities in Northshore. Other health and service facilities include the Evergreen General Hospital, a significant community facility which is centrally located at Totem Lake. A branch of the Eastside Community Mental Health Center was started in late 1975. A drop-in center for youth, INC Spot located in Bothell provides counseling services. The State of Washington operates the Woodinville Group Home for girls.

Findings: (1970 Census data)

1. The Northshore population does not include many people 65 years or older; Northshore has a 4.8% component to the County's average of 8.0%.
2. The average age in Northshore is 24.3 years and for King County, 26.8 years.
3. Only 3.3% of the Northshores residents were below the poverty level in 1970, compared to the County average of 5.0%.
4. Those unemployed equalled 5.7% of the population.
5. The residents on welfare equalled .027% compared to King County's 1.9%.

The Plan Concept:

A formal or mapped plan for the location, size and type of service or facility is not presented. No study was made into the adequacy of medical and social care nor the location of facilities which Northshore residents used.

Goal:

Provide comprehensive social service and health facilities and programs appropriate to the composition of the community and which are available to all residents.

Plan Guidelines:

1. The community should seek the information, advice and people power necessary to establish and encourage desired social services and health organizations.
2. Community members should seek representation on the policy-making boards and working committees of county, regional and state health and social service organizations that affect Northshore.
3. Zoning changes related to particular health and social service facilities should be reviewed to insure that they are consistent with established standards for comprehensive, accessible services.
4. The County, in cooperation with State and Federal governments should share responsibility for public action on health and social service needs of its residents.

H. AESTHETICS

Northshore has a heritage of natural beauty--from the lake on the west to the rolling hills and steep wooded ravines along its eastern edge. There are panoramic views of the Olympics and the Cascades and territorial vistas of the Sammamish Valley and Lake Washington from many points.

A map was compiled of the "Form and Appearance" of Northshore based on residents' sketches and staff field work. Workshop attendees were asked their individual impressions of the parts of their community which they found most memorable. This map was displayed at several of the subsequent community meetings and used in informal discussions.

Findings:

1. The views most frequently remarked upon were of the Cascades, the Olympics, Lake Washington, the Sammamish Valley, glimpses of Lake Leota, and of Swamp Creek and North Creek.
2. The most noted landmarks were the two-story brick building at the corner of N.E. 145th Street and Woodinville-Redmond Road; the bend in SR 522 near Wayne Golf Course, old Woodinville, the hospital at Totem Lake, Juanita Park, and several water towers.
3. The activity centers most mentioned were Inglemoor Senior High School, Juanita High School, Juanita Park, O.O. Denny Park, Lake Leota, Leota Junior High School, Totem Lake, ParMac Industrial Park, Kenmore and the Klinks Korner shopping area in Leota.
4. Travel routes which were most mentioned were SR 522, 100th Avenue N.E., I-405, Woodinville-Redmond Road, Juanita-Woodinville Road, N.E. 132nd Street, Juanita Drive and Simonds Road.
5. District boundaries which respondents identified most frequently were the steep slopes on both sides of the Sammamish Valley, I-405, the Sammamish River, the steep slopes behind the Kenmore shopping district and the Inglewood Golf Course (from Juanita Drive).

Plan Concept:

Pride and enjoyment of the community has motivated many residents to appear repeatedly at community meetings and workshops to draw up the Northshore Community Plan. Recognition of the valuable aesthetic factors which residents value so highly has led to the following Goal and Policies.

Goal:

The natural and man-made features of Northshore which are important and valuable assets should be preserved and continually enhanced.

Plan Guidelines:

1. Preserve and enhance well-known landmarks and historic sites.
2. Every effort should be made to preserve the attractive natural and man-made characteristics which are an integral part of the area.
3. Use the image of the community as expressed by local residents as a basis for aesthetic and design decisions in government roadbuilding, location and design of new public facilities, public and semi-public buildings, and other public projects.
4. Retain scenic routes, open space or hiking trails where possible in and between neighborhoods.
5. Imagery and beneficial traditional qualities of Northshore should be preserved.
6. Development along the Freeway should provide appropriate landscaping.
7. Encourage a visual cohesiveness of neighborhoods and subdivisions.
8. Recognize and treat the scenic beauty of Northshore as a major economic asset and one of its most important natural resources.
9. Preserve and create new opportunities for views and vistas from and within the community.
10. Preserve the aesthetic qualities of existing tree-lined streets and roads and encourage the coordinated planting of street trees.
11. Encourage landscaping and appropriate natural visual screening for all developments.
12. Utilize existing open space ordinances (wetlands, steep slopes and agricultural lands) for the aesthetic value the open space will provide.
13. Encourage implementation and completion of beautification projects in Northshore.
14. Retain unusual or remarkable features by utilizing planned unit developments and other guidelines and standards for solutions to difficult site problems and for flexibility in design.

I. OPEN SPACE

The Northshore Plan maps illustrate many areas as being designated as open space. This designation does not mean that development is perse prohibited but rather that because of potential development limitations the designated properties should be subject to a more detailed evaluation than other properties. In most cases the open space properties will be dedicated as open space by a developer during future subdivision of the properties. Some of the designated open space properties already have been so dedicated. Other properties will be found upon carefull examination to be well suited for development and will be developed in the same manner as surrounding properties. A few properties are owned or will be purchased by persons who want to develop, with special design provisions, one or two residences within a large open space designated tract. The county's Planned Unit Development procedures will also permit development to be concentrated on a small portion of a parcel of property with the remainder dedicated for open space, thereby, permitting the owner an economic return while recognizing the need to leave undeveloped the fragile or hazardous areas.

Findings:

1. Development on steep slopes or in areas subject to landslide, slippage, erosion or seismic hazards creates problems and excessive costs for citizens and public agencies. These problems include the greater expense of building roads and utilities in these areas to serve homes or other development, costs due to replacement or repair of facilities damaged as a result of slides or erosion, and the costs of emergency relief and rescue operations. Allowing only limited or no development in hazard areas enhances the general welfare and safety fo county residents by reducing the problems and costs due to development in areas of natural hazards. Scenic value, recreation, natural greenbelts and contribution to storm water control and wildlife habitat are other benefits resulting from preservation of these areas (recognized in County Ordinance 1683).
2. The King County Comprehensive Plan contains a section on "Steep Slopes as Open Space" which addresses slope, landslide and erosion factors (Ordinance 1683). King County is currently considering tightening the criteria for development control in hazard areas.
3. The streams, lakes and wetlands in Northshore are recognized as valuable and aesthetically pleasing natural resources that provide drainage and wildlife habitat.
4. Drainage basins in an undeveloped condition produce little runoff. Rainfall is absorbed by vegetation, dead organic material on the ground and in the pore spaces in the soil. Excess water tends to percolate to lower depths.

During construction, most of the vegetation and dead organic material on the site is generally removed. Rooftops, driveways and other impervious surfaces intercept rain which might otherwise seep into the soil. This water runs off the impervious surfaces and reaches streams very quickly, resulting in runoff peaks in streams occurring sooner and higher than before.

When these increased runoff volumes, erosion and sedimentation is intensified. Erosion can cause loss of valuable soil, cut gullies and undermine structures. Sedimentation may cover the root zones of vegetation, killing trees, shrubs and grass or it can cover spawning gravels in stream beds, smothering hundreds of thousands of salmon eggs, ruining future spawning capacity. The water itself may be so turbid for so long a time that it destroys fish or the smaller creatures on which they depend for food.

Another major result of development can be a decrease in water quality. Oils, greases, fertilizers, pesticides, and other pollutants are deposited on the ground or paved surfaces. Many of the pollutants bind onto soil particles and are transported into streams, thereby accumulating in sediments rather than dispersing in water. Dangerous concentrations of lead and other heavy metals in the sediments can result.

These problems with runoff/erosion are particular concerns in Northshore with the steep hillsides along Lake Washington and along the Sammamish River Valley.

Plan Guidelines:

1. As part of the development approval process in moderate landslide and seismic hazard areas, Class II Landslide and Class II Seismic Hazards, the following must be provided to King County:

a. site and soils analysis establishing the slope, soil and geologic character of the site.

Any of the following may be required at the discretion of King County based on evaluation of (a) above:

- b. a tree removal plan;
- c. an erosion abatement plan;
- d. a grading plan;
- e. a reduction in density permitted by zoning.

2. In a moderate hazard area schools, hospitals, rest homes, prisons and other institutions used by large numbers of people should be restricted.

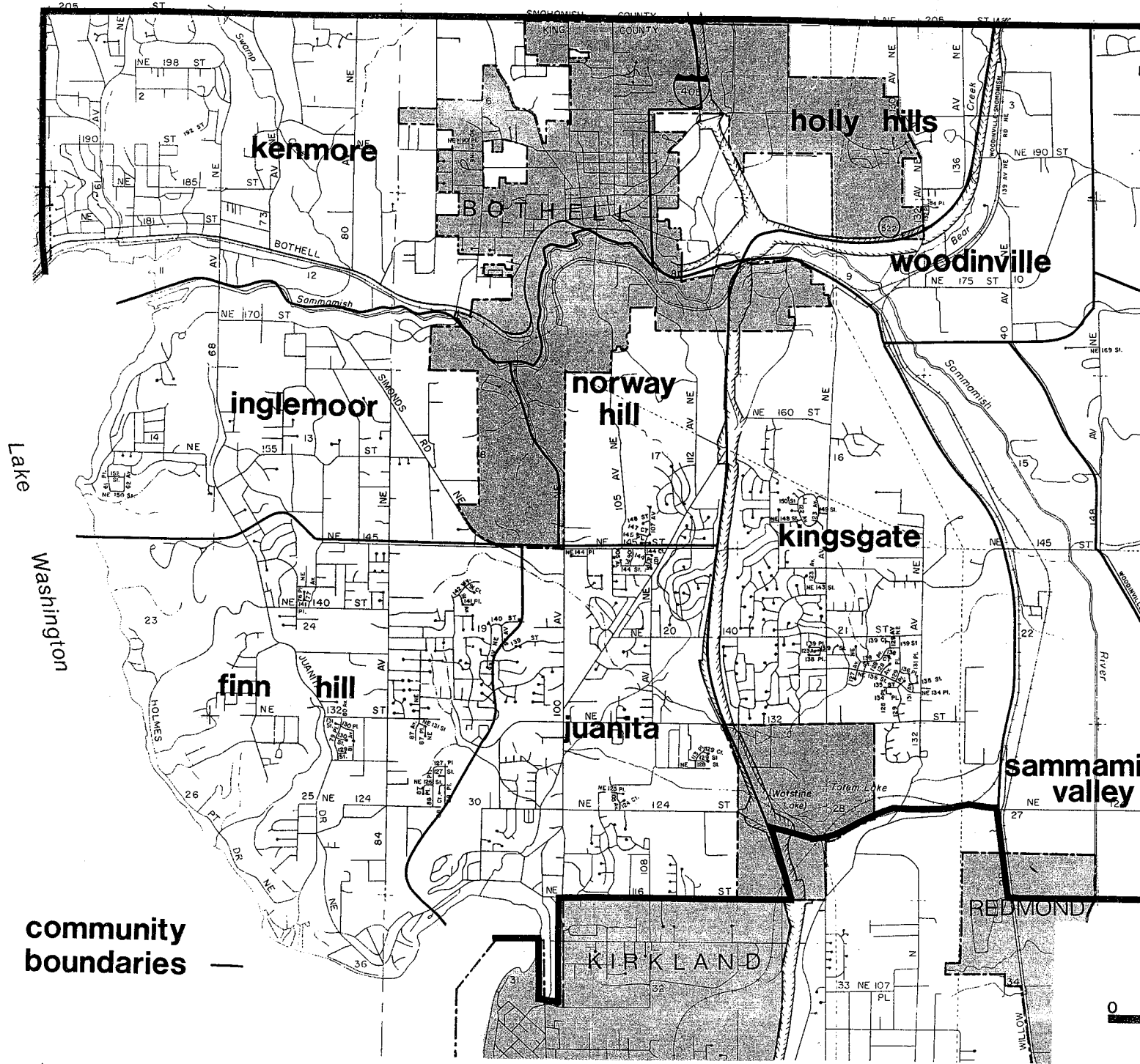
3. As part of the development approval process in severe landslide and seismic hazard areas, Class III Landslide and Class III Seismic Hazards, all of the following must be provided to King County:

- a. site and soils analysis establishing the slope, soil and geologic character of the site;
- b. a tree removal plan;
- c. an erosion abatement plan;
- d. a grading plan;
- e. a building site plan and a list of construction conditions to be imposed.

The following may be required at the discretion of King County, based on evaluation of (a-e) above:

- f. a reduction in the density permitted by zoning.
4. In a proven severe hazard area schools, hospitals, rest homes, prisons and other institutions used by large numbers of people should be prohibited.
5. Wetland areas that have value for water retention, wildlife habitat and general open space, should be retained in a natural condition.
6. Wildlife habitat areas should be preserved when they are:
- a. an area that provides any ingredient utilized by rare or endangered species; (The critical ingredients of wildlife habitat provide for one or more of the following: food, water, cover and protection from enemies including proper and safe conditions for the rearing of young.)
 - b. areas that provide all ingredients for diminishing species,
 - c. wildlife habitat areas within urban areas where the urban population can view or become knowledgeable about wildlife.

the community plans

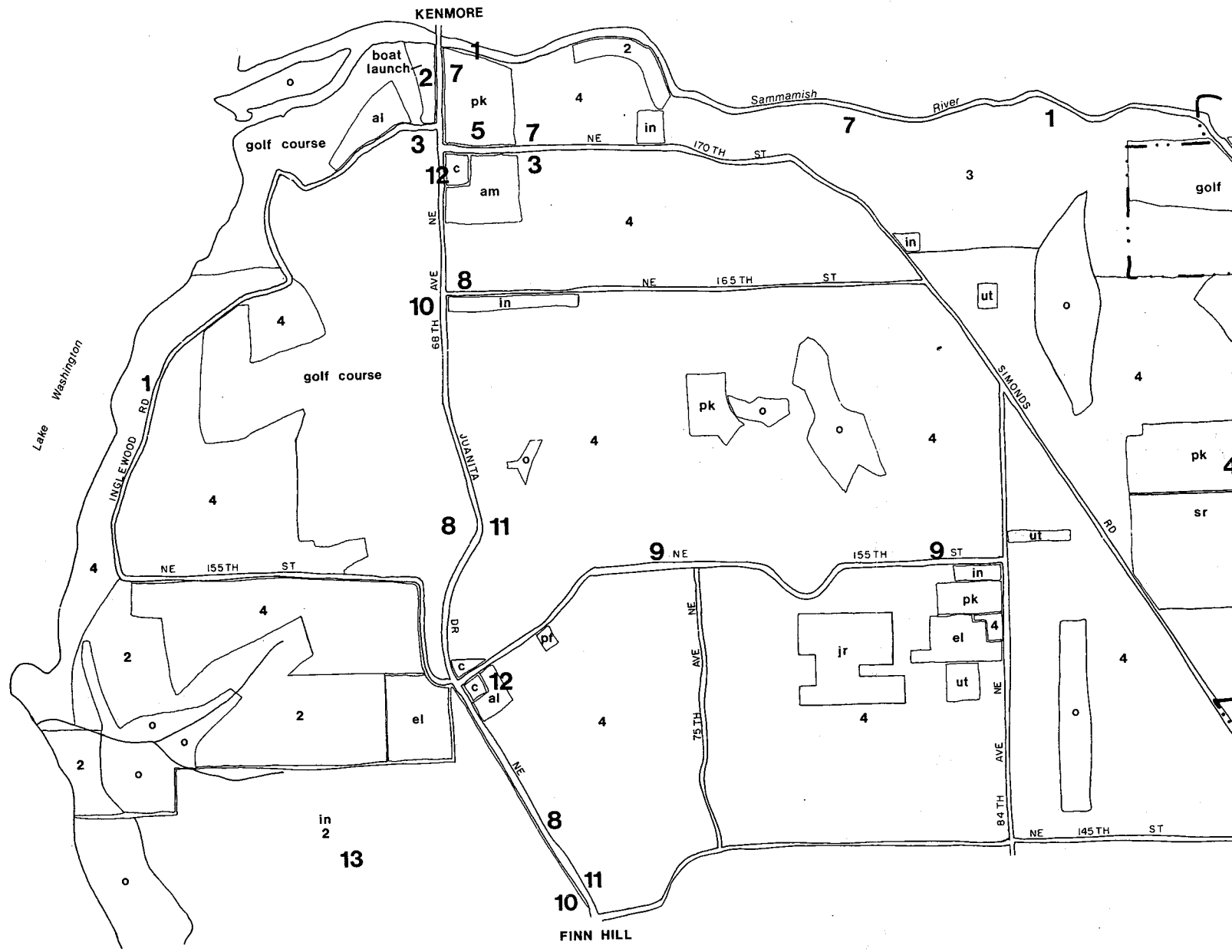


INGLEMOOR COMMUNITY PLAN PROPOSAL

The plan will guide residential development in this community to a medium density and protect and enhance existing amenities.

