

January 19, 1993  
NShore.Ord AT/ldt

Introduced by: Gruger

Proposed No.: 91-346

ORDINANCE NO. **10703**

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AN ORDINANCE amending the King County Comprehensive Plan; adopting the Northshore Community Plan Update; adopting the Northshore Area Zoning; amending the King County Sewerage General Plan; repealing Ordinance No. 3325, as amended, and K.C.C. 20.12.210; repealing Ordinance 5890 and K.C.C. 20.12.214; and repealing Ordinance 4387 and K.C.C. 20.12.216.

**PREAMBLE:**

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

1. The Northshore area is an appropriate geographic area for augmentation and amplification of the King County Comprehensive Plan through the adoption of the Northshore Community Plan Update and Area Zoning. The Northshore Community Plan Update is a continuation of the program to plan area-by-area in King County.
2. The Northshore area is a growing area with competing demands for land uses and development and requires areawide planning and zoning.
3. The Executive Proposed Northshore Community Plan Update has recommended the amendment of the Comprehensive Plan Map to redesignate the transitional area to urban and rural areas; to redesignate portions of the Sammamish Valley APD to rural and urban areas, and to redesignate a portion of the urban area to rural.
4. King County, with the assistance of the Northshore Community Plan Update Citizen Advisory Committee, the Technical Advisory Committee and general citizen input, has studied and considered alternative policies, plans, programs and other means to provide for the orderly development of the Northshore area and has considered the social, economic and environmental impacts of the plan and areawide zoning. King County has prepared a Final Environmental Impact Statement for the Northshore Community Plan and Area Zoning and will distribute the Environmental Impact Statement on December 7, 1992.
5. The community plan update and area zoning provide for the coordination and regulation of public and private development and bear a substantial relationship to, and are necessary for, the public health, safety, and general welfare of King County and its citizens.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 5890, Sections 1 and 2, and K.C.C. 20.12.214 and Ordinance 4387, Section 2, and K.C.C. 20.12.216 are each repealed.

SECTION 2. Ordinance 3325 as amended and K.C.C. 20.12.210 are each hereby repealed, and the following is substituted:

1           A. The Northshore Community Plan Update attached to  
2 Ordinance 10703 as Appendix A as amended by the Northshore  
3 Community Plan Update Review Panel's amendments dated September  
4 30, 1992 and attached hereto as Appendix E, is adopted in its  
5 entirety as an amplification and augmentation of the  
6 comprehensive plan for King County and as such constitutes  
7 official county policy for the geographic area defined therein.

8           B. The Northshore Community Plan Update Area Zoning,  
9 attached to Ordinance 10703 as Appendix B as amended by the  
10 Northshore Community Plan Update Review Panel's amendments  
11 dated September 30, 1992 and attached hereto as Appendix E, is  
12 adopted as the official zoning control for that portion of  
13 unincorporated King County defined therein.

14           C. Ordinance No. 4035, previously adopting the King County  
15 Sewerage General Plan, is hereby amended in accordance with  
16 Subsection A.

17           D. The King County Comprehensive Plan Map, adopted by  
18 Ordinance 7178, is amended within the Northshore community  
19 planning area to redesignate the transitional area, to  
20 redesignate portions of resource lands, and to redesignate  
21 portions of urban areas, as indicated on the map attached  
22 hereto as Appendix C. Justification for the amendments are  
23 contained in an issue paper attached hereto as Appendix D.  
24 These designations shall be implemented by the adoption of the  
25 Northshore Community Plan Update and Area Zoning.

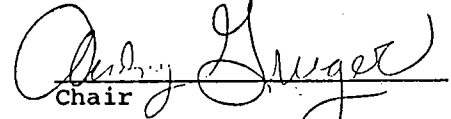
26           SECTION 3. Severability. The provisions of this  
27 ordinance are declared to be separate and severable. The  
28 invalidity of any clause, sentence, paragraph, subdivision,  
29 section or portion of this ordinance or the invalidity of the  
30 application thereof to any person or circumstances shall not

1 affect the validity of its application to other persons or  
2 circumstances.

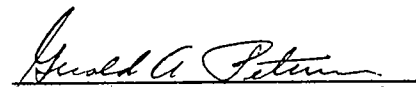
3 INTRODUCED AND READ for the first time this 13th day  
4 of May, 1991.

