

repealed by 9/15

Date

Introduced by: BILL REAMS

77-524

ORDINANCE NO. 3503

AN ORDINANCE adopting certain additional policies to the Area Zoning Guidelines for the North Bend Study Area

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The attached Policy statements are adopted as an addendum to the Area Zoning Guidelines for the North Bend Study Area (Ordinance 1992). As an amplification and augmentation of the Area Zoning Guidelines, they constitute official county policy for King County regulations and programs which affect land use at the I-90 Interchanges between Issaquah and Snoqualmie Summit.

SECTION 2. The Adopted Area Zoning Maps for the North Bend Area are not changed by this ordinance. Future changes in zoning classifications at the interchanges will be considered through the hearing examiner review process. This process shall include an environmental threshold determination regarding the specific development.

INTRODUCED AND READ for the first time this 13th day of

June, 19 77.

PASSED this 5th day of December, 19 77.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Bill Reams
Chairman

ATTEST:

Dorothy M. Reams
Deputy
Clerk of the Council

APPROVED this 8th day of December, 19 77.

John Spillman
King County Executive

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I-90 INTERCHANGE DEVELOPMENT POLICIES

An Addendum to the North Bend Area Zoning Guidelines
(Ordinance 1992)

The following policies apply to the development of land immediately surrounding the fourteen interchanges of Interstate-90 between Issaquah and Snoqualmie Summit. They are intended to guide development at these interchanges so as to minimize disruption of local land use and traffic patterns in established communities and reduce the potential impact on a designated scenic corridor.

I. AT INTERCHANGES EAST OF EDGEWICK COMMERCIAL AND INDUSTRIAL USES SHALL NOT BE PERMITTED.

This section of the I-90 corridor is not suitable for such development because of its mountainous, forested terrain and its designation as part of Scenic and Recreation Highway. This policy applies to these interchanges: Homestead Valley, Garcia, Camp Mason, Bandera, Asahel Curtis and West Summit.

II. AT INTERCHANGES WEST OF EDGEWICK AND INCLUDING EDGEWICK, ADDITIONAL COMMERCIAL AND INDUSTRIAL ZONING AND DEVELOPMENT SHALL BE ALLOWED ONLY AT INTERCHANGES WHERE ZONING ALREADY EXISTS FOR SUCH DEVELOPMENT.

This section of the I-90 corridor contains land zoned for commercial and/or manufacturing uses at Preston, Echo Lake and Edgewick. Adequate land for commercial and industrial development with easy access to the freeway also exists in and around the cities of Issaquah and North Bend. This policy would exclude four interchanges from commercial or industrial development: East Issaquah, High Point, West Snoqualmie and Cedar Falls.

Recognizing that the City of North Bend should have the opportunity to determine whether limited development at South Fork will be beneficial to the Community and, at the same time, protect the scenic highway, the King County Council will postpone action on the South Fork Interchange until the proposed annexation of the area has been presented to the Boundary Review Board.

III. DEVELOPMENTS DESIGNED TO SERVE THE TRAVELLING PUBLIC SHALL BE LOCATED ADJACENT TO THE FREEWAY INTERCHANGE.

This policy is intended to minimize disruption of local traffic flow, prevent a future "strip commercial" pattern and provide convenient access for the motorist.

IV. THE DIFFERING NEEDS OF EAST AND WESTBOUND TRAVELLERS SHALL BE CONSIDERED IN REVIEWING THE PROPOSED LOCATION OF A COMMERCIAL DEVELOPMENT AT AN INTERCHANGE.

V. COMMERCIAL USES AT FREEWAY INTERCHANGES SHALL BE LIMITED TO HIGHWAY ORIENTED SERVICES FOR THE TRAVELLING PUBLIC.

This policy is intended to provide adequate motel, restaurant and auto maintenance services for the travelling public and to minimize negative impacts on existing commercial centers in nearby communities.

VI. ANY DEVELOPMENT ADJACENT TO A FREEWAY INTERCHANGE SHALL BE PRECEDED BY AN ENVIRONMENTAL IMPACT ASSESSMENT TO EXAMINE THE POTENTIAL EFFECT ON NEARBY COMMUNITIES AND THE NATURAL ENVIRONMENT.

VII. ANY DEVELOPMENT ADJACENT TO FREEWAY INTERCHANGES SHALL BE DESIGNED SO AS TO PRESERVE THE AREA'S ENVIRONMENT AS MUCH AS POSSIBLE AND SHALL BE APPROVED SUBJECT TO "P" SUFFIX.

A. NATURAL TERRAIN AND VEGETATION SHALL BE RETAINED WHEREVER POSSIBLE AND LANDSCAPING SHOULD BE USED FOR SCREENING.

B. STRUCTURES BUILT AT FREEWAY INTERCHANGES SHALL NOT OBSTRUCT PANORAMIC VISTAS AND SCENIC VIEWS.

C. OFF-SITE SIGNS, DESIGNED TO ATTRACT HIGHWAY TRAVELLERS, SHALL BE LIMITED TO HIGHWAY DEPARTMENT LOGO AND INFORMATIONAL SIGNS. ON-SITE SIGNS SHALL BE DESIGNED AND LOCATED TO SERVE USERS ON THE PROPERTY. AN ON-SITE SIGNING PLAN WHICH RECOGNIZES AND GIVES SPECIAL ATTENTION TO PROTECTING THE SCENIC HIGHWAY SHALL BE REQUIRED AS A CONDITION OF DEVELOPMENT APPROVAL.

D. UTILITIES SHALL BE UNDERGROUND.

E. LIGHTING OF PARKING AREAS, SIGNS AND BUILDING EXTERIORS SHALL BE DESIGNED TO MINIMIZE GLARE THAT WOULD BE VISIBLE TO NEARBY RESIDENTIAL AREAS OR HIGHWAY TRAVELLERS.

F. NOISE AND AIR POLLUTION GENERATED BY THE DEVELOPMENT SHOULD BE MINIMIZED THROUGH LAND USE CONTROL AND SITE DESIGN.

Commercial and industrial land uses which generate significant noise and air pollution are not acceptable. Setbacks, buffers, landscaping, building locations, ingress/egress locations, baffles and other site design techniques should all be utilized as appropriate.

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G. ENTRANCES, EXITS AND ACCESS POINTS SHALL BE LOCATED AND DESIGNED TO ACCOMMODATE ADDITIONAL TRAFFIC FLOW AND MINIMIZE TRAFFIC HAZARDS AND IMPACTS ON ADJACENT PROPERTY.

VIII. WHERE APPROPRIATE, DEVELOPMENT AT FREEWAY INTERCHANGES SHOULD INCLUDE VIEWPOINTS, PICNIC AREAS AND/OR LINKS WITH TRAILS PASSING NEAR THE FREEWAY CORRIDOR.