1. Acquire and develop public view and access points on the Sammamish River and on Lake Washington wherever feasible; the Kenmore County Park in its reconstruction and improvement should include several vantage points on the river.
2. Provide more boat launching facilities in the Northshore area; King County should request direction from Washington State (Department of Ecology, State Fish & Game Department) in locating a number of launch sites dispersed around Lake Washington.
3. Prohibit parking of cars and boat trailers on streets near the state launching ramp on the Sammamish River at 68th N.E. because of the congestion it causes. Boat-owners should be encouraged to hand-carry their lighter boats to the rivers edge at the Kenmore County Park when that facility is installed.
4. Develop active recreation at the Inglemoor High School site; a soccer field and a softball field are soon to be constructed by King County on the leased property north of the school.
5. Develop more active recreation facilities; another softball (Kenmore Park) and 3 soccer fields are needed, 4 tennis courts and a football field will be justified by the population in 1985.
6. Limit new commercial/business development to already zoned areas in the Inglemoor community.
7. The bicycle and walking paths on the 68th Ave. NE bridge and on Simonds Road should be utilized as an interim link in the Sound-to-Mountain Trail in case a more permanent satisfactory and direct route cannot be readily found and established through Kenmore.
8. Reconstruct, signalize and sign Juanita Drive to eliminate dangerous conditions and increase siting distance; bicycle paths should be added on (at least one side) and a walking path on the east side; tie in Juanita Drive walking paths with the path from Big Finn Hill (ravine) park and the Junior High and elementary school when there is a safety advantage.
9. The designated bikeway on N.E. 155th should be signed for no parking so bicyclists have complete use of this facility.

10. Provide an uphill passing lane on Juanita Drive between N.E. 155th Street and Simonds Road; a left-turn lane is needed for safe access to N.E. 145th.
11. Provide controlled pedestrian crossings on Juanita Drive at N.E. 155th, N.E. 140th and in the vicinity of N.E. 132nd where the trail will cross the road.
12. When reviewing future business developments as part of a "P" Suffix review, reclassification, PUD, or shoreline permit, the following features shall be considered and when reasonable be included in the development plan to assure compatibility and to provide a healthy business environment.
 - a. Service entries, storage areas, and loading docks should be effectively screened both visually and acoustically.
 - b. Lighting of parking areas, signs and exteriors of stores should be harmonious with the proposed development and not detrimental to neighboring properties.
 - c. Open space setbacks provided along property lines abutting properties classified for single family or multiple family use must provide screening which obscures the view of the business site from abutting properties.
 - d. Walkways and bikeways should be provided between adjoining streets and stores within the business site and bicycle facilities provided at business sites.
13. Seek easements over or dedication of portions of the steep slopes on the St. Edwards Seminary site and Inglemoor High School properties for trail corridors.



FINN HILL PLAN PROPOSAL

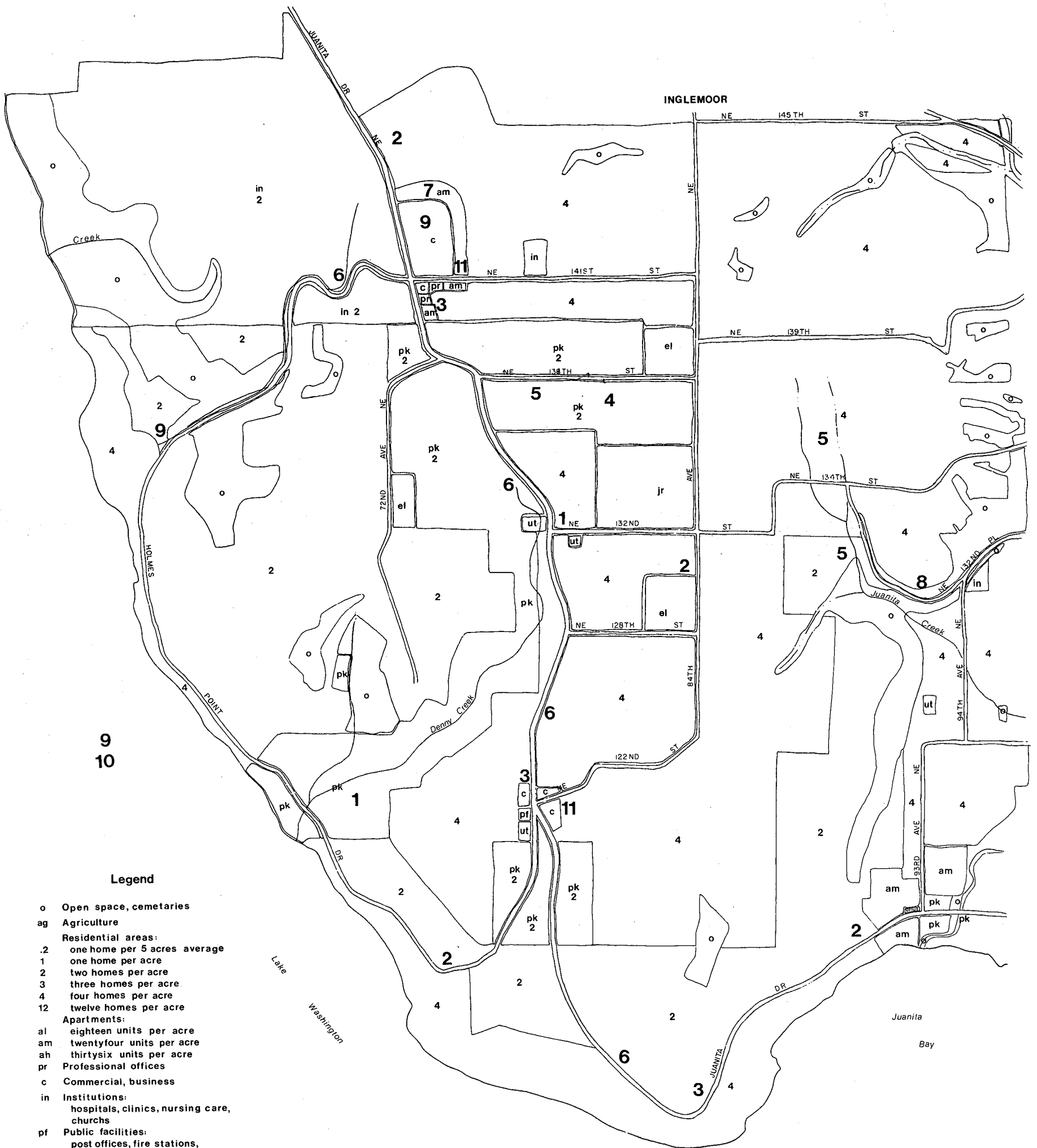
The plan is designed to maintain the neighborhood as a medium density residential area, protect existing amenities and retain rural and scenic qualities.

1. Develop a trail from O.O. Denny Park through Big Finn Hill County Park to Juanita Drive. Continue this pedestrian facility via sidewalks and trails to Thoreau Elementary School, Carl Sandburg Elementary School, Big Finn Hill Junior High School and School Trust Land Park.
2. Limit all streets throughout the community including Juanita Drive to one lane in each direction, except essential improvement for left-turn or hill-climbing lanes.
3. Juanita Drive should be retained basically as a two lane road with specified changes to eliminate dangerous curves and intersections and to provide hill climbing lanes, if necessary; add a paved bicycle path.
4. Acquire an addition to the Finn Hill Park (DNR land) primarily as open space and some active recreation facilities as soon as possible.

The following issues should be addressed:

- a. The impact of acquisition and development of this major parcel on park needs in other areas of the county?
 - b. Any adverse impacts resulting from development of this site be mitigated to be acceptable to the community.
5. Special consideration for the needs of all trail users should be made in the design, location and routing of every trail to be constructed; all special groups require access to the final design of the state school trust land park.
 6. When streets are reconstructed provide as high priority facilities for improved safety for pedestrians.
 7. The multi-family residential area surrounding the Inglewood Shopping Center should be buffered from the parking lot and the single-family development it abuts by trees, fences and a berm. Access to the residential units should be by a limited number of access points from the parking lot.
 8. While unsafe walking conditions exist on N.E. 132nd from Juanita Elementary School to 90th Ave. N.E. walking should be discouraged until a sidewalk is added or a separated walking path constructed, until then an alternative path should be designated for school children.

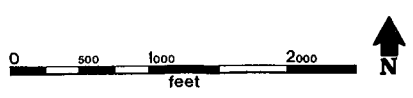
9. Limit new commercial/business development to already zoned areas.
10. The need for King County Parks acquisition and development of additional land for passive or active recreation uses is not anticipated during the plan period, after the acquisition of (DNR) School Trust Land.
11. When reviewing future business, commercial or professional office developments as part of a "P" Suffix review, reclassification, PUD, or shoreline permit, the following features shall be considered and when reasonable be included in the development plan to assure compatibility and to provide a healthy business environment.
 - a. a minimum of 10% of a site should be devoted to open space for landscaping, malls, fountains, outdoor works of art or similar environmental improvements.
 - b. service entires storage areas, and loading docks should be effectively screened both visually and acoustically.
 - c. lighting of parking areas, signs and exteriors of stores should be harmonious with the proposed development and not detrimental to neighboring properties.
 - d. pedestrian walkways should be provided between adjoining streets and stores within the business sites. The walkways should be a minimum of 6 feet in width, of a hard all-weather surface, and physically separated from motor-vehicle traffic by curbing and/or landscaping.
 - e. open space setbacks provided along property lines abutting properties classified for single family or multiple family use must provide screening which obscures the view of the business site from abutting properties.
 - f. curbing around paved areas should be provided to aid in the control of drainage, to protect landscaping, and to provide an appearance of quality consistent with the intensity of development allowed.
 - g. when practical, landscaped islands on the ends of each row of parking or large concentrated areas of landscaping should be provided to separate parking areas.
 - h. when necessary to accommodate the additional traffic generated by development additional street right-of-way should be dedicated.
 - i. access points to the surrounding streets and abutting business properties and internal circulation systems should be designed and developed to minimize traffic congestion, potentially



Legend

- o Open space, cemeteries
- ag Agriculture
- Residential areas:
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- 2 two homes per acre
- 3 three homes per acre
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- c Commercial, business
- in Institutions:
hospitals, clinics, nursing care,
churches
- pf Public facilities:
post offices, fire stations,
libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
- el elementary
- jr junior high
- sr senior high
- s special
- 6** Refers to proposal items for
this neighborhood

finn hill



hazardous turning movements, and to assure smooth traffic flow in and around a development.

- j. on-site drainage control of water quantities should be provided.
- k. drainage pollution control facilities should be provided as necessary to protect the quality of surface water.
- l. signs should be designed in an aesthetically pleasing manner so as to be architecturally integrated with the size of the development and the surrounding environment.
- m. waist-high screening should be provided in a strip between a parking lot and a street right-of-way when the parking lot directly abuts a street.
- n. space in the form of small courtyards, malls or lobbies should be provided in shopping centers for shoppers to meet, sit and visit. Some provision should be made so that this type of space is available and useable during all seasons.

JUANITA - PLAN PROPOSAL

The plan will guide this community toward development as a medium density residential area with a variety of commercial facilities which will serve residents of several of the adjacent neighborhoods.

1. When reviewing future business developments as part of a "P" Suffix review, reclassification, PUD, or shoreline permit, the following features shall be considered and, when reasonable, be included in the development plan to assure compatibility and to provide a healthy business environment.
 - a. a minimum of 10% of a site should be devloted to open space for landscaping, malls, fountains, outdoor works of art or similar environmental improvements.
 - b. service entries, storage areas, and loading docks should be effectively screened both visually and acoustically.
 - c. lighting of parking areas, signs and exteriors of stores should be harmonious with the proposed development and not detrimental to neighboring properties.
 - d. pedestrian walkways should be provided between adjoining streets and stores within the business sites. The walkways should be a minimum of 6 feet in width, of a hard all-weather surface, and physically separated from motor-vehicle traffic by curbing and/or landscaping.
 - e. open space setbacks provided along property lines abutting properties classified for single family or multiple family use msut provide screening which obscures the iverw of the business site from abutting properties.
 - f. curbing around paved areas should be provided to aid in the control of drainage, to protect landscaping, and to provide an appearance of quality consistent with the intensity of develop-ment allowed.
 - g. when practical, landscaped islands on the ends of each row or parking or large concentrated areas of landscaping should be provided to separate parking areas.
 - h. when necessary to accommodate the additional traffic generated by development, additional street right-of-way should be dedicated.
 - i. access points to the surrounding streets and abutting business properties and internal circulation systems should be designed and developed to minimize traffic congestion, potentially hazardous turning movements, and to assure smooth traffic flow in and around a development.

- j. on-site drainage control of water quantities should be provided.
 - k. drainage pollution control facilities should be provided as necessary to protect the quality of surface water.
 - l. signs should be designed in an aesthetically pleasing manner so as to be architecturally integrated with the size of the development and the surrounding environment.
 - m. waist-high screening should be provided in a strip between a parking lot and a street right-of-way when a parking lot directly abuts a street.
 - n. space in the form of small courtyards, malls or lobbies should be provided in shopping centers for shoppers to meet, sit and visit. Some provision should be made so that this type of space would be available and useable during all seasons.
2. Limit new commercial/business development to already zoned area. If commercial property is converted to uses other than commercial, the contiguous commercial area may be expanded to contiguous land in an amount equal to total land area previously available for commercial development.
3. Development of the land area between Lake Washington and the county streets and between the city of Kirkland and E 1/2 of lot 4, plat of Juanita Point Residence Park, should provide waterfront related facilities which maximize the use of the shoreline. When reviewing reclassifications, PUD's, "P" suffix or shoreline permits, the following shall apply:
- a. Development which emphasizes a harmonious relationship to the waterfront through building orientation is encouraged.
 - b. Commercial uses such as boat sales, repair and storage, and other waterfront activities, are acceptable.
 - c. All structures should be developed so as to minimize view obstruction.
 - d. Development of the area should provide for a pedestrian and motorized vehicle circulation system between properties and for a very limited number of access points to the county streets.
 - e. It is the Council's intent, assuming that the golf course is kept for park purposes, that approximately 70% of the Juanita Bay shoreline between lot 4, plat of Juanita Point Residence Park and Rose Point Lane, in the city of Kirkland, be maintained for parks, open space and other conservancy type uses.

- f. All buildings shall be set back 50' from the Lake Washington shoreline.
4. Limit the commercial development at NE 124th and I-405 to highway oriented uses. Professional office and commercial development as shown on the plan map is acceptable for the area west of 116th Ave. NE between NE 124th and NE 132nd and east of 113th Ave. NE, provided:
 - a. The lot coverage for all structures does not exceed 35%;
 - b. No buildings should exceed 35 feet in height;
 - c. No parking areas are permitted within 20 feet of single family residential classified property;
 - d. A minimum of 15% of a site is devoted to malls, fountains, outdoor works of art or similar environmental qualities;
 - e. lighting of parking areas, signs and exteriors of buildings is harmonious with neighboring residential properties;
 - f. pedestrian walkways are provided between buildings, office developments and the surrounding public streets. The walkways should be a minimum of 5 feet in width, of a hard all-weather surface and physically separated from motor-vehicle traffic by curbing or landscaping;
 - g. Landscaped islands at the ends of each row of parking or large concentration areas of landscaping are provided to separate parking area, and;
 - h. The architectural character of the buildings is similar to that of single family residences.
 - i. That the tributaries of Juanita Creek be left in their natural state in accordance with Policy #12.
 - j. All development shall be subject to P.U.D.
5. Limit development of the properties fronting on 100th NE north of the business-office development at NE 137th to a duplex density for a strip approximately 150 ft. in length along 100th NE and to an RS-7200 density for the remainder.
6. Future expansion of the industrial district west of I-405 between NE 116th and NE 124th should be permitted only if the developers provide a residential development and open space buffer on their property to protect the abutting properties to the west.
7. Density and development buffers should be provided between apartment and single family residence development.

8. The steep hillsides on the west edge of the community and near the south edge, west of 108th NE, should be dedicated for open space through approval of subdivision and PUD plans.
9. Limit development of the properties fronting on 100th Ave. NE between NE 132nd and NE 124th to duplex density development. Permit duplex density development only if the developers provide minimum access points and dedicate additional right-of-way on 100th NE.
10. Juanita Creek and its tributaries should be left in or returned to as near a natural state as possible. It should be relocated when such an action will provide an opportunity to protect and re-create a "natural" environment and help assure the health and welfare of the stream.

Storm water surcharges in Juanita Creek and its tributaries should be dealt with through the use of holding ponds rather than piping or dredging to increase capacity. This is particularly important in reference to the drainage course of tributary water from the Kingsgate area and the stream lying between NE 124th and NE 132nd Street, west of I-405.

To help protect this valuable public resource no building should be permitted within 20 feet of the banks of Juanita Creek or its principal tributaries, and no structures except minor foot bridges and road crossings, permitted within 10 feet. Road crossings should be permitted only when absolutely necessary to develop a tract of land and constructed in a manner so as not to inhibit spawning and migration of fish.

Development of lands abutting Juanita Creek and its major tributaries should provide for planting of shade trees along the stream banks when the summer water temperature of that segment of the stream is above acceptable standards for a healthy aquatic environment.

When necessary to protect water quality, filtration devices should be installed at significant storm water pipe discharges into the stream.