5 PASSED this 19th day of January, 1993


6 KING COUNTY COUNCIL  
7 KING COUNTY, WASHINGTON

8   
9 Chair

10 ATTEST:

11   
12 Clerk of the Council

13 APPROVED this 1st day of February, 1993

14   
15 King County Executive

16 Attachments:

- 17 A. Northshore Community Plan Update
- 18 B. Northshore Community Plan Update Area Zoning
- 19 C. Map of amendments to King County Comprehensive Plan
- 20 D. King County Comprehensive Plan amendment issue paper

**10703**

# **NORTHSHORE AMENDMENTS**

**Showing Action Taken At Council  
Meetings on:**

**1/4/93**

**1/11/93**

**1/19/93**

[Dashed-through material represents either a deletion from the Executive Proposed Plan or from the Panel Recommended Amendments. Material that is either highlighted or underlined represents additions to the Executive Proposed Plan and/or Panel Recommended Amendments. For details of amendments made during Council meetings, see Council proceedings for those dates.]





10703

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

Amend the Area Zoning Map by removing the GR-5 designation from the subject properties.

Basis: 12/9/92 letter from Lou Haff, County Road Engineer, stating that new information indicates that the subject properties meet the criteria in NSCP Policy T-3a for exemption from the Interim Urban Growth Reserve designation.

**ACTION TAKEN 1/4/93 :- LP MOVE: PASS 9-0**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

Amend the Recommended Equestrian Facilities Map as shown.

Basis: Additional existing equestrian facilities have been identified by user groups.

**ACTION TAKEN 1/4/93: RS MOVE: PASS 7-2, KP, PB "No"**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

Amend Policy T-33 to read as follows:

T-33 Safe equestrian access shall be preserved and/or enhanced within the road right-of-way within established equestrian communities in Northshore as identified on the Equestrian Facilities map. A widened gravel or dirt shoulder may be preserved or expanded as needed to enhance safe equestrian circulation within these communities. Such facilities and techniques should serve to maintain access to either the public or established private trails system in these areas.

If right of way, traffic volumes/speed, and user demand indicate the need, a separated parallel facility in the road right-of-way may be constructed outside of the ditch line, or as a trail on an independent alignment.

All roadside equestrian facilities should be coordinated with the off-street network to provide access and route continuity.

~~King County should preserve identified equestrian trails through the development review process where possible and consider legislation to expand its ability to do so.~~

**Identified equestrian trails on private property shall be preserved through the development process through P-suffix conditions.**

Basis: Northshore Panel decision to retain Executive Proposed P-suffix condition requiring provision of trail right-of-way as a condition of development.

**ACTION TAKEN 1/4/93: BD MOVE: FAIL 4-5, AG, LP, GN, BD "YES"**

**ACTION TAKEN 1/19/93: RS MOVE: PASS 7-0, GN, CS exc.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

Amend the Area Zoning Map to designate the subject property GR-5-P (Potential RS-7200-P)

Basis: Brings property designation into conformance with adjacent properties. Subject property received no zoning designation in the Executive Proposed Plan due to a mapping error which placed it within the City of Bothell.

**ACTION TAKEN 1/4/93: LP MOVE: PASS 9-0**



10703

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

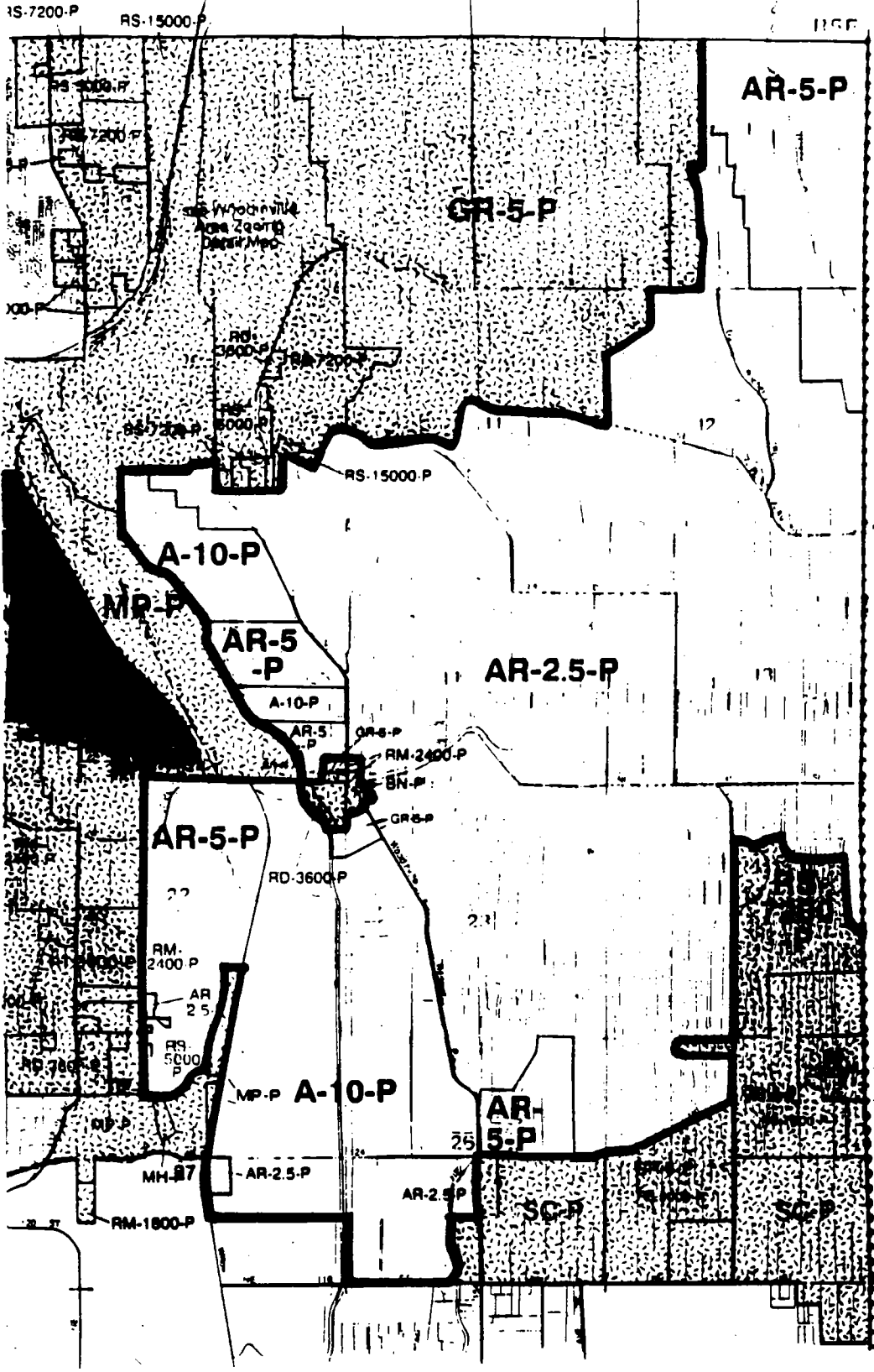
SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

Establish the eastern boundary of the Sewer Local Service Area as shown


Basis: brings the LSA boundary into conformance with Northshore Panel land use recommendations

**NEW VERSION SUBMITTED 1/11/93**

**ACTION TAKEN 1/11/93: LP MOVE: PASS 7 to 0, KP, PB, exc.**



**Changes to Executive Proposed Sewer Local Service Area**  
 Northshore Community Planning Area

 Proposed Sewer Local Service Area (eastern portion)



November 1992



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Add the following text to the Residential Chapter following Policy R-6:

The Bear Creek Basin Plan (adopted in August 1992) recognized the importance of the regionally significant Cottage Lake Creek stream system. This recognition included a recommendation of rural zoning for all areas within 1/4 mile of the streams and wetlands included in this system. Additional field survey in 1992 performed after the Basin Plan was prepared in 1988 has documented that the #1-rated Big Bear Creek Wetland 10 extends much further west and north than what was mapped in the 1990 Sensitive Areas Map Folio. This new survey extends the wetland area almost to the Woodinville-Duvall Road on the north and to 171st Ave NE on the west and includes two previously unmapped salmonid bearing tributaries of Cottage Lake Creek. The result of this new stream and wetland information is the extension of the Regionally Significant Resource Area (RSRA) boundaries further to the north and west into the Northshore Community Planning Area. The north and west boundaries of the RSRA would be in the vicinity of the roads mentioned above.

The intended result of the rural zoning is to minimize the effects of urban development on the functional and structural integrity of streams and wetlands within the Daniels and Cottage Lake Creek sub-basins. By doing so, the mosaic of habitats that support various plant communities, fish, other wildlife, and good water quality can be maintained for many decades. In addition, the potential damage associated with pollution, flooding, erosion, and sedimentation can be greatly reduced.