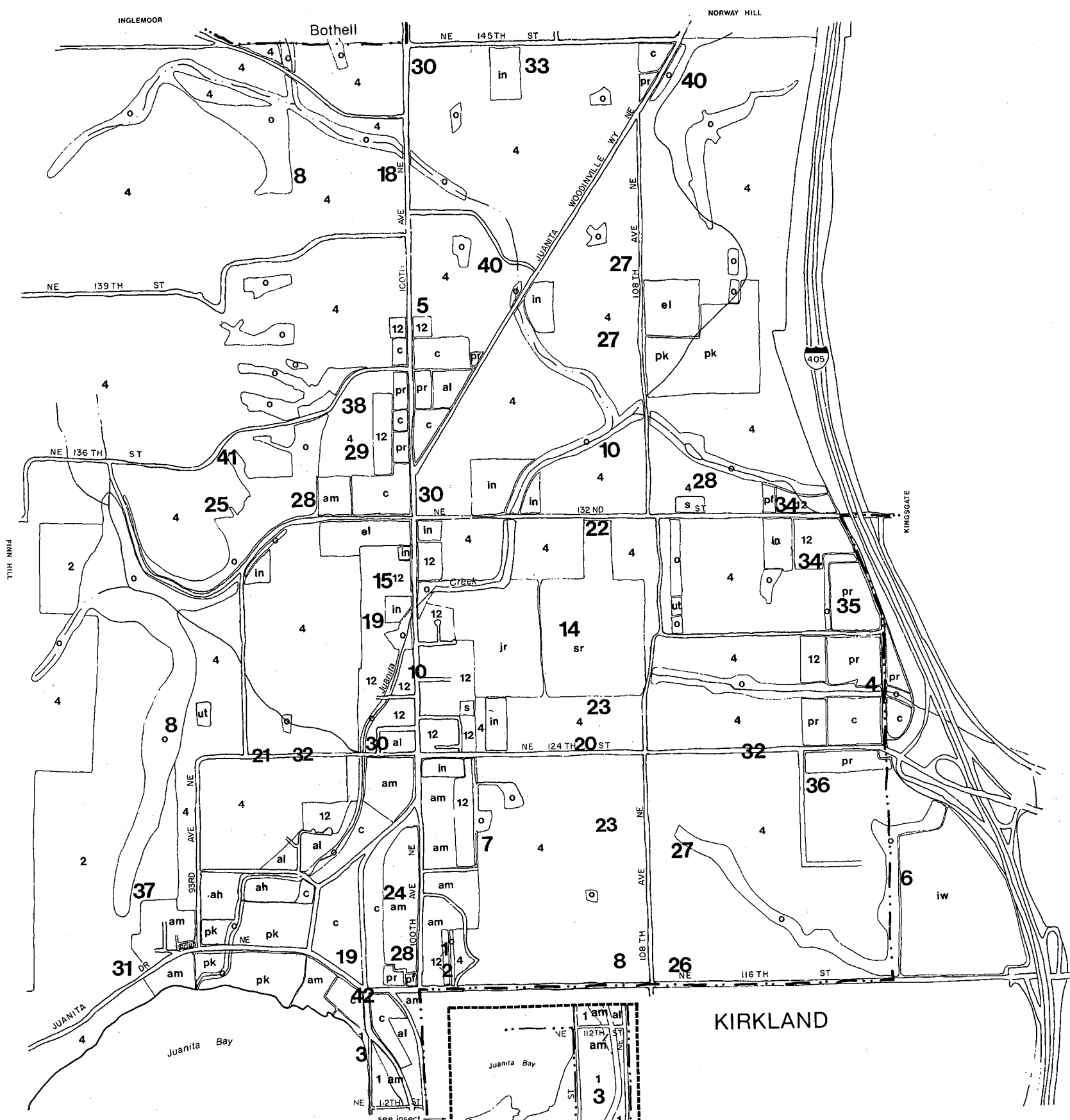
11. No further county purchases or development of land area for passive neighborhood or community parks will be necessary during this plan period except under special conditions.
12. Acquire and develop a neighborhood playfield(s), sufficient in size to accommodate four soccer fields in soccer season and four softball/baseball fields in season - OR - develop a contractual agreement with the school district to utilize school grounds for such facilities.

13. Support the development of the Norway Hill Elementary School. Norway Hill development will justify development of an elementary school and Juanita development will require development of another one-half.
14. The King County Library District should acquire land for future development of an Area Center Library on the east side of 100th NE between NE 132nd and NE 124th (See Library Location Plan, 1965)
15. To minimize congestion and traffic hazards and to help assure smooth traffic flows, joint street systems should be developed between and across properties with narrow frontage along 100th Ave. NE between NE 124th and NE 132nd.
16. Access points at junctions of arterials should be strictly limited and special on-site "lanes" or "driveways" permitted when necessary to move site traffic away from the intersection.
17. Street and walkway systems should be provided to assure that properties are not landlocked and that travel between activities is not unnecessarily circuitous.
18. Improve 100th NE as a major arterial developed at urban standards from NE 124th to N.E. 145th, final design details to be reviewed with the community.
19. Improve Juanita Dr. as a major arterial developed at urban standards from 98th NE to 92nd NE.
20. Improve NE 124th as a major arterial developed at urban standards from I-405 to 100th NE.
21. Improve NE 124th and 93rd NE as urban collector arterials from 100th NE to Juanita Dr.
22. Improve NE 132nd as a secondary arterial developed at urban standards from I-405 to NE 100 Ave. NE; a bikeway and sidewalk should be constructed as part of the project.
23. Development plans for the tracts of land on the north and south sides of NE 124th should provide for the continuation of 108th Ave. NE as a local collector street. Walkways are necessary as a part of the walkway system.
24. To accommodate the increased densities of dwelling units require the dedication and development of pedestrian walkways between 100th NE and 98th NE in the super block north of NE 116th and south of NE 120th. The entire block should be zoned RM-1800.
25. Upgrade Compton trail to a year-round all weather trail and eliminate conditions which make safe surveillance of portions of the trail difficult for the user.

26. Construct a walkway on the northside of NE 116th and provide appropriate crosswalks and signing.
27. Construct walkways on 108th NE from Juanita-Woodinville Dr. to NE 132nd and from NE 116th to NE 121st.
28. Construct walkways on NE 132nd between 90th Ave. NE and 116 Ave. NE.
29. Acquire right-of-way and construct a walkway between NE 135 - 137th and NE 132nd in the vicinity of 95th - 98th NE.
30. Construct walkways on 100th NE between NE 124th and NE 145th.
31. Construct walkways on Juanita Drive.
32. Construct bikeways on NE 124th between 89th NE and I-405.
33. Construct walkways on NE 145th between 100th NE and Juanita-Woodinville Dr.
34. Permit duplex residential development between the church and fire station development west of I-405 and on both sides of NE 132nd.
35. Permit development of a METRO park and ride facility on the west side of I-405 between NE 128th and NE 132nd St.
36. Permit limited development of professional office and medium density apartment development on both sides of NE 124th at its intersection with I-405.
37. Limit the intrusion of apartment development into the single family residential areas west of 92nd NE on both sides of Juanita Dr.
38. Permit duplex residential development between the commercial and single family residential developments on the west side of NE 100th between NE 132nd and NE 137th.
39. When reviewing reclassifications, "P" suffix reviews, subdivision or shoreline management permits, the impact of development and construction on all Lake Washington shorelines within the Juanita area should be assessed and controlled to prohibit actions and practices which would be detrimental to or exclude the enjoyment of waterfront for users who reside in the community or the region.
40. A bikeway should be constructed on the north and west side of Juanita-Woodinville Drive (from NE 145th to NE 116th) to connect the center of the Juanita Community with Norway Hill, Kingsgate and Woodinville.
41. The land dedicated as open space to King County from the El Dorado subdivision may be developed and maintained by the El Dorado com-

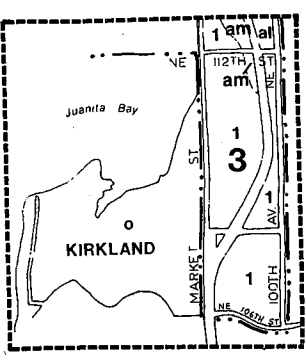
munity as a tot lot to relieve the play space problem in the neighborhood.

42. The area east of 97th Ave. NE (extended) and west of 100th NE and south of NE 116th which is designated Conservancy by the Shorelines Management Master Plan is regulated by the provisions of the Conservancy environment zone. Those properties which are outside of the Conservancy environment zone may be developed as shown by the Juanita Plan. Those properties classified S-R and not within the Conservancy zone may be developed at the RS-7, 200 density.
43. Encourage placement of mobile homes in approved mobile home parks.

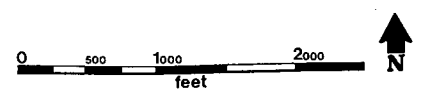


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- Legend**
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 - pk Parks and recreation facilities
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 - sr senior high
 - s special
 - 6** Refers to proposal items for this neighborhood



juanita

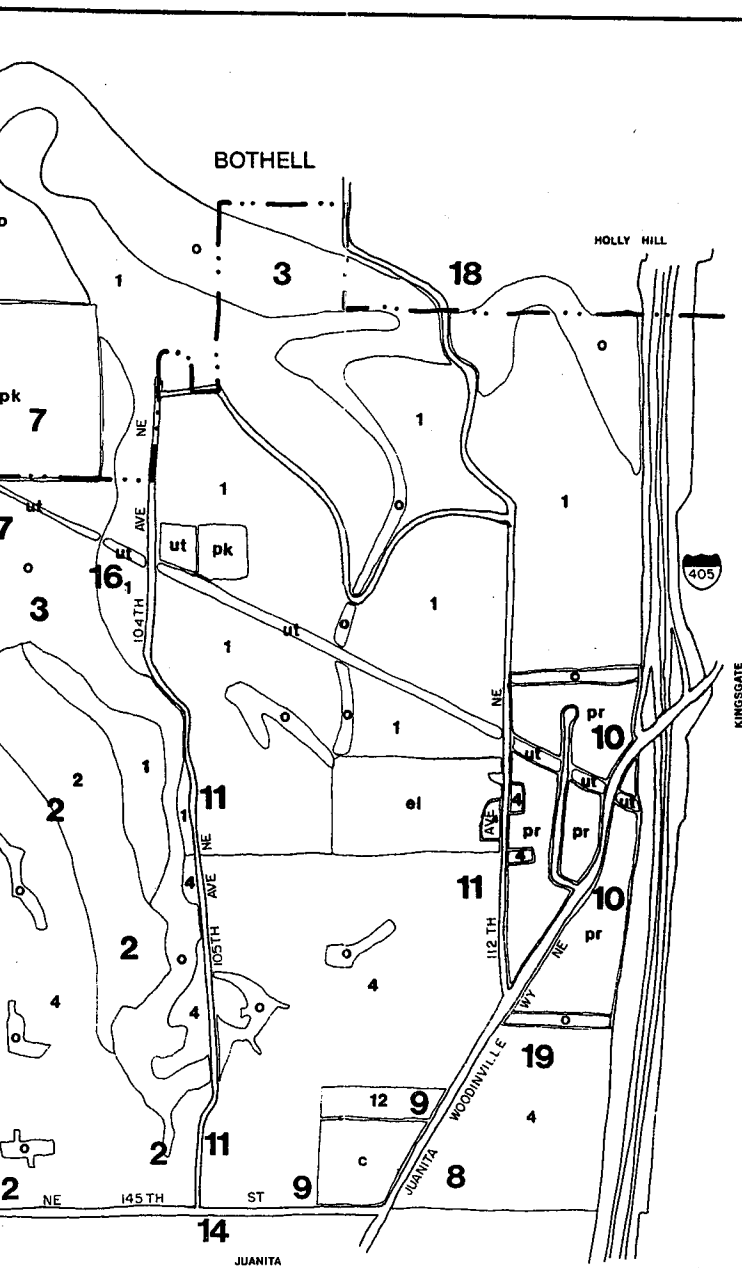


NORWAY HILL - PLAN PROPOSAL

The Plan seeks to preserve the quiet, scenic and historical qualities of this unique neighborhood by preserving the low density residential character.

1. Limit future development of Norway Hill above the 300 foot elevation and north of NE 155th to low single family density.
2. Limit residential development to low density single family development in the area indicated on the Norway Hill map as number 2, (which lies north of NE 145th, west of 105th NE, east of 100th NE and south of NE 160th) in order to reduce the possibility of slides and to provide a buffer for hilltop development.
3. Hillsides should be developed in conformance with current King County Policies relating to the treatment of steep slope areas.
4. Development forecasts indicate there will be a need for the development of the Norway Hill Elementary School.
5. Acquire no additional land for passive neighborhood or community parks except as part of a dedication to the County within a subdivision or P.U.D.
6. Do not acquire or develop at public cost any new county land for a passive neighborhood or community park except under special conditions.
7. Acquire and develop a neighborhood playfield sufficient in size to accommodate one soccer field and one softball field.
8. Limit new commercial/business development to already zoned areas. If commercial property is converted to uses other than commercial, the commercial area may be expanded on to contiguous land equal to the total land area previously available for commercial development.
9. The B-N zoned property at NE 145th and Juanita-Woodinville Drive should be designated as B-N(P) to assure review of development plans to protect adjacent residences; the 200 foot wide strip of S-R on the north should be zoned for a density not greater than RD 3600. Access to this residential land should be from Juanita-Woodinville Drive.
10. Permit professional office development at the intersection of Juanita-Woodinville Dr. with I-405 provided:
 - a. the lot coverage for all structures does not exceed 35%;

- b. buildings constructed on the downhill portions of this area should not obstruct views from uphill buildings; no buildings should exceed 35 feet in height;
 - c. no parking areas are permitted within 20 feet of single family residential classified property;
 - d. a minimum of 15% of a site is devoted to malls, fountains, outdoor works of art or similar environmental qualities;
 - e. access points are restricted to Juanita-Woodinville Drive;
 - f. lighting of parking areas, signs and exteriors of buildings is harmonious with neighboring residential properties;
 - g. pedestrian walkways provide links between buildings, office developments and the surrounding public streets. The walkways should be a minimum of 5 feet in width, of a hard all-weather surface and physically separated from motor-vehicle traffic by curbing or landscaping;
 - h. landscaped islands at the ends of each row of parking or large concentrated areas of landscaping are provided to separate parking area, and;
 - i. the architectural character of the buildings is similar to that of single family residences.
11. Discourage the use of 104th N.E.-105th NE and 112th NE by maintaining them as limited use rural roads and by prohibiting the continuation of 104th-105th NE or any other street northward down the hill to Bothell.
 12. Encourage through traffic to by-pass the community by improving 100th NE Waynita Drive N.E.; a paved shoulder for a bike path should be included in any road improvement project to be utilized as part of an interim link in the Sound-to-Mountain Trail until a permanent, more direct route can be found and established thru Kenmore.
 13. Limit future roads in the S-E density area to short loop roads or cul-de-sacs.
 14. Limit development of NE 145th to a collector arterial with walkways on both sides.
 15. Except as noted limit other road rebuilding to that necessary for maintenance and safety. There should be no road improvements made which primarily serve to increase traffic volumes or speeds.

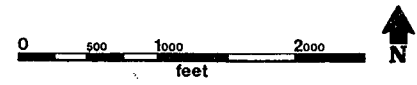


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norway hill



16. Development of the low density (S-E) areas should provide walkway paths that connect with the elementary school and the Tolt Pipeline Trail.
17. Develop the trail connection of the Tolt Pipeline Trail through the King County park between 104th-105th N.E. and the Sammamish River.
18. Develop a bicycle and hiking trail along the Sammamish River Park west of I-405 and south of SR 522.
19. Limit development of Juanita-Woodinville Road to a secondary arterial.

KINGSGATE COMMUNITY PLAN PROPOSAL

The plan for the Kingsgate Community seeks to encourage a variety of residential densities and values tend to encourage retention of existing features which complement the natural beauty of the plateau.

1. Reserve the areas containing steep slopes of 40% or more along the east edge of the plateau as open space as a condition of approval for Planned Unit development or Subdivisions. Slopes of 20% or more where physical land characteristics such as topography, soils and hydrology indicates undesirable conditions for development would also be reserved for open space.
2. Limit new commercial/business development to already zoned areas. If commercial property is converted to uses other than commercial, the commercial area may be expanded on to contiguous land equal to the total land area previously available for commercial development.
3. Future expansion of the industrial district east of I-405 between Totem Village and 140th Ave. NE, north of NE 124th St. should only be permitted if the petitioners provide a master plan for transitional residential development and open space buffer on their property to protect the abutting properties to the north.
4. The community sub-regional level commercial and business development should be contained within the Totem Lake shopping complex with limited development of neighborhood shopping facilities provided within the existing commercial zoned properties located near the intersection of 124th Ave. N.E. and 145th St.
5. Acquire right-of-way and construct a walkway and bikepath along NE 132nd between 132nd Ave. NE and I-405 including provision for needed cross walks and appropriate signing. The imminent commencement of this project is of vital interest to the community.
6. A high priority is to acquire right-of-way and construct a walkway along NE 140th between 124th Ave. NE and 132nd Ave. NE and provide appropriate signing and needed crosswalks.
7. A high community priority is to acquire right-of-way and construct a walkway along NE 145th between 124th Ave. NE and 132nd Ave. NE and provide appropriate signing and needed crosswalks.
8. A high community priority is to construct a walkway and bike path along 124th Ave. NE between NE 132nd St. and NE 175th St., Woodinville, including provisions for cross walks and signing.

9. A high community priority is to construct a walkway and bike path along NE 160th St. between I-405 and 124th NE including provisions for appropriate signing and cross walks.
10. Encourage the establishment of a recreational trail system through the east edge of the plateau described (in policy #1) above by requiring dedication of a connecting trail easement through the corridor as a condition of development plan approval of future subdivision and planned unit development.
11. Develop East Norway Hill County Park and include provisions for a tot lot, soccer field and baseball field or develop a contractual agreement with the School District to utilize school grounds for community use. Change the name of the park to reflect actual location and relationship with the community in which the park is located.
12. Develop the county owned park site located west of the Washington State Girls School and 124th Ave. NE at about NE 145th (south of the Lindimain Development) to provide pedestrian access and a trail system through the site.
13. No further county purchase of park land for passive neighborhood or community parks in the Kingsgate area will be necessary during this plan period except under special conditions.
14. Improve and widen 124th Ave. NE in order to bring the county road into conformance with the standard for a secondary arterial including safe provisions for pedestrian and bikes.
15. Widen and improve N.E. 132nd St. to upgrade the existing road to the design standards for a secondary arterial including adequate provision for pedestrians and bikes.
16. Widen and construct the balance of N.E. 140th (a half-street) to bring roadway improvements up to the standard for a collector arterial including provision for pedestrian and bikes.
17. When reviewing future business developments as part of the "P" Suffix review, reclassification, PUD, or shoreline permit, the following features shall be considered and, when reasonable, be included in the development plan to assure compatibility and to provide a healthy business environment.
 - a. A minimum of 10% of a site should be devoted to open space for landscaping, malls, fountains, outdoor works of art or similar environmental qualities.
 - b. Service entries, storage areas, and loading docks should be effectively screened both visually and acoustically.

- c. Lighting of parking areas signs and exteriors of stores should be harmonious with the proposed development and not detrimental to neighboring properties.
- d. Bicycle and pedestrian walkways should be provided between adjoining streets and stores within the business sites. The walkways should be a minimum of 6 feet in width, of a hard all-weather surface, and physically separated from motor-vehicle traffic by curbing and/or landscaping.
- e. Open space setbacks provided along property lines abutting properties classified for single family or multiple family use must provide screening which obscures the view of the business site from abutting properties.
- f. Curbing around paved areas should be provided to aid in the control of drainage, to protect landscaping, and to provide an appearance of quality consistent with the intensity of development allowed.
- g. When practical, landscaped islands at the ends of each row of parking or large concentrated areas of landscaping should be provided to separate parking areas.
- h. When necessary to accommodate the additional traffic generated by development additional street right-of-way should be dedicated.
- i. Access points to the surrounding streets and abutting business properties and internal circulation systems should be designed and developed to minimize traffic congestion, potentially hazardous turning movements, and to assure smooth traffic flow in and around a development.
- j. On site drainage control of water quantities should be provided.
- k. Drainage pollution control facilities should be provided as necessary to protect the quality of surface water.
- l. Signs should be designed in an aesthetically pleasing manner so as to be architecturally integrated with the size of the development and the surrounding environment.
- m. Waist-high screening should be provided in a strip between a parking lot and a street right-of-way when a parking lot directly abuts a street.
- n. Space in the form of small courtyards, malls or lobbys should be provided in shopping centers for shoppers to meet, sit and visit. Some provision should be made so that this type of space would be available and useable during all seasons.

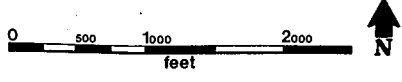


13

Legend

- o Open space, cemeteries
- ag Agriculture
- Residential areas:
- 2 one home per 5 acres average
- 1 one home per acre
- 2 two homes per acre
- 3 three homes per acre
- 4 four homes per acre
- 12 twelve homes per acre
- Apartments:
- al eighteen units per acre
- am twentyfour units per acre
- ah thirtysix units per acre
- pr Professional offices
- c Commercial, business
- in Institutions:
hospitals, clinics, nursing care, churches
- pf Public facilities:
post offices, fire stations, libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
- el elementary
- jr junior high
- sr senior high
- s special
- 6** Refers to proposal items for this neighborhood

kingsgate

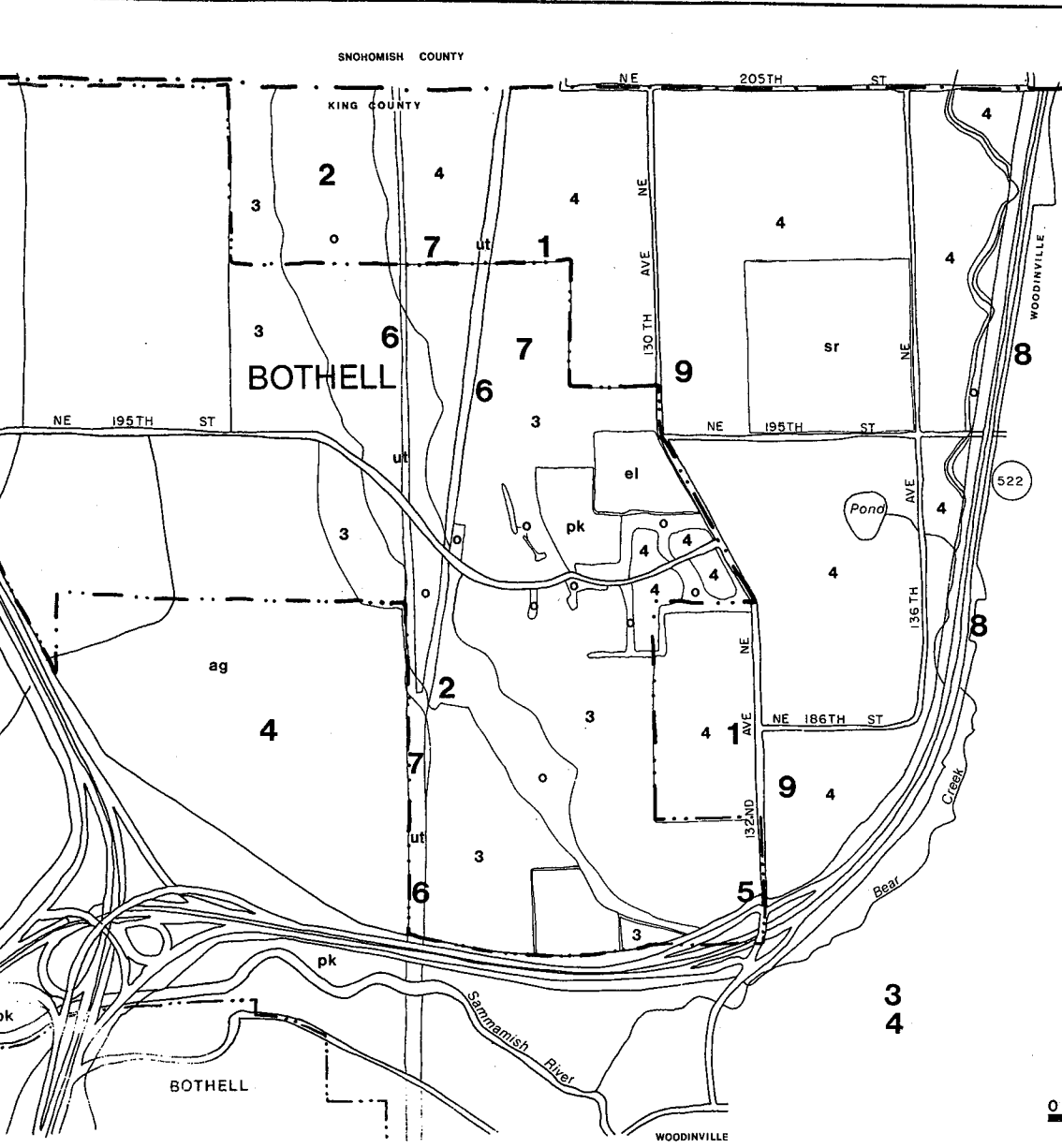


18. Future expansion of multi-family residential development (including duplexes) shall be contained within the area reserved for future multi-family development adjoining the commercial area at the intersection of 124th Ave. NE and NE 145th St.
19. Multi-family residential development should be developed utilizing the Planned Unit Development process and, as a condition of approval provide a density and development transition buffer between apartment and single family development.
20. Make housing rehabilitation assistance available to low and moderate income level property owners through the Housing and Community Development Block Grant Program.
21. Development forecasts indicate there will be a need for construction of a new school on the vacant elementary school site located at NE 132nd St. and 132nd Ave.
22. "Professional office development is permitted along the frontage facing I-405 with the remainder of the area contiguous with the Tolt River Trail on the south and the single family residential area to the east reserved for duplex density. The duplex area may have two story units, but dwelling units may not be stacked vertically."

HOLLY HILLS PLAN PROPOSAL

The plan for this neighborhood seeks to protect and complement the existing natural features and character which add to the beauty and enjoyment of the area. This prime residential area should provide a variety of densities and values. Development should be controlled in a way which will add to the convenience and full use now enjoyed by residents of the Holly Hill area.

1. Encourage development of vacant land lying east of Bothell corporate limits for single family residential development at a density of 2 to 3 dwelling units per acre. If sanitary sewers are available to the area the residential density may be increased to 4 dwelling units per acre.
2. Development on the west slope of Holly Hill extending from the North King County line to SR 522 should be prohibited where the slopes exceed 40% grade or more and should be dedicated for open space through future approval of planned unit development plans and subdivisions.
3. Areas located on the west slope of Holly Hills which are suitable for outdoor nature study as a supporting educational facility should be encouraged by extending special tax incentive for such use through the Current Use Taxation program due to the unique species of vegetation found to exist on the west slope of the hill.
4. Limit the impact of industrial, commercial or residential development on agricultural lands in the North Creek Valley in accordance with the agricultural district as set forth in Ordinance 3064. If non-residential development is permitted, it shall be subject to PUD approval.
5. Urge the WSHD to construct a safer bicycle and pedestrian walkway along 132nd Ave. NE over SR 522 between the Holly Hills neighborhood and the Woodinville Commercial Center.
6. Develop a pedestrian trail within the existing power line R/W extending south from the King County line south to the frontage road then east to 132nd Ave. NE, crossing SR 522 utilizing the SR 522 over ramp, continuing south to connect with the Sammamish River Park and the "Sound to Mountain" trail Corridor.
7. Establish a public equestrian trail within the existing utility easement and right-of-ways.
8. Require that future development provide a greenbelt along the west edge of Little Bear Creek and retain as open space the narrow strip of land lying between the Creek and SR 522 as a condition for approval of Planned Unit Development or subdivision of the property.
9. Prohibit business and commercial zoning in the area east of Bothell city limits.



Legend

- o Open space, cemeteries
- ag Agriculture
- Residential areas:
- .2 one home per 5 acres average
- 1 one home per acre
- 2 two homes per acre
- 3 three homes per acre
- 4 four homes per acre
- 12 twelve homes per acre
- Apartments:
- al eighteen units per acre
- am twentyfour units per acre
- ah thirtysix units per acre
- pr Professional offices
- c Commercial, business
- in Institutions:
hospitals, clinics, nursing care,
churches
- pf Public facilities:
post offices, fire stations,
libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
- el elementary
- jr junior high
- sr senior high
- s special
- 6** Refers to proposal items for
this neighborhood

holly hill

0 500 1000 2000

feet

LEOTA COMMUNITY PLAN PROPOSAL

The plan will seek to maintain this community in very low and low densities residential development and small farms and retain its sylvan and rural qualities and amenities.

1. Restrict residential development to low and very low densities.
2. Seek easements over or dedication of portions of the steep slope areas for equestrian and pedestrian trail loops connecting open spaces, stables, pastures, schools, lakes and streams, and connected to the area wide trail system.
3. No additional areas shall be zoned for business use in the Leota community.
4. Construct a walk and bikeway on the north side of the Woodinville-Duvall Road between 140th NE and 156th N.E.
5. Sand and gravel extraction in Leota should be discontinued because this community is now in the period of development for residences, schools, recreation and other activities associated with suburban residential living. Require reclamation of the sand and gravel operations at 152nd Place NE and NE 175th.
6. The additional 20 foot lot depth provided by the realignment of the Woodinville-Duvall Road should be utilized for parking and servicing equipment of the Fire District and to ensure safer access and turning movements for traffic on Woodinville-Duvall Road and 156th Ave. N.E.
7. The need for additional land for active and passive recreation purposes is not anticipated during the plan period except under special conditions.
8. Utilize the active play space at Leota Junior High School for active field sports under a joint use agreement between King County and Northshore School District.
9. When reviewing future business developments as part of a "P" Suffix review, reclassification, PUD, or shoreline permit, the following features shall be considered and when reasonable be included in the development plan to assure compatibility and to provide a healthy business environment.
 - a. Service entries, storage areas, and loading docks should be effectively screened to eliminate visual and accoustical qualities which would not be compatible with the plan objectives.

- b. Lighting of parking areas, signs and exteriors of stores compatible with the plan objectives and also maintain as much as possible the sylvan/rural environment of neighboring properties.
 - c. Open space setbacks which abut properties classified for single family or multiple family use must provide screening which obscures the view of the business site from these family properties.
10. Lake Leota is a valuable residential amenity and should be maintained as such by retaining the existing development density. A water quality surveillance program should be instituted to assure the water quality standards of the Department of Ecology are being met. The source or cause for any deviation from these standards to be determined and eliminated.
11. Daniels Creek should be left in or returned to as near natural a state as possible during and following development. It should be relocated when such an action will provide an opportunity to protect and recreate a "natural" environment and help assure the health and welfare of the stream.

Peak discharge in Daniels Creek will be maintained at present levels by means of on-site retention and other methods to delay the entry of increased storm water into the stream while maintaining groundwater recharge.

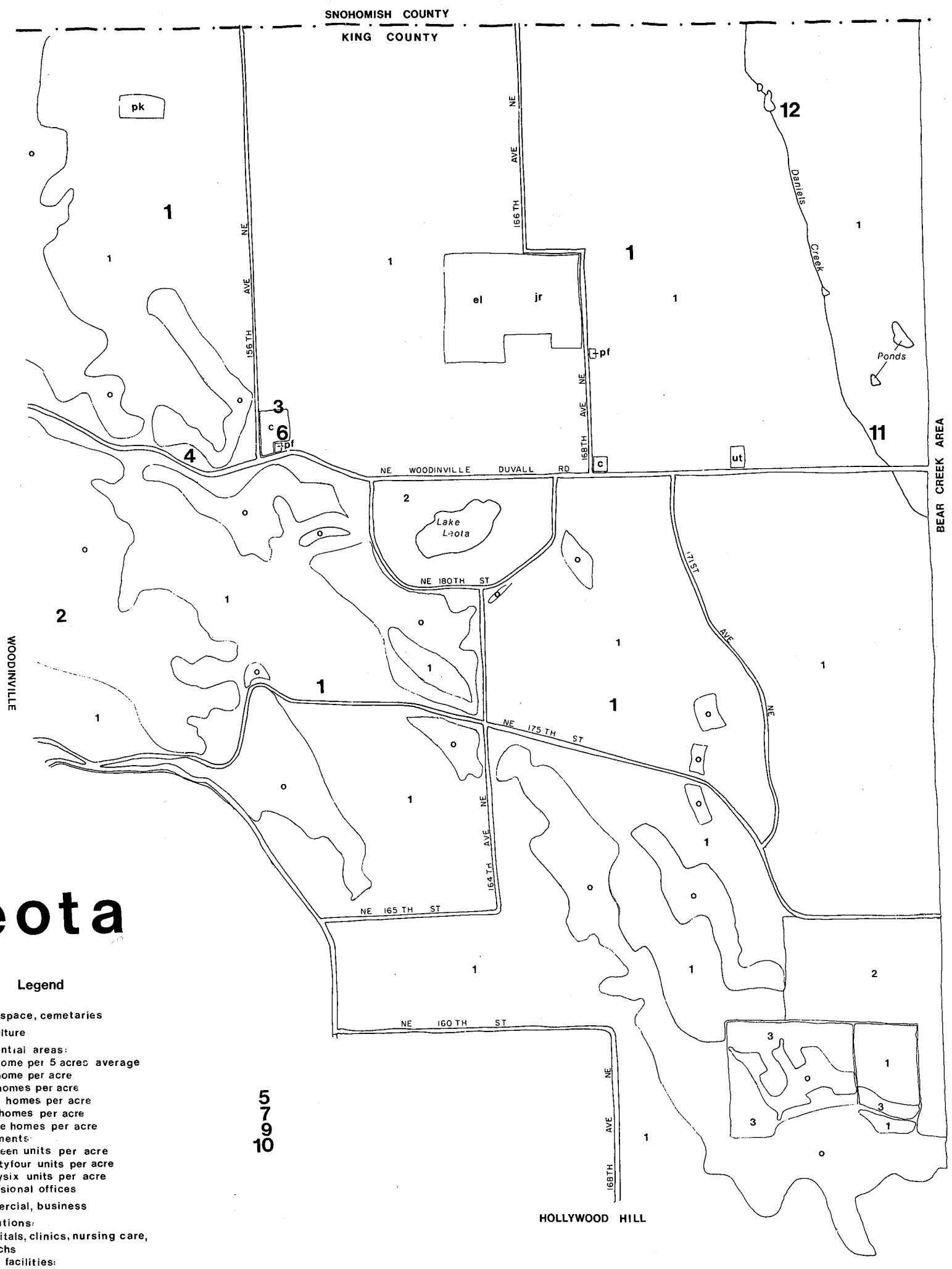
To help protect the Creek, no building should be permitted within 20 feet of the banks of Daniels Creek and no structures other than small foot bridges and road crossings, permitted within 10 feet. Road crossings should be permitted only when absolutely necessary to develop a tract of land. The streams should not be placed in pipes except to pass under public roads.