Basis: adds explanatory text supporting Northshore Panel recommended Policy R-6

**ACTION TAKEN 1/4/93 : BD MOVE: PASS 9-0**

10703

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

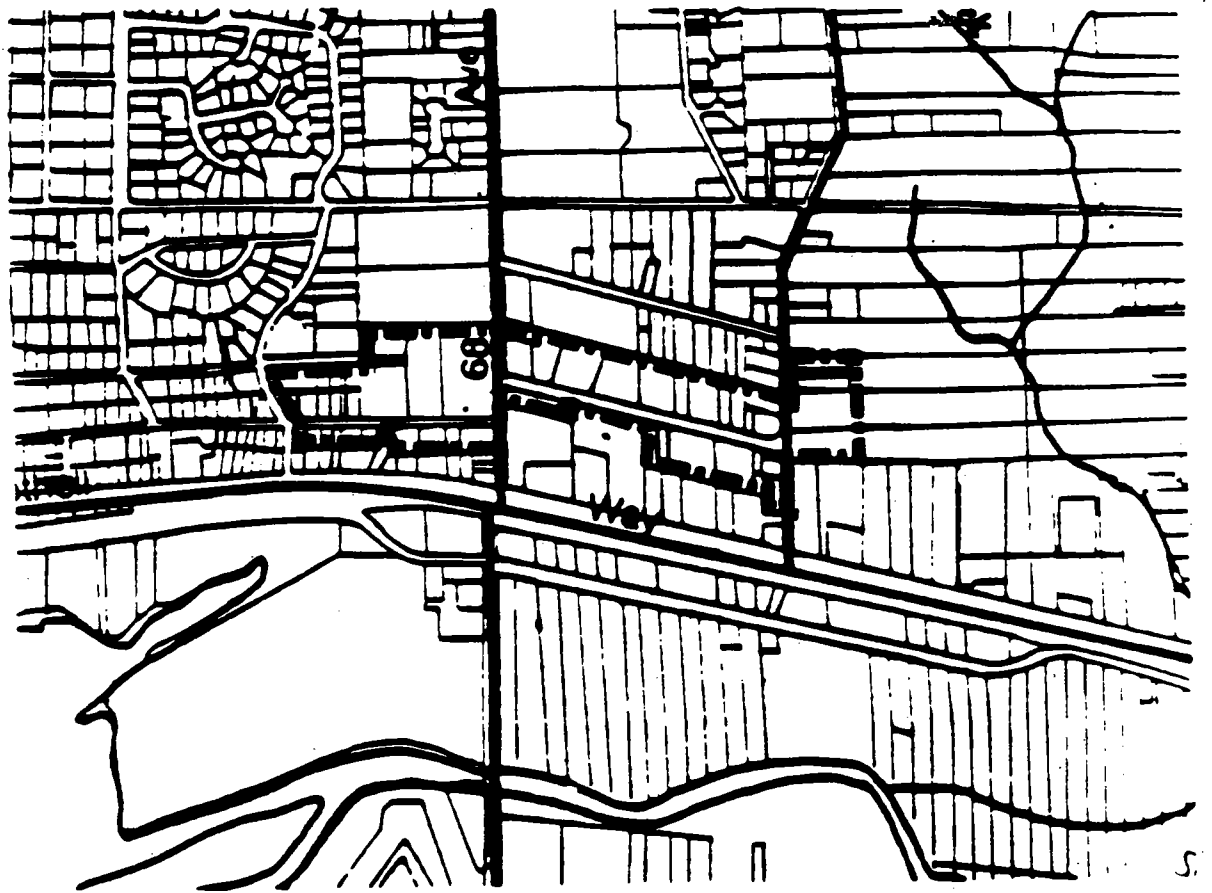
**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

Add a map of the Kenmore Pedestrian Oriented Area to the Area Zoning P-suffix conditions, Section VI. Kenmore Activity Center Design Review

Basis: clearly defines the Pedestrian Oriented Area recommended by the Northshore Panel

**ACTION TAKEN 1/4/93: LP MOVE: PASS 9-0**



**North Kenmore Pedestrian Oriented Area**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

Add a new policy to the Urban Growth Areas chapter to read as follows:

The southeast slope of Norway Hill lacks appropriate infrastructure for urban growth and is physically constrained by slopes. This area shall be designated growth reserve with a potential designation of 3 units per acre. Actualization of the potential zoning is contingent on the following:

1. provision of all needed and appropriate urban services, including sewers, either directly by the city or by contract with other service providers;
2. adequate mitigation for impacts to transportation infrastructure and other services within the city and County.

Basis: Policy would support Northshore Panel action designating this area GR-5-P (potential RS-15,000-P)

**ACTION TAKEN 1/19/93: LP MOVE: PASS 8 to 0, CS exc.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

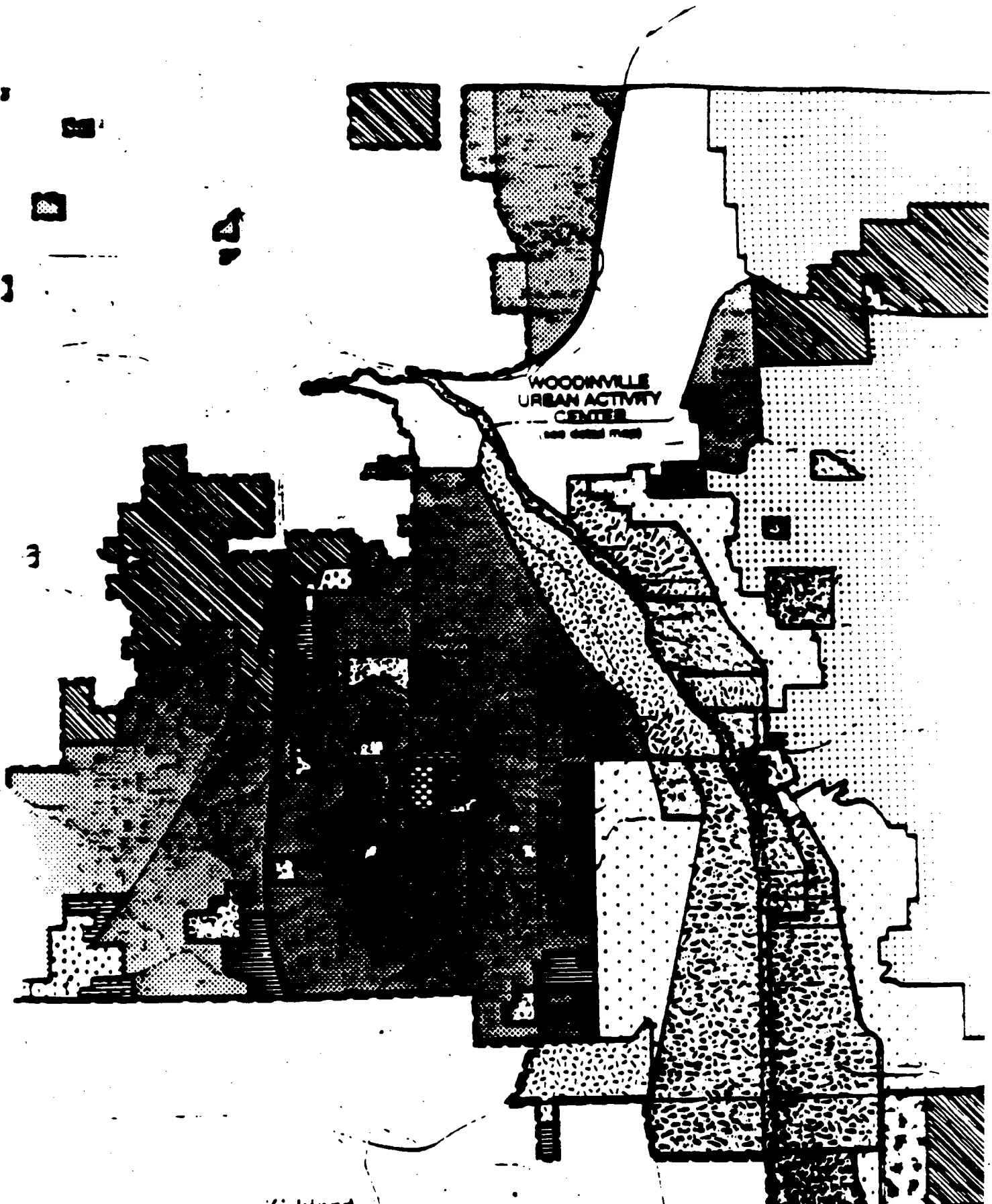
SPONSOR, AUDREY GRUGER  
BRIAN DERDOWSKI  
LARRY PHILLIPS

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Amend the Land Use Map to show the subject property (Columbia Winery) as Industrial