Development plans for lands bordering Daniels Creek should provide for planting of shade trees along the stream banks to insure that summer water temperatures of that segment of the stream do not exceed acceptable standards for a healthy aquatic environment.

When necessary to protect water quality filtration devices should be installed at significant storm water pipe discharges into Daniels Creek.

SNOHOMISH COUNTY

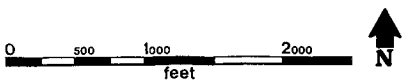
KING COUNTY



leota

Legend

- o Open space, cemeteries
- ag Agriculture
- Residential areas:
- .2 one home per 5 acres average
- 1 one home per acre
- 2 two homes per acre
- 3 three homes per acre
- 4 four homes per acre
- 12 twelve homes per acre
- Apartments:
- al eighteen units per acre
- am twentyfour units per acre
- ah thirtysix units per acre
- pr Professional offices
- c Commercial, business
- in Institutions:
hospitals, clinics, nursing care,
churches
- pf Public facilities:
post offices, fire stations,
libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
- el elementary
- jr junior high
- sr senior high
- s special
- 6** Refers to proposal items for
this neighborhood



HOLLYWOOD HILL PLAN PROPOSAL

The plan seeks to ensure low and very low density residential development and to encourage retention of small farms and rural uses in the Hollywood Hill Community with the exception of a portion of the southern area which may have a development density of up to 3 dwelling units per acre.

1. Protect the existing amenities such as large lots and equestrian trails by maintaining and expanding the low and very low single family densities for the majority of the area.
2. Prohibit the establishment of any business zoning in the Hollywood Hill Community.
3. Gold Creek County Park should be made more accessible by providing use of the existing lodge building during afternoons and evening hours and by removal of the chain barricade to the entrance.
4. Gold Creek County Park should be maintained for hiking, horseback riding, nature study use, and other compatible uses.
5. Prohibit creation of new excavations for sand and gravel in the Hollywood Hill area. Existing pits should be completely reclaimed.
6. The county-owned Woodinville gravel pit should be regraded and reclaimed to as near a natural state as possible. The surrounding property owners should be allowed to develop the wooded and field areas for trails and equestrian use.
7. Creation of an interconnecting system of pedestrian, equestrian and bicycle trails which give access to the Tolt Pipeline Trail should be required as a condition for approval of new development plans.
8. Improve the presently dangerous crossing of the Tolt Pipeline Trail at 155th Ave. NE and furnish a HORSE CROSSING sign. If possible the trail crossing should be separated from the bisecting county road.
9. Streets and road improvements should be limited to providing safer traffic movements. Shoulders along all through routes should be widened and improved for those desiring to walk, ride bicycles or horses.
10. New roads on the hill are not desired unless they are for internal circulation only. No direct through roads connecting with NE 124th St. are presently desired.

11. Seek easements over or dedication of portions of the steep slopes along the west slope of the Hill for open space and trail corridors.
12. The elementary school site on NE 165th St. will be a community focal point for the Hill when it is built. Improved access for automotive and pedestrian traffic should be provided from the north and west.
13. Due to the extremely low density of residential development of the Hill now and in the future it will not be necessary for the county to acquire or develop an additional neighborhood or community park for passive or active recreational use.
14. Prior to approval of development plans for the S-R zoned area north of NE 124th, east of 168th, south of the Tolt River Pipe Line R/W and west of the Range 6 Boundary, the following conditions must be met:
 - a. The net density is limited to 3 dwellings per acre.
 - b. A master plan for the development of the contiguous S-R properties shall be prepared by a consortium of the property owners and approved by King County. The consortium need not be joined by all property owners but the plan must include all the property within the designated area.
 - c. If the entire area or two-thirds of the area is utilized for SE development, a master plan for the designated area need not be prepared.
 - d. The master plan shall include appropriate surrounding areas in determining the need for elementary, junior and senior high school facilities within or adjoining the designated area. School sites and design should be such as to have a minimum impact on surrounding S-E development.
 - e. The master plan shall provide for transitional development buffers between The S-E, G and S-R residential densities.
 - f. Street connections with adjoining low and very low single family density areas shall be kept to a minimum, be of a restricted capacity, and shall not provide unnecessary connections to local collector streets.
 - g. Sufficient land area to provide passive open space and active playground areas for the residents of the designated area shall be dedicated by the developer(s) in accordance with Comprehensive Plan standards.

- h. In recognition of the dedication of the open space, and playground and development of the transition development areas, the density of the area may be computed using the gross acreage total for the designated area.
 - i. A convenience business center may be developed within the designated area, if approved as a part of the planned development proposal for the area, except it may not be developed within 1200 feet of the boundary lines and no outright zoning shall be granted. The size of the land area for the convenience business center shall not exceed two acres.
 - j. The sewage system for the area should be designed to permit possible future connection with any sewage system planned for the Cottage Lake area.
 - k. the storm water system for the designated area must be designed to protect the quality of down stream water and the banks, stream bed and structures of the downstream channels.
 - l. The cost of sewer and water utilities for the designated properties shall be the responsibility of the property owners within the designated area.
 - m. With the exception of a single sewer trunk line between the Metro line at the Sammamish River and the designated properties no sewer lines shall be located in SE zoned areas.
 - n. Appropriate equestrian and pedestrian corridors/systems shall be provided.
15. It is the county's intent that sewer lines not be extended into the S-E zoned areas of Hollywood Hill unless required for public health reasons.
16. Future development of all sewer facilities should be regulated through the joint planning efforts of the county and the local sewer district.

Planning for the community should recognize the county's intent to maintain the rural character in the area east of Sammamish Valley, and the district's responsibility for protecting the public's health in areas unsuitable for continuing operation of septic tanks.

Current property owners should not be required to hook up to sewer lines except to eliminate a hazard to public health.

17. No multi-family residential zoning within the Hollywood Hill area shall be granted, however apartment (multi-family) structures may be allowed as a design alternative utilizing the Planned Unit Development process and when the overall density of the development is computed to the basic density allocation for the single family residential zone.

18. Sand and gravel extraction in Hollywood Hills should be discontinued because this community is now in a period of development for residences, schools, recreation and other activities associated with suburban residential living. Require reclamation of the sand and gravel operations at approximately 158th Ave. NE and NE 170th Street.
19. Provide for a safe equestrian and pedestrian crossing at the intersection of NE 124th St. and extension of 172nd Ave. NE.
20. When 172nd Ave. NE is extended and paved adequate equestrian trails should be provided.

WOODINVILLE

LEOTA

NE 171 ST

175 TH ST

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NE 165 TH ST

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NE 160 TH ST

pk

7

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148 TH AVE NE

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SAMMAMISH VALLEY

BEAR CREEK AREA

9
10
13
15
16
17
18

WOODINVILLE

REDMOND

11

11

11

9

11

11

11

11

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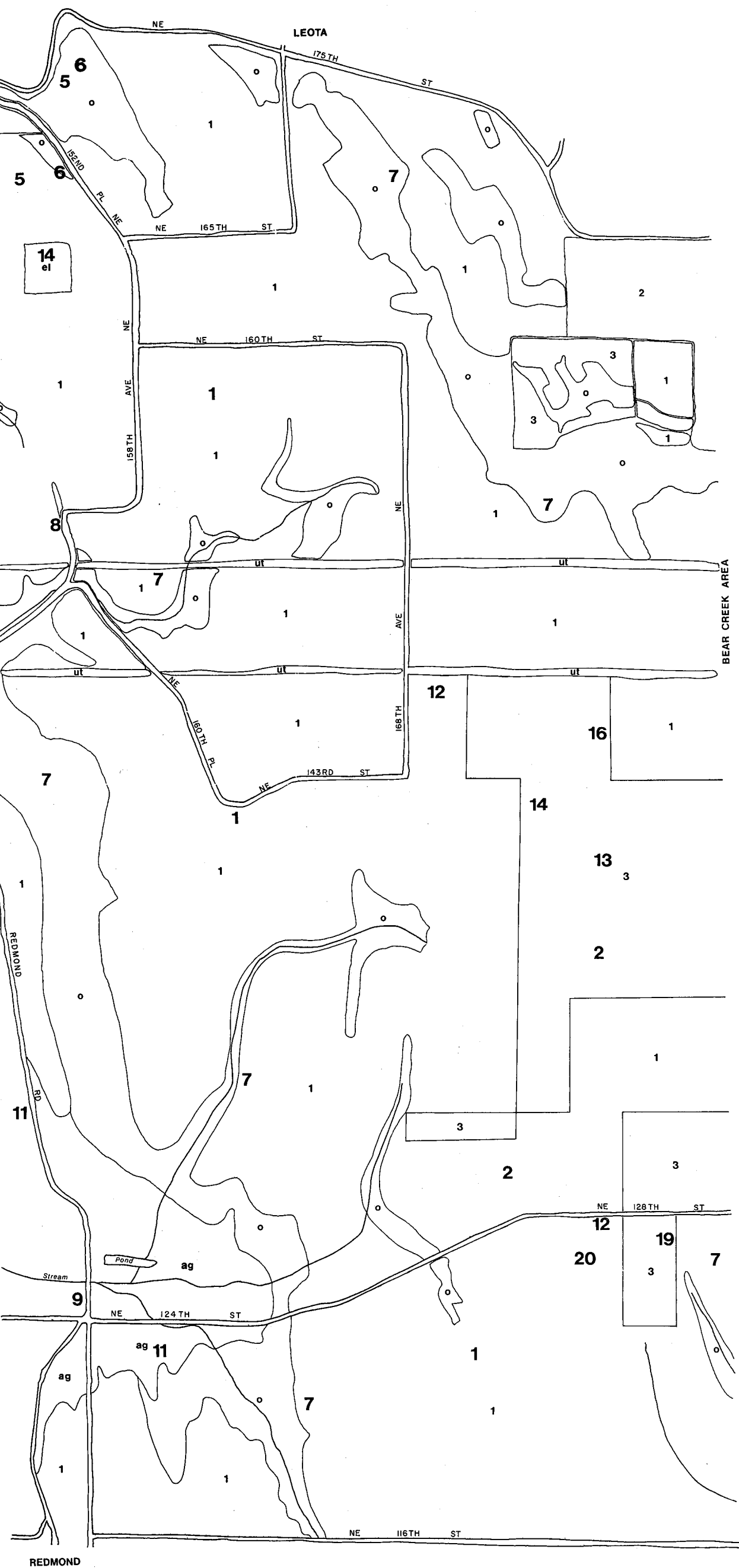
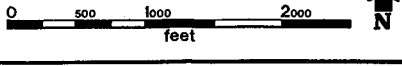
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7

hollywood hills

Legend

- o Open space, cemeteries
- ag Agriculture
- Residential areas:
- .2 one home per 5 acres average
- 1 one home per acre
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- 4 four homes per acre
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- am twentyfour units per acre
- ah thirtysix units per acre
- pr Professional offices
- c Commercial, business
- in Institutions:
hospitals, clinics, nursing care,
churches
- pf Public facilities:
post offices, fire stations,
libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
- el elementary
- jr junior high
- sr senior high
- s special
- 6 Refers to proposal items for
this neighborhood



11. Permit the expansion of the business commercial district to approximately ± 700' south of NE 175th.
12. Permit no expansion of business district zoning beyond that shown on the Woodinville development plan map.
13. Encourage business expansion to "Fill in" the existing business and commercial center.
14. Permit the business/commercial and industrial development of the area north of NE 175th between 140th NE and 132nd NE provided an internal road system with terminus on NE 175th, the Woodinville-Snohomish Rd. and 140th Ave. NE is developed as each owner develops his property.
15. Permit industrial development of the area north of approximately NE 182nd, south of NE 190th and between the Woodinville-Duvall Road and 140th NE as shown on the Plan Map, provided:
 - a. A collector arterial through the industrial area between N.E. 190th and 140th N.E. shall be developed at the expense of property owners.
 - b. A 60 foot wide buffer strip of natural growth timber and undergrowth be preserved along the west side of the Woodinville-Duvall Road.
16. Industrial development, outdoor storage areas and parking lots which abut the Sammamish River or the Sammamish River Park lands should provide a visual screen along the common property line in the form of a 6 foot high view obscuring fence or wall or landscaped buffer.
17. No buildings should be permitted within 20 feet of the west banks of the Sammamish River.
18. Little Bear Creek should be left in or returned to as near a natural state as possible. It should be relocated when such an action will provide an opportunity to protect and re-create a "natural" environment and help assure the health and welfare of the stream.

Peak discharge in Little Bear Creek is to be maintained at present levels by means of on site retention and other methods to delay the entry of increased storm water into the stream while permitting some opportunity for groundwater re-charge.

To help protect this valuable public resource no building should be permitted within 20 feet of the banks of Little Bear Creek and no structures except minor foot bridges and road crossings, permitted within 10 feet. Road crossings should be permitted only when

absolutely necessary to develop a tract of land. The streams should not be placed in pipes except to pass under public roads.

Development of lands abutting Little Bear Creek should provide for planting of shade trees along the stream banks when the summer water temperature of that segment of the stream is above acceptable standards for a healthy aquatic environment.

When necessary to protect water quality, filtration devices should be installed at significant storm water pipe discharges into the stream.

At road crossings Little Bear Creek should be bridged where possible in lieu of culverts.

19. Permit development of low density apartment - townhouse or mobile home park development as a buffer between the business development south of N.E. 175th and the agricultural areas as shown on the Plan Map, provided:
 - a. That the property owners with the county's cooperation provide for the development of a new east-west collector arterial between 131st N.E. and 140th N.E.
20. Permit limited development of medium density apartment development north of approximately NE 177th and south of approximately NE 182nd between the Woodinville-Duvall Rd. and 140th N.E. as shown on the Plan Map provided:
 - a. A system of internal access streets with a single access point onto 140th N.E. is developed by the property owners.
21. As shown on the Plan map, permit low density apartment development along the east and a portion of the north boundaries of the commercial area at the southeast quadrant of 140th NE and the Woodinville-Duvall Road.
22. As shown on the Plan Map, permit duplex density development along the east side of the Woodinville/Duvall Road in the vicinity of NE 178th.
23. Permit professional office development of the area north of approximately NE 178th, south of approximately NE 183rd and between the Woodinville-Duvall Road and 140th NR as shown on the Plan Map provided:
 - a. A collector arterial through the office area between N.E. 190th and 140th N.E. is developed by the property owners.
 - b. A 60 foot wide buffer strip of natural growth timber and undergrowth is maintained along portions the Woodinville-Duvall Rd.

WOODINVILLE CENTER PLAN PROPOSAL

Encourage the industrial and commercial growth of the Woodinville Center while protecting the environment.

1. Reconstruct NE 175th in the near future.
2. Continue to work with the State Highway Commission to maintain and improve access to and off SR-522 at NE 195th or nearby vicinity.
3. Develop and improve NE 195th between SR-522 and the Woodinville-Duvall Road.
4. As a high priority, develop a ring road around the south side of the Woodinville business district; 131st NE between NE 175th and NE 170th and NE 170th between 131st NE and 140th NE, NE 170th is to intersect 140th NE at the current intersection of 140th NE and NE 171st. No structures shall be permitted within the proposed right of way.
5. Develop NE 173rd between 131st NE and 140th NE in the future as the need arises.
6. Permit no expansion east of 134th of business, commercial, industrial, multi-family or similar such uses south of the south line of N.E. 170th as shown on the plan map.
7. In so far as possible, all local access roads within the business commercial area should follow a grid pattern. Issuance of building permits should consider in so far as possible the future street alignments.
8. Locate interior roads to maintain the integrity of existing/proposed residential communities, community facilities or center.
9. Incorporate in all road improvements adequate safety design features for both pedestrian and vehicular traffic.
10. When reviewing future business developments as part of the "P" Suffix review reclassification, PUD, or shoreline permit, the following features shall be considered and when reasonable, be included in the development plan to assure compatibility and to provide a healthy business environment.
 - a. A minimum of 10% of a site should be devoted to open space for landscaping, malls, fountains, outdoor works of art of similar environmental qualities.
 - b. Service entries, storage areas, and loading docks should be effectively screened both visually and acoustically.

- c. Lighting of parking areas signs and exteriors of stores should be harmonious with the proposed development and not detrimental to neighboring properties.
- d. Bicycle and pedestrian walkways should be provided between adjoining streets and stores within the business sites. The walkways should be of a hard all-weather surface, and physically separated from motor-vehicle traffic by curbing and/or landscaping.
- e. Open space setbacks provided along property lines abutting properties classified for single family or multiple family use must provide screening which obscures the view of the business site from abutting properties.
- f. Curbing around paved areas should be provided to aid in the control of drainage, to protect landscaping, and to provide an appearance of quality consistent with the intensity of development allowed.
- g. When practical, landscaped islands at the ends of each row of parking or large concentrated areas of landscaping should be provided to separate parking areas.
- h. When necessary to accommodate the additional traffic generated by development, additional street right-of-way should be dedicated.
- i. Access points to the surrounding streets and abutting business properties and internal circulation systems should be designed and developed to minimize traffic congestion, potentially hazardous turning movements, and to assure smooth traffic flow in and around a development.
- j. On site drainage control of water quantities should be provided.
- k. Drainage pollution control facilities should be provided as necessary to protect the quality of surface water.
- l. Signs should be designed in an aesthetically pleasing way so as to be architecturally integrated with the size of the development and the surrounding environment.
- m. Waist-high screening should be provided in a strip between a parking lot and a street right-of-way when a parking lot directly abuts a street.
- n. Space in the form of small courtyards, malls or lobbys should be provided in shopping centers for shoppers to meet, sit and visit. Some provision should be made so that this type of space would be available and useable during all seasons.

11. Permit the expansion of the business commercial district to approximately \pm 700' south of NE 175th.
12. Permit no expansion of business district zoning beyond that shown on the Woodinville development plan map.
13. Encourage business expansion to "Fill in" the existing business and commercial center.
14. Permit the business/commercial and industrial development of the area north of NE 175th between 140th NE and 132nd NE provided an internal road system with terminus on NE 175th, the Woodinville-Snohomish Rd. and 140th Ave. NE is developed as each owner develops his property.
15. Permit industrial development of the area north of approximately NE 182nd, south of NE 190th and between the Woodinville-Duvall Road and 140th NE as shown on the Plan Map, provided:
 - a. A collector arterial through the industrial area between N.E. 190th and 140th N.E. shall be developed at the expense of property owners.
 - b. A 60 foot wide buffer strip of natural growth timber and undergrowth be preserved along the west side of the Woodinville-Duvall Road.
16. Industrial development, outdoor storage areas and parking lots which abut the Sammamish River or the Sammamish River Park lands should provide a visual screen along the common property line in the form of a 6 foot high view obscuring fence or wall or landscaped buffer.
17. No buildings should be permitted within 20 feet of the west banks of the Sammamish River.
18. Little Bear Creek should be left in or returned to as near a natural state as possible. It should be relocated when such an action will provide an opportunity to protect and re-create a "natural" environment and help assure the health and welfare of the stream.

Peak discharge in Little Bear Creek is to be maintained at present levels by means of on site retention and other methods to delay the entry of increased storm water into the stream while permitting some opportunity for groundwater re-charge.

To help protect this valuable public resource no building should be permitted within 20 feet of the banks of Little Bear Creek and no structures except minor foot bridges and road crossings, permitted within 10 feet. Road crossings should be permitted only when

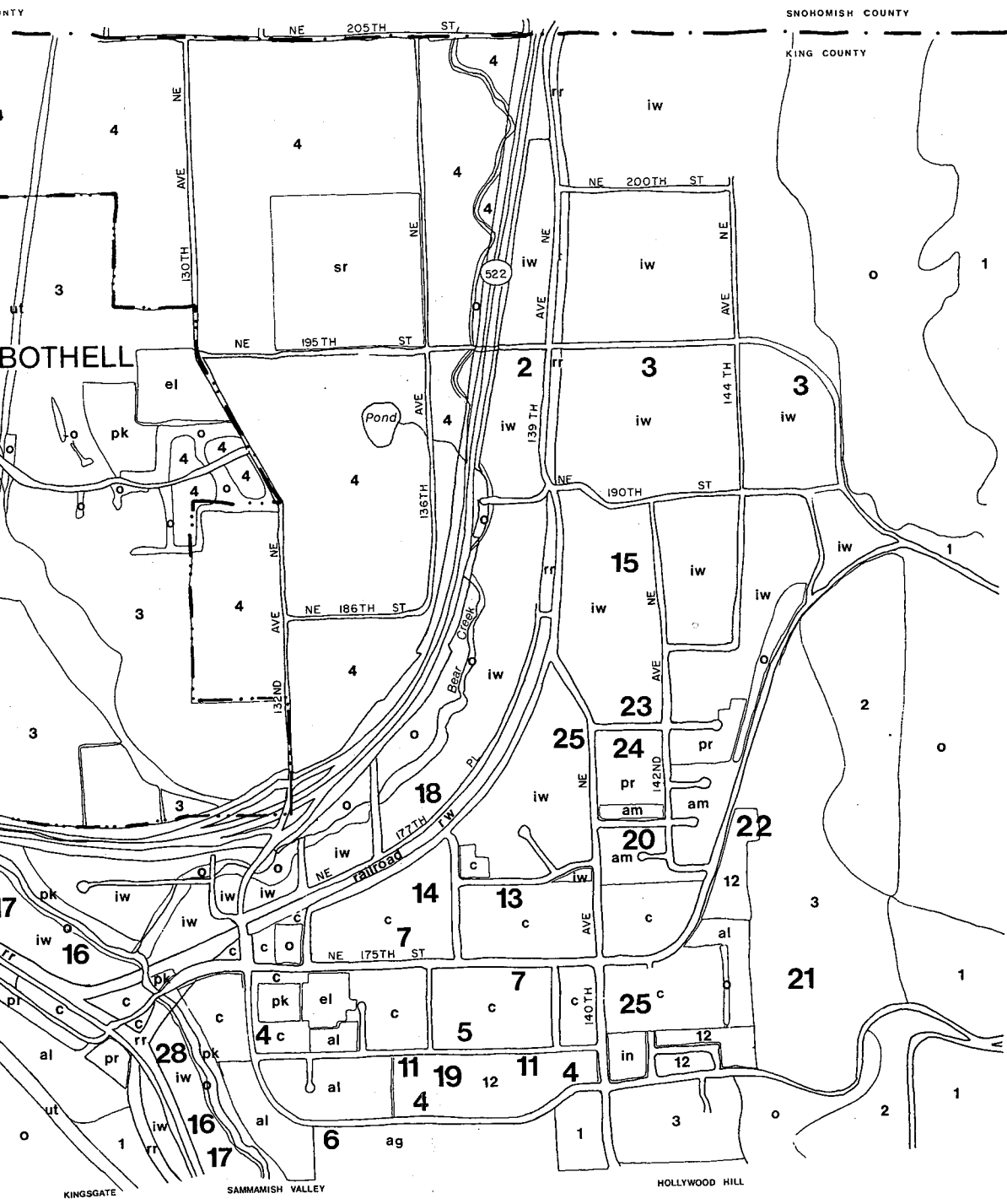
absolutely necessary to develop a tract of land. The streams should not be placed in pipes except to pass under public roads.

Development of lands abutting Little Bear Creek should provide for planting of shade trees along the stream banks when the summer water temperature of that segment of the stream is above acceptable standards for a healthy aquatic environment.

When necessary to protect water quality, filtration devices should be installed at significant storm water pipe discharges into the stream.

At road crossings Little Bear Creek should be bridged where possible in lieu of culverts.

19. Permit development of low density apartment - townhouse or mobile home park development as a buffer between the business development south of N.E. 175th and the agricultural areas as shown on the Plan Map, provided:
 - a. That the property owners with the county's cooperation provide for the development of a new east-west collector arterial between 131st N.E. and 140th N.E.
20. Permit limited development of medium density apartment development north of approximately NE 177th and south of approximately NE 182nd between the Woodinville-Duvall Rd. and 140th N.E. as shown on the Plan Map provided:
 - a. A system of internal access streets with a single access point onto 140th N.E. is developed by the property owners.
21. As shown on the Plan map, permit low density apartment development along the east and a portion of the north boundaries of the commercial area at the southeast quadrant of 140th NE and the Woodinville-Duvall Road.
22. As shown on the Plan Map, permit duplex density development along the east side of the Woodinville/Duvall Road in the vicinity of NE 178th.
23. Permit professional office development of the area north of approximately NE 178th, south of approximately NE 183rd and between the Woodinville-Duvall Road and 140th NR as shown on the Plan Map provided:
 - a. A collector arterial through the office area between N.E. 190th and 140th N.E. is developed by the property owners.
 - b. A 60 foot wide buffer strip of natural growth timber and undergrowth is maintained along portions the Woodinville-Duvall Rd.

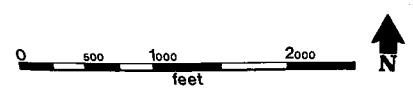


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Legend

- o Open space, cemeteries
- ag Agriculture
- Residential areas:
 - .2 one home per 5 acres average
 - 1 one home per acre
 - 2 two homes per acre
 - 3 three homes per acre
 - 4 four homes per acre
 - 12 twelve homes per acre
- Apartments:
 - al eighteen units per acre
 - am twentyfour units per acre
 - ah thirtysix units per acre
- pr Professional offices
- c Commercial, business
- in Institutions:
 - hospitals, clinics, nursing care,
 - churches
- pf Public facilities:
 - post offices, fire stations,
 - libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
 - el elementary
 - jr junior high
 - sr senior high
 - s special
- 6** Refers to proposal items for this neighborhood

woodinville



24. There should be no arterial road improvements which primarily serve to increase traffic volumes or speeds. Limit development of arterials to that necessary for maintenance and safety in conformance with King County's Comprehensive Transportation Plan.
25. Develop and classify 140th N.E. as a secondary arterial and restrict the number of access points on arterial streets.
26. All future streets and reconstruction of existing streets within the business and multi-family areas should provide walkways on both sides of the traffic lanes. Within the industrial areas walkways may be provided on only one side.
27. As a condition for approving increased densities and intensities of use, electrical and telephone lines within new street rights-of-way should be placed underground.
28. Develop a bicycle, hiking and horseback riding trail on the Sammamish River Park property between the I-405 - 522 Interchange and N.E. 165th.
29. Other than the Sammamish River Park no additional park facilities in the Center area will be necessary during this plan period except under special conditions.
30. The increase in intensity of development near the Sammamish River Park suggests a need for legislation and enforcement of new laws to prohibit shooting of fire arms along the Sammamish River.
31. Permit the local civic organizations to sign the major entrances to the Woodinville central business and industrial districts.
32. Implement the land use development concept for the central business district by utilization of the (P) Suffix Zone requiring plan approval of new development for conformance with the concepts of this plan.
33. The county is in the process of developing a solid waste transfer facility in the Woodinville area to serve the Northshore area. Solid waste transfer sites should not be located in residential or agricultural classified areas.

SAMMAMISH RIVER VALLEY PLAN PROPOSAL

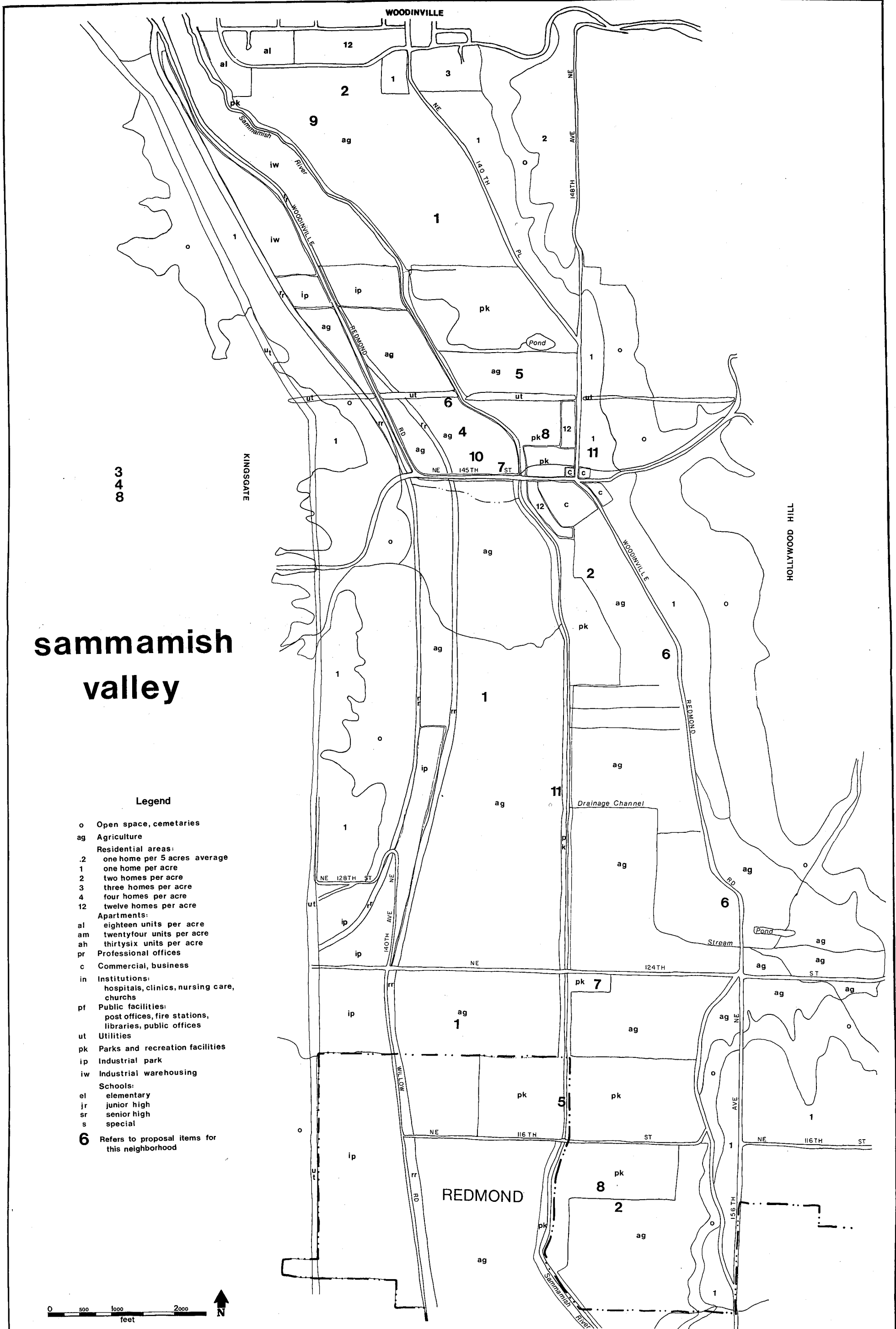
The 1976-85 plan for the valley seeks to retain this valuable county land resources in its present use for agricultural, recreational, open space and suburban estate residential use. The Plan will minimize the impact of heavy traffic, encroaching industry and uses which conflict with full enjoyment of the land in agricultural, recreational and open space use.

1. Preservation of agriculture-designated land as indicated on the Sammamish Valley Plan in the Northshore Communities Plan should be encouraged in conformance with the King County comprehensive land use policies regarding agricultural lands.
2. The potential availability of public sewer service to lands designated open space or agricultural in the Sammamish Valley shall not be considered justification for reclassification to more intensive uses.
3. Authorization should be withheld by King County allowing connection to the METRO sewer trunk line intended to serve agricultural areas.
4. Conversion of any land to a more intensive land use should be evaluated to ensure that it does not adversely impact adjacent land remaining in agricultural.
5. Encourage greater use and improve access to the Tolt Pipeline Trail for recreational and commuting uses by bridging the Sammamish River with a foot bridge at the intersection of the River and the Trail at approximately NE 150th.
6. Safe walkways should be constructed in road rebuilding and construction projects of NE 124th and NE 145th Streets to assure greater safety for pedestrians. Pedestrians and hikers should be encouraged and directed by signs to use the Tolt Pipeline Trail and Sammamish River Park to avoid traffic altogether.
7. Special facilities such as picnic spots, view points and comfort stations in the Sammamish River Park should be located at appropriate places in the trails and interconnect with bikeways and walkways on adjacent streets and roads where possible, when such connections will not impact the river edge or existing natural systems.
8. Complete acquisition of the Sammamish River Park.
9. Maintain the channel and banks of the Sammamish River to prevent erosion and provide stability.
10. The property between the Tolt River Pipeline right of way on NE 145th, east of the RR/Right of way and the Sammamish River may be re-

sammamish valley

Legend

- o Open space, cemeteries
- ag Agriculture
- Residential areas:
 - .2 one home per 5 acres average
 - 1 one home per acre
 - 2 two homes per acre
 - 3 three homes per acre
 - 4 four homes per acre
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- c Commercial, business
- in Institutions: hospitals, clinics, nursing care, churches
- pf Public facilities: post offices, fire stations, libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
 - el elementary
 - jr junior high
 - sr senior high
 - s special
- 6** Refers to proposal items for this neighborhood



considered in the future for development compatible with the winery as determined by the council.

11. The large two-story brick buildings located at NE 145th St. and the Woodinville-Redmond Road should be preserved as a historical site.

KENMORE COMMUNITY

The Plan for this community and business center seeks to encourage a variety of residential densities and values, continue to protect and enhance all existing and available features which add to the convenience, natural beauty and full use now enjoyed by Kenmore residents.

For the business district the Plan envisions a cohesive retail, commercial and office development corridor, concentrating business and commercial uses and offering a unique and convenient shopping experience.

Kenmore Residential Area

1. Prohibit the establishment of new commercial or industrial activities in the residential areas of Kenmore.
2. Retain the rural character of the low density single family residential areas along Swamp Creek by limiting the residential density level to one dwelling unit per acre as shown on the Kenmore Plan Map.
3. Construct a new pedestrian and bicycle trail to connect the Burke-Gilman Trail in Kenmore with Blythe Park and the Sammamish River Park in Bothell. Utilize the north side of the existing right-of-way along NE 175th St. from 61st Ave. NE to 80th Ave. NE. The final location for the new trail between 80th Ave. NE and Blythe Park requires additional study due to limitations for right-of-way expansion and special topographic conditions and the necessity to traverse Sammamish River.
4. Construct a pedestrian and equestrian trail on the Tolt River pipelines right-of-way from 80th Ave. NE to Horizon County Park north of Lake Forest Park.
5. Construct a walkway along 80th Ave. NE from NE 175th St. (contingent on Washington State approval for re-opening the 80th Ave. railroad crossing) to the North King County line.
6. Construct a walkway along 73rd Ave. NE from NE 175th St. to the north King County line.
7. Construct a walkway along 68th Ave. NE and Locust Way from NE 175th St. to 61st Ave. NE.
8. Swamp Creek and its tributaries should be left in to as near natural state as possible to help assure the health and welfare of the stream. To help protect Swamp Creek, no building should be permitted within 20 feet of the banks of the Creek, and no structures other than small foot bridges and road crossings permitted within 10 feet. After construction of a bridge over Swamp Creek at approximately 181st Pl. NE, additional road crossings should be

permitted only when absolutely necessary to develop a tract of land. The stream should not be placed in pipes except to pass under public roads and constructed in such a manner so as not to inhibit spawning and migration of fish.

Storm water surcharge in Swmap Creek and its tributaries should be dealt with through the use of holding ponds rather than piping or dredging to increase capacity.

Development of lands abutting Swamp Creek should provide for planting new shade trees and grass along the stream banks. Additional tree planting should be required when the summer water temperature of that segment of the stream is above acceptable standards for a healthful aquatic environment. Filtration devices should be installed at significant storm water pipe discharges into the stream.

9. Construct a sedimentation pond on the north end of the undeveloped Swamp Creek Park property as a flood control measure.
10. Incorporate the sedimentation pond into the design plans for the Swamp Creek Park in a manner which complements the overall aesthetic quality of the proposed passive park.
11. Complete construction of Swamp Creek Park when adequate funding is available for continued maintenance of the facilities.
12. Steep slopes on the west edge of the community between 55th Ave. NE and 73rd Ave. NE and along the east edge of the community between 80th Ave. NE and 88th Ave. NE containing slopes of 40% or more should be retained as open space as a condition of approval of new P.U.D. plans and subdivision plans.
13. Make housing rehabilitation assistance available to low and moderate income level homeowners through the Housing and Community Development funding program.
14. Construct a tot lot and neighborhood playground on the undeveloped county park site south of NE 193rd St. at 55th Ave. NE when funds for development and maintenance become available.
15. In cooperation with the City of Bothell acquire and construct a new active sports park on the west side of 88th Ave. NE between the L.D.S. Church and Westhill Elementary School. A minimum of 4 soccer fields and 2 baseball fields are needed in response to recreational trends of the Bothell-Kenmore Area.
16. The need for the King County Parks Division to acquire and develop additional land for passive or active recreation use is not anticipated during the period of this plan except, the aquisition of vacant property adjacent to the east boundary of the northeast Lake Washington County Park is desirable.

17. Participate with the school district in the creation and operation of a part time multi-purpose center in Kenmore Elementary school serving the Kenmore area.
18. Improve 73rd Ave. NE from NE 175th St. to the King County line as a collector arterial.

Kenmore Business District

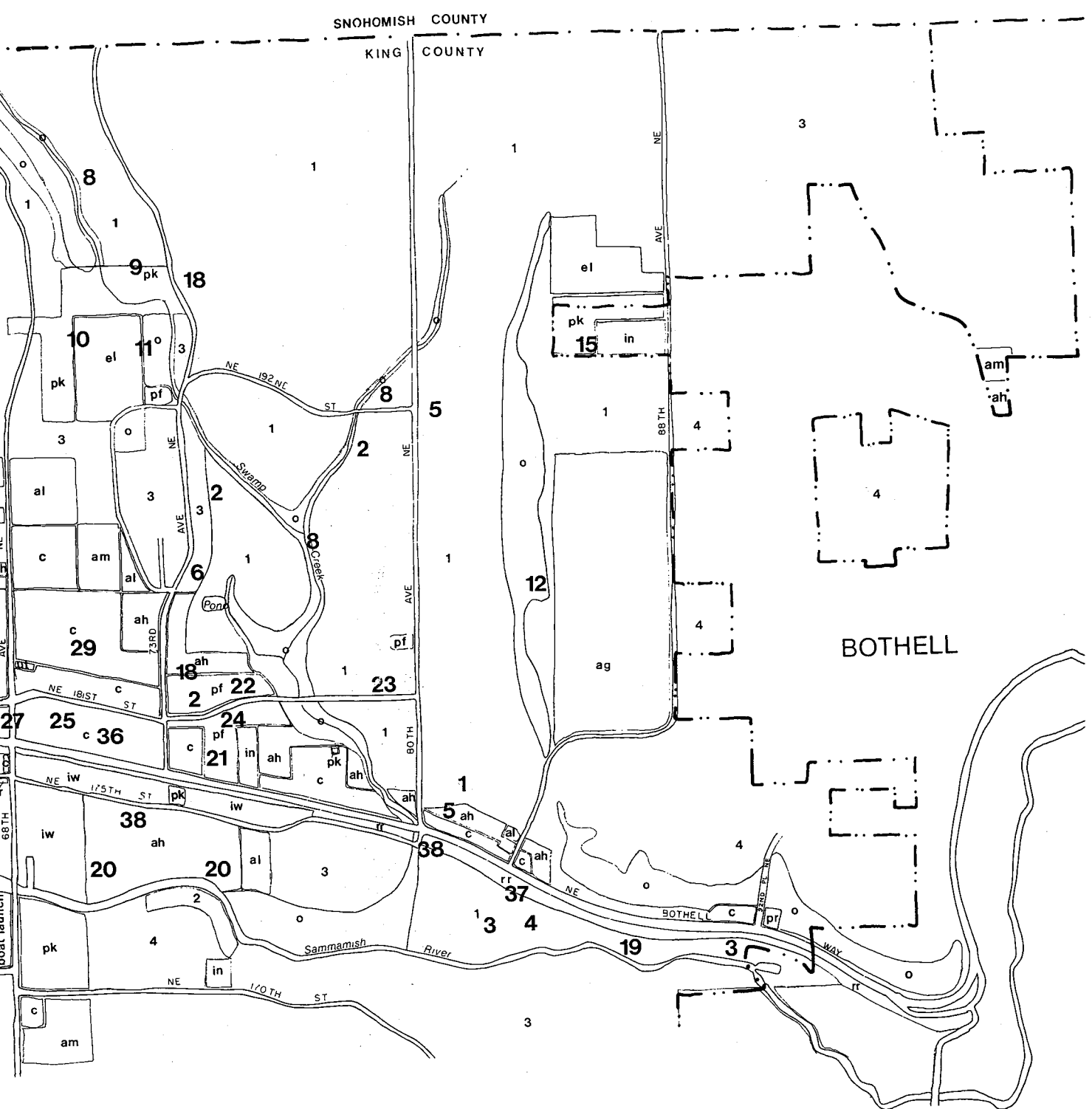
19. Restrict additional strip or scattered commercial zoning along Bothell Way between Lake Forest Park corporate limit and 61st Ave. NE and between 92nd Pl. NE and Bothell Corporate limits.
20. Limited expansion of the industrial district must occur south of N.E. 175th St. east of 68th Ave. NE; this should be permitted only if petitioner provides a sight obscuring visual and open space buffer along the river bank and NE 175th St. on their property as a means to reduce the visual impact on property to the east and south of the Sammamish River.
21. Continue to develop a Governmental Service Center between 73rd Ave. NE and Swamp Creek and between 182nd and Bothell Way.
22. Provide a landscaped buffer strip a minimum of 20 feet in width along the north edge of the new Kenmore Governmental Center to provide a visual screen and transitional buffer for protection of the potential multi-family residential area to the north.
23. Extend NE 181st Street and bridge Swamp Creek between 73rd and 80th Avenues N.E. to allow traffic flow from the north to reach the Park and Ride lot and the business district center without necessitating the use of Bothell Way. Design and construction of the Swamp Creek bridge should assure ecological protection of Swamp Creek consistent with policy #8.
24. Provide a Park and Ride lot east of 73rd Avenue N.E. and adjacent to Bothell Way, properly landscaped to make it compatible with Bothell Way and adjoining properties.
25. Re-align NE 181st Street at the intersections of 68th Ave. NE and 73rd Ave. NE to aid in traffic flow and improve safety. (Note: There are no funds available for realignment of 68th Ave. NE and 181st. intersection in the near future.)
26. Implement the land use development concept for the central business area lying between 68th Ave. NE and 73rd Ave. NE between NE 182nd St. and Bothell Way by utilization of the (P) Suffix zone requiring plan approval of new development for conformance with the concepts of this Plan.

27. Construct sidewalks on 68th Ave. from NE 175th St. to 182nd.
28. Construct sidewalks, on both sides of NE 181st St. from 62nd Ave. NE to 73rd Ave. NE.
29. Construct a walkway on NE 182nd St. from 68th Ave. NE to 73rd Ave. NE.
30. Construct a walkway on NE 185th St. from 65th Ave. NE to 68th.
31. Utilize the steep hillside and existing trees at approximately N.E. 185th Street, from 64th Avenue N.E. to 68th Avenue N.E., to screen the Kenmore business district from adjacent residences, and make this the development line between residential and non-residential uses.
32. Redesign and implement a landscape plan for the Kenmore Business District from 66th Ave. NE to 73rd Ave. N.E. from Bothell Way to NE 182nd to enhance the appearance and character of the business district.
33. No additional areas should be zoned for commercial business use in the Kenmore Community. If commercial property is converted to uses other than commercial, the commercial area may be expanded to contiguous land equal to the total land area previously available for commercial development.
34. Improved access to the business district should be provided at 66th Ave. NE, 68th Ave. NE 73rd Ave. NE, and 80th Avenue NE including synchronized traffic lights and pedestrian crossings, to improve the safety and efficiency of Bothell Way.
35. Do not restrict access to or from Bothell Way until after realignment of 181st St. NE and completion of other improvement for vehicle and pedestrian traffic. During the next Community Planning cycle consideration should be given to prohibiting access to and from Bothell Way except at 61st, 65th, 68th, 73rd and 80th Streets.
36. Permit the local organizations to sign the intersections on Bothell Way at the major entrances to the business district at 66th Ave. NE, 68th Ave. and 73rd Ave. NE to indicate they are the major entrances to the Kenmore retail and industrial area.
37. Bothell Way should be systematically reconstructed by the State to minimize and improve the traffic flow through the business district.
38. Modify and improve NE 175th St. as a thoroughfare to permit the safe and efficient flow of industrial traffic and the speedy movement of emergency vehicles through the area served by this street by:

- a. Redesign and improvement of the OFF ramp between Bothell way and 175th St. at 61st NE.
 - b. Reestablish 80th Ave. NE between NE 175th St. and Bothell Way to provide better access for emergency service vehicles and improve traffic flow along NE 175th St.
 - c. Provide stacking lanes for left turns off 68th Ave. NE at the intersection with NE 175th.
 - d. Re-time the signal light on 68th Ave. NE at NE 175th and synchronize with signal lights at 68th Ave. NE and Bothell Way.
39. When reviewing future business developments as part of a "P" Suffix review, reclassification, PUD, or shoreline permit, the following features shall be considered and when reasonable be included in the development plan to assure compatibility and to provide a healthy business environment.
- a. A minimum of 10% of a site should be devoted to open space for landscaping, malls, fountains, outdoor works of art or similar environmental qualities.
 - b. Service entries, storage areas, and loading docks should be effectively screened both visually and acoustically.
 - c. Lighting of parking areas, signs and exteriors of stores should be harmonious with the proposed development and not detrimental to neighboring properties.
 - d. Walkways and bicycle facilities should be provided between adjoining streets and stores within the business sites. The walkways should be a minimum of 6' in width, of a hard all-weather surface, and physically separated from motor-vehicle traffic by curbing and/or landscaping.
 - e. Open space setbacks provided along property lines abutting properties classified for single family or multiple family use should provide screening which obscures the view of the business site from abutting properties.
 - f. Curbing around paved areas should be provided to aid in the control of drainage, to protect landscaping, and to provide an appearance of quality consistent with the intensity of development allowed.
 - g. When practical, landscaped islands at the ends of each row of parking or large concentrated areas of landscaping should be provided to separate parking areas.

- h. When necessary to accommodate the additional traffic generated by development additional street right-of-way should be dedicated.
 - i. Access points to the surrounding streets and abutting business properties and internal circulation systems should be designed and developed to minimize traffic congestion, potentially hazardous turning movements, and to assure smooth traffic flow in and around a development.
 - j. On site drainage control of water quantities should be provided.
 - k. Drainage pollution control facilities should be provided as necessary to protect the quality of surface water.
 - l. Signs should be designed in an aesthetically pleasing manner so as to be architecturally integrated with the size of the development and the surrounding environment.
 - m. Waist-high screening should be provided in a strip between a parking lot and a street right-of-way when a parking lot directly abuts a street.
 - n. Space in the form of small courtyards, malls, or lobbies should be provided in shopping centers for shoppers to meet, sit and visit. Some provision should be made so that this type of space would be available and useable during all seasons.
40. Development of the vacant land area located east of the northeast Lake Washington county park between Lake Washington and NE 175th Street should provide waterfront related facilities which maximize the use of the shoreline. When reviewing the reclassifications "P" Suffix review planned unit development or shoreline permits the following criteria shall apply:
- a. restaurants which emphasize a relationship to the waterfront either through food or building orientation are acceptable.
 - b. commercial uses such as for an example as boat sales, boat moorage repair and storage are acceptable, provided structures are oriented to minimize view obstruction.
 - c. apartment development is only acceptable if they are a secondary use of a waterfront related use and are located to minimize view obstruction.
 - d. development of the area should provide for a pedestrian and motorized vehicle circulation system between properties and for a very limited number of access points to the county streets.

41. Density and development buffers should be provided between apartment and single family residence development.
42. Permit professional office development or low density multi-family apartment house development on both sides of NE 181st Street from 64th Ave. NE to 67th Ave. NE and limit their height to protect the lakeview of adjoining upland properties.

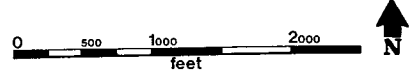


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Legend

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- ag Agriculture
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hospitals, clinics, nursing care,
churches
- pf Public facilities:
post offices, fire stations,
libraries, public offices
- ut Utilities
- pk Parks and recreation facilities
- ip Industrial park
- iw Industrial warehousing
- Schools:
- el elementary
- jr junior high
- sr senior high
- s special
- 6** Refers to proposal items for
this neighborhood

kenmore



GLEMOOR

appendix

implementation program

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Transportation & Circulation	Reconstruct Juanita Drive for safety, walking and bicycling	2,431,800	(Part)			Public Works	CIP
	Juanita Dr. reconstruction should include a passing lane (N.E. 155th to Simonds Road) and left turn lane (N.E. 145th)	2,431,800	(Part)			Public Works	CIP
	Juanita Drive reconstruction should include a controlled pedestrian crossing at N.E. 132nd, N.E. 140th.	2,431,800	(Part)			Public Works	CIP

* a

implementation program

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Parks & Recreation	Access and viewpoint on Sammamish River		20,000			Parks	CIP #
	Develop one soccer field and one softball field on leased land at Inglemoor High School	105,000				Parks	CIP #
	Develop additional sports fields in Finn Hill to be shared with the Inglemoor Community		525,000			Parks	

* all

implementation program

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Transportation & Circulation	Improve Street Safety, develop sidewalks and half street on 98th.	100,000				Public Works	CIP
	Improve siting distance and add bikeway	2,431,800	(Part)			Public Works	CIP
		981,251					
	Designate an alternative walking path to replace NE 132. Construct a more direct route or upgrade NE 132 for safety.	20,000				Public Works	
						Lake Wash.	
						School Dist.	

* al

implementation program

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Parks & Recreation	Construct trails from residential areas to the three schools and through new Finn Hill and Denny Parks		6,000 M 15,000			Developer
			6,000			Parks
	Acquire new Finn Hill Park for passive and active use as soon as possible	185,000	(Trade Value)			Parks
			175,000	Develop		

* all

implementation program

JUANITA

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Transportation & Circulation	Upgrade 100th N.E. to a major arterial from N.E. 124th to Bothell Way	1,000,000				Public Works	CIP
	Improve Juanita Drive	2,431,800				Public Works	CIP
	Improve N.E. 124th as an arterial from 100th N.E. to I-405		1,560,896			Public Works	
	Improve circulation and safety NW of Juanita business district		780,000				
	Improve N.E. 132nd as an arterial from 100th N.E. to I-405	407,439				Public Works	CIP
	Upgrade Compton Trail	6,000				Public Works	

* all

implementation program

JUANITA

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Transportation & Circulation	Construct walkway on north side of N.E. 116th	50,000				Public Works
	Construct walkways on 108th N.E.	50,000				Public Works
	Construct walkways on N.E. 132nd	75,000				Public Works
	Construct walkways on N.E. 132nd-137th	6,000				Public Works
	Construct walkways on 100th Ave N.E. between N.E. 124th and N.E. 145th	1,000,000				Public Works
	Construct walkways on Juanita Drive	196,250	(Part Of)			Public Works
	Construct bikeway on N.E. 124th	1,560,896	(Part Of)			Public Works
	Construct walkways on N.E. 145th	50,000				Public Works

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implementation program

JUANITA

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Transportation & Circulation	Construct bikeways on Juanita-Woodinville						
	Drive	6,000 to 12,000				Public Works	Reco

* al

implementation program

JUANITA

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Parks and Recreation	Acquire or lease a neighborhood playfield	115,280				Parks

* al

implementation program

JUANITA

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Public Facilities	Acquire land for a branch library - 100th NE between NE 124th and NE 132nd			10,000		King County Library System

* a

implementation program

NORWAY HI

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Transportation and Circulation	Maintain N.E. 145th as-a collector arterial; construct walkways on both sides	50,000				Public Works

* all

implementation program

NORWAY HI

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Parks and Recreation	Acquire and develop a playfield or contract for use of proposed element. school ground.	100,000				Parks
	provide softball and soccer field	40,000				Northshore School D Lake Wash. School D
	Connect Tolt pipeline tract with segments on west side of Norway Hil.	6,000				Parks Div.
	Develop bikeway - hiking track along Sammamish River	50,000				Parks Div.

*all

implementation program

KINGSGATE

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Transportation and Circulation	Build walkway and bikeway along N.E. 132nd St. between 132nd Ave. N.E. and I-405	814,000				Public Works
	Construct walkway along N.E. 140th between 124th Ave N.E. and 132nd Ave. N.E.	80,000				Public Works
	Construct walkway along N.E. 145th St. between 124th Ave. N.E. and 132nd Ave. N.E.	12,000				Public Works
	Construct walkway and bikeway along N.E. 160th between I-405 and 124th Ave. N.E.	50,000				Public Works
	Construct a walkway and bikeway along 124th Ave N.E. between 132nd St and N.E. 175th St. (Woodinville)	125,000				Public Works
	Improve 124th Ave N.E. to secondary arterial standards	1,560,896				Public Works

* all

implementation program

KINGSGATE

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Transportation and Circulation (Cont'd)	Improve N.E. 132nd St to secondary arterial standards	813,900				Public Works	CI
	Widen and construct the balance of N.E. 140th (a half street) up to standards including sidewalks and bikeways	48,000				Public Works	CI

* al

implementation program

KINGSGATE

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Parks and Recreation	Develop vacant park site south of Lendemain near 124th Ave N.E. and N.E. 145th St.		35,000			Parks	Defer maint avail

* all

implementation program

HOLLY HI

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Parks and Recreation	Construct a trail through the Utility Right-of-Way			16,000		Parks
	Construct equestrian trail through the Utility Right-of-Way			27,000		Parks

* a

implementation program

LEOTA

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Transportation and Circulation	Construct bikeway along Woodinville-Duvall Road	687,000				Public Works	CIP #
	Utilize additional paved surface for parking at 156th N.E. and Woodinville-Duvall Rd.	687,000	(Part)			Public Works	CIP #

* all

implementation program

LEOTA

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Parks and Recreation	Utilize Leota Jr. High School under joint use agreement for active sports		Lease Year to Year			Parks	Joint School

* all

implementation program

HOLLYWOOD

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Parks and Recreation	King County Gravel Pit located near N.E. 172nd St and 148th Ave N.E. should be reclaimed for park use.	60,000				Public Works and Parks	Rec bet Pub
	Provide for interconnecting pedestrian equestrian and bicycle trail where possible giving access to Tolt Pipeline Trail.	30,000				Parks	Cor ric pip
	Improve dangerous crossing of the Tolt Pipeline Trail at 155th Ave. N.E.	50,000				Parks	

*

implementation program

WOODINVILL

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Transportation and Circulation	Provide walkways on all future streets and in reconstruction of existing streets.		6,000 Mi.			Public Works

* all

implementation program

SAMMAMISH

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Transportation and Circulation	Construct walkways on N.E. 124th and N. E. 145th St.		20,000			Public Works

* all

implementation program

SAMMAMISH

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Parks and Recreation	Construction of foot bridge over Sammamish River at N.E. 150th.		50,000			Parks
	Provide facilities for Sammamish River Park uses.		50,000	(Part)		Parks

* a

implementation program

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Riverbank Stabilization	Sammamish Riverbank stabilization	80,000				Public Works	CIP

* a

implementation program

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Transportation & Circulation	Realign intersection of NE 181 at 68 Ave. NE & 73rd Ave. N.E.	195,000				Public Works
	Construct sidewalks on 68 Ave. NE from NE 175 Street to NE 182 Street	545,000				Public Works
	Construct sidewalks on both sides of NE 181st Street from 62 Ave. NE to 73 Ave. NE	520,000				Public Works
	Construct walkways on NE 182 St. between 62nd Ave. N.E. and 68th Ave. N.E.		30,000			Public Works
	Construct walkways on NE 185 Street between 65 Ave. NE & 68 Ave. NE		18,000			Public Works
	Re-design & implement landscape plan for Kenmore Business Center.		95,000			Public Works

* all

implementation program

category	title and location	cost and timing*				resp.	
		1977-1983		1984-1990			
		1priority	2priority	3priority	4priority		
Transportation & Circulation	Construct walkway on 80 Ave. NE		25,000			Public Works	
	Construct walkway on 73 Ave. NE	55,000				Public Works	
	Construct walkways on 68, Locust Way to 61 Ave. NE	90,000				Public Works	
	Improve 73 Ave. NE	150,000				Public Works	
	Purchase land for R/W to realign intersection for safety & efficiency of traffic flow & emergency vehicles	15,000				Public Works	
	Construct NE 181 Pl. between 73rd Ave. and 80th Ave. N.E.	500,000				Public Works	Federal source

* all

implementation program

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Parks & Recreation	Extend Burke-Gilmore Trail to Bothell	250,000				Parks
	Extend Tolt River pipeline trail		25,000			Parks
	Complete development of Swamp Creek Park		49,000			Parks
	Develop Tot Lot & Pocket Parks		40,000			Parks
	Joint acquisition & Development of West Hill Park	122,500				KC Parks City of Bothell

* at

implementation program

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Property Acquisition	Complete purchase of property for expansion & open space around Kenmore Governmental Service Center	22,500				Executive Administrat. Real Property Div.

* a

implementation program

category	title and location	cost and timing*				resp.
		1977-1983		1984-1990		
		1priority	2priority	3priority	4priority	
Drainage Control	Construct sedimentation pond on Swamp Creek	45,000				Public Works

* all

GLOSSARY

Business District: A combination of land uses for retail shopping. (Either in a center or district), together with other related general commercial uses, such as offices, clinics, theaters, automatic sales and services, professional offices and unusual consumer goods. It is typified by intensive land use, high traffic generation and mixing of auto and pedestrian traffic.

CIP - Capital Improvement Program: A basic process to select and program essential expenditures for physical facilities to serve present and future residents in King County. The CIP is divided into six basic program areas: Law, Safety and Justice; Intellectual and Leisure Time Opportunities; Physical Environment; Protection of Health; Transportation; and General Government Services. These are divided into subprograms and into subprojects which define the specific capital improvements.

Comprehensive Plan: A report text and map which represents the consolidation of public goals, policies and standards regarding the use and development of land and services facilities which, together with illustrative material, constitute the comprehensive plan for King County.

District: A medium or large size area of similar character or type throughout. A place that conveys a feeling of being "inside of". An area that one can move into, around, and through.

Edge: A man-made or natural feature that serves as a boundary between one area and another; a break in continuity. It can be a strong physical barrier or a change in character or type of activity. A path may sometimes also act as an edge.

E.I.S. - Environmental Impact Statement: Each statement is an assessment in detail of the potential environmental impact of a proposed action; all County agencies are required to prepare statements for development proposals which are under their jurisdiction. The statement's primary purpose is to disclose the environmental consequences of an action and the environmental risks involved.

General Commercial: Businesses which are not normally part of retail shopping. They include commercial uses such as intensive and extensive recreation, medical and dental clinics, business and professional offices, through and local highway business, automotive and allied sales and services, and a number of other specialized uses.

Goals: Interests which reflect widely-held community values. They are stated in broad terms and indicate the desired direction of change. The objectives are sought over time although actual points are not actually reached. The goal provides the central development concept and should be the source for reference when administrative action is called for.

Heavy Industry: Industrial activities and uses involving manufacturing, assembling, fabrication and processing, bulk handling of products, large amounts of storage, warehousing, and heavy trucking.

Landmark: A man-made or natural feature that serves as a reference point. It is a physical object that derives its importance from visibility or historical reference. In some instances, a node or an edge may also act as a landmark.

Land Use: The kind of activity taking place on a given parcel of land.

- a. Residential land use: The area included in single family and multiple family housing units.
- b. Commercial land use: The areas in retail and service establishments, offices, and wholesale establishments.
- c. Industrial land use: The areas in manufacturing establishments and non-manufacturing establishments.
- d. Vacant & non-urban land: The areas which are vacant and areas in such uses as agriculture.
- e. Developed land: The areas in residential, commercial, industrial, residentially and non-residentially oriented land, and in public and semi-public use.

Light Industry: Industrial activities and uses involving the processing, handling, and creating of products, and research and technological processes which are devoid of nuisance factors, hazard or exceptional demands upon public facilities and services.

Node: A concentration of activity; a focal point. A place or structure where the activity that takes place is the primary feature. It may also be an intersection or junction of paths. In addition the concentration of some physical characteristics that indicate an intensity and type of activity would be a node. It is also something that you can enter into and pass through.

Open Space: An area in either private or public ownership which is open in character to permit visual or physical access. Open space includes, but is not limited to, parks, recreation areas, water bodies, historical sites, sites of unusual scenic quality, large institutional sites, scenic routes, flood plains, slide areas or areas too steep for safe construction, wildlife refuge, and land used for agriculture, forest, fisheries, watersheds, and extraction of mineral deposits.

Planning & Community Development Committee of the County Council - (5 members): The function of the committee is to consider and make recommendations on all matters pertaining to comprehensive plans, urban renewal, and zoning within the County, or matters pertaining to County

parks and other recreational facilities and programs, and public open space and related public community service.

P.D.C. - Policy Development Commission: An independent official advisory commission of King County residents created by the Executive and Legislative Branches of King County Government. The P.D.C. serves as a Commission of citizen advisors to the County Executive and the County Council which is the Legislative branch. The P.D.C. provides a formal means of involving interested citizens in planning, programming, and budgeting early in the process when their participation can make a significant contribution to the final product. There are approximately 140 members appointed to either the Commission or to one of the nine standing committees, and two ad hoc committees.

P.D.C. Committees: Each of the committees focuses on a functional area of environmental planning and is responsible for making policy recommendations to the Commission in its assigned area of concern. Their reports become the basis for P.D.C. recommendations to the County Executive and County Council.

Panorama: A sweeping, unobstructed view of a large area or region.

Parks: Land and water areas utilized for recreational activities.

- a. Regional parks: Large areas, several hundred acres or more in size, selected and developed primarily to provide outdoor recreation opportunities not feasible in urbanized areas. Frequently contain special features or unique qualities that are attractive to the regional population. Development should not detract from the scenic or natural characteristics of the area.
- b. Special facilities: Includes areas and facilities such as boat launching and other waterfront areas, golf courses, county fairgrounds, trails and athletic fields which have special requirements and may be limited in number.
- c. Major urban parks: A large park area of 100 acres or more providing broad expanses of natural or man-made scenery, often including features of area-wide interest, and capable of accommodating large numbers of people.
- d. Community parks: A park area of approximately 20 acres serving the local community and containing provisions for walking, sitting, family group activities such as picnicking, and the enjoyment of attractive natural or landscaped areas.
- e. Neighborhood parks: Passive park areas, usually from three to seven acres in size, designed to serve the needs of pre-school and younger school-age children and their parents as well as provide quiet enjoyment areas for older persons. Normally

located within walking distance of the area it serves, frequently in conjunction with the neighborhood elementary school. Design, location and size of site or sites should be carefully coordinated with the needs and desires of local users.

- f. Community playfields: Outdoor active play area, often part of or adjoining secondary school facilities, primarily for use of older youths, adults and organized teams; normally includes space for baseball and softball fields, football, and paved courts for volleyball, tennis and basketball.
- g. Neighborhood playground (playfield): Outdoor active play area, often part of or adjoining primary school facilities; primarily designed to serve the five to fifteen year age group and family groups; usually three to seven acres in size.
- h. Athletic fields: Athletic fields are specialized, large-scale playfields serving large segments of the population and should be designed primarily for league-type competitive sports requiring ample space for spectator seating and parking as well as space consuming outdoor hobbies or specialized recreation activities.

Path: A route along which one moves. This includes routes frequently travelled, sometimes travelled, or never travelled. It can be a freeway, a street (which may include automobile, transit, or pedestrian routes), footpath, or a bicycle path.

Planned Unit Development: (also called a P.U.D.) A development resulting from a process which is designed to permit development flexibility that will encourage a more creative approach in design, placement of building, use of open spaces, circulation facilities and to best utilize the potentials of sites characterized by special features of geography, topography, size or shape.

Policies: The guidelines which are needed to achieve goals; they are not inflexible rules. Policies will promote efficiency in dealing with frequently encountered problems. They indicate the basic rationale for making decisions on community issues already explored and solved in communities plans.

Regional Shopping Center: An urban business area such as a large town center or multi-community shopping center; a very large planned shopping center with gross rentable space of 500,000 to 1,000,000 square feet.

Residential Density: The number of housing units per residential acre:

Net density: The number of dwelling units per acre after streets and roads and required open or recreation space is deducted.

a. Very low single family density:

0.2 to 1.0 (approximately) dwelling units per acre, or conversely, one to five acres per dwelling unit, coinciding with King County zoning designations SE (Suburban Estate), Ag (Agricultural), G (General), and SR (Suburban Residential).

b. Low single family density:

1.0 - 2.0 (approximately) dwelling units per acre, or conversely, one to one half acres per dwelling unit coinciding with King County zoning designations SE (Suburban Estates), SR (Suburban Residential), and RS-15,000 (single Family Residential 15,000 sq. foot lots).

c. Medium single family density:

2.0 - 4.0 dwelling units per acre, or conversely, one half to one fourth acres per dwelling unit coinciding with King County zoning designations RS-15,000, RS-9,600, RS-7,200 and S-R.

d. Full single family density:

5 or more dwelling units per acre, or one third to one fifth acre per dwelling unit coinciding with King County zoning designations RS-7200 and S-R with bonus density.

R.O.W. - Right-of-way: The strip of land over which a road is built or a utility such as power lines or pipe line is laid.

Shopping Area: A group of retail stores dealing in goods and services which range from convenience goods such as food, drugs, and personal services, to general merchandise, apparel, furniture, and home furnishings. These facilities generally are contained within an enclosed structure and appeal to individual consumers as opposed to other businesses or industries. A shopping area may take one of the following forms:

- a. Shopping center: It consists of a group of stores planned and designed for the site on which it is built, functioning as a unit, with off-street parking provided on the property as an integral part of the unit.
- b. Shopping district: It refers to a group of stores which are situated on individually owned parcels; it is not planned as a unit and may or may not have combined off-street parking.

Subdivision Control: These are regulations giving an official control over the subdivision of land and establishing standards for lot arrangements, street width and design, provision of public utilities, correlation with adjacent existing or possible future subdivision, and correlation with other elements of the comprehensive plan where pertinent.

King County exercises control over the platting, subdivision and dedication of land under the authority of the Laws of 1937, Chapter 186, Section 15, as amended, and the Planning Enabling Act (R.C.W. 36.70). The County has established standards and requirements for subdivisions and a definite procedure for filing and processing subdivisions.

Transportation System: A complete transportation system includes both transportation lines, the routes and rights-of-way utilized by various modes of transportation, and terminal facilities (either end of a carrier line with its attendant freight and/or passenger stations, yards and offices). Transportation facilities may include all those connected with the following methods of transportation: vehicular, non-vehicular, rail, waterborne, and aircraft.

Major arterial: A highway connecting major activity centers and facilities with intersections at grade allowing direct access to abutting properties; traffic control measures and geometric design features are used to expedite safe traffic movement.

Secondary arterial: A highway connecting minor activity centers and facilities with intersections at grade and providing access to abutting properties.

Collector: A street which serves an intermediate collection and distribution function between arterial streets and local access streets.

Local access street or road: A street which serves abutting properties and provides direct access to all such properties.

At grade: Commonly used in reference to a street or other right-of-way at the same level as adjacent land.

Walkways: Sidewalks or paths usually located along existing road right-of-ways and needed for pedestrian safety.

Bikeways: Facilities that are designed for and provide a means of bicycle travel. Such facilities may vary from an exclusive grade separated travelway for bicycles to one that is shared with vehicles and/or pedestrians and is designated by simple signing.

Trails: These are natural informal paths usually used by hikers and/or horseback riders, and usually located away from roads. In Northshore many existing trails are found along wooded hillsides, ravines and open space areas.

Utilities: All lines and facilities related to the distribution, collection, and disposal of water, storm and sanitary sewage, garbage and refuse.

View: An object or scene which is open to sight.

Vista: A view corridor; a distant view along an avenue or opening.

Zoning: An official land use control established to serve the public health, safety and general welfare and to permit economic, social and aesthetic advantages resulting from an orderly planned use of land resources. It represents one means of carrying out the general purposes set forth and defined in the Comprehensive Plan of King County.

PLANNING DIVISION

Irving Berteig, Manager
Ralph Colby, Chief, Community Planning Section

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Polly Mebus*	Principal Planner

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Key Participating County Agencies:

Department of Planning & Community Development
Division of Building and Land Development
Parks Division
Architecture Division
Department of Public Works
Department of Executive Administration
Real Property Division

Special acknowledgement to all citizens who have expressed their concerns and contributed their ideas and time.

*Resigned

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