Basis: Industrial land use designation would reflect Northshore Panel action applying MP-P zoning designation to the property

**ACTION TAKEN 1/4/93: LP MOVE: PASS 9-0**



WOODINVILLE  
URBAN ACTIVITY  
CENTER

SEE DETAIL PAGE

Cockland

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, DERDOWSKI

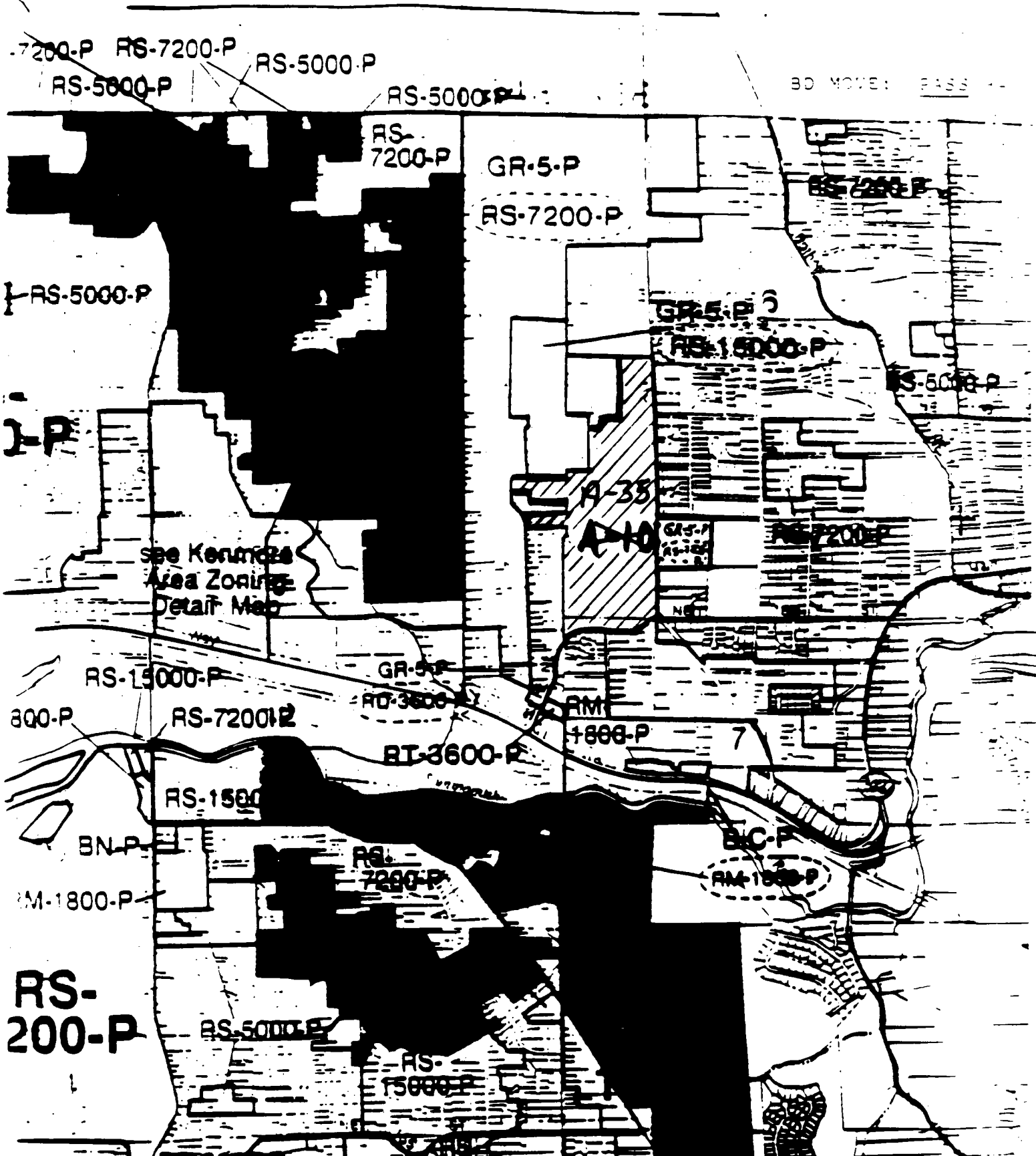
**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Amend the Area Zoning Map to apply the ~~A-10~~ A-35 designation to the subject property, and

Amend the Land Use Map to show the subject property as Agricultural but not within the Agricultural Production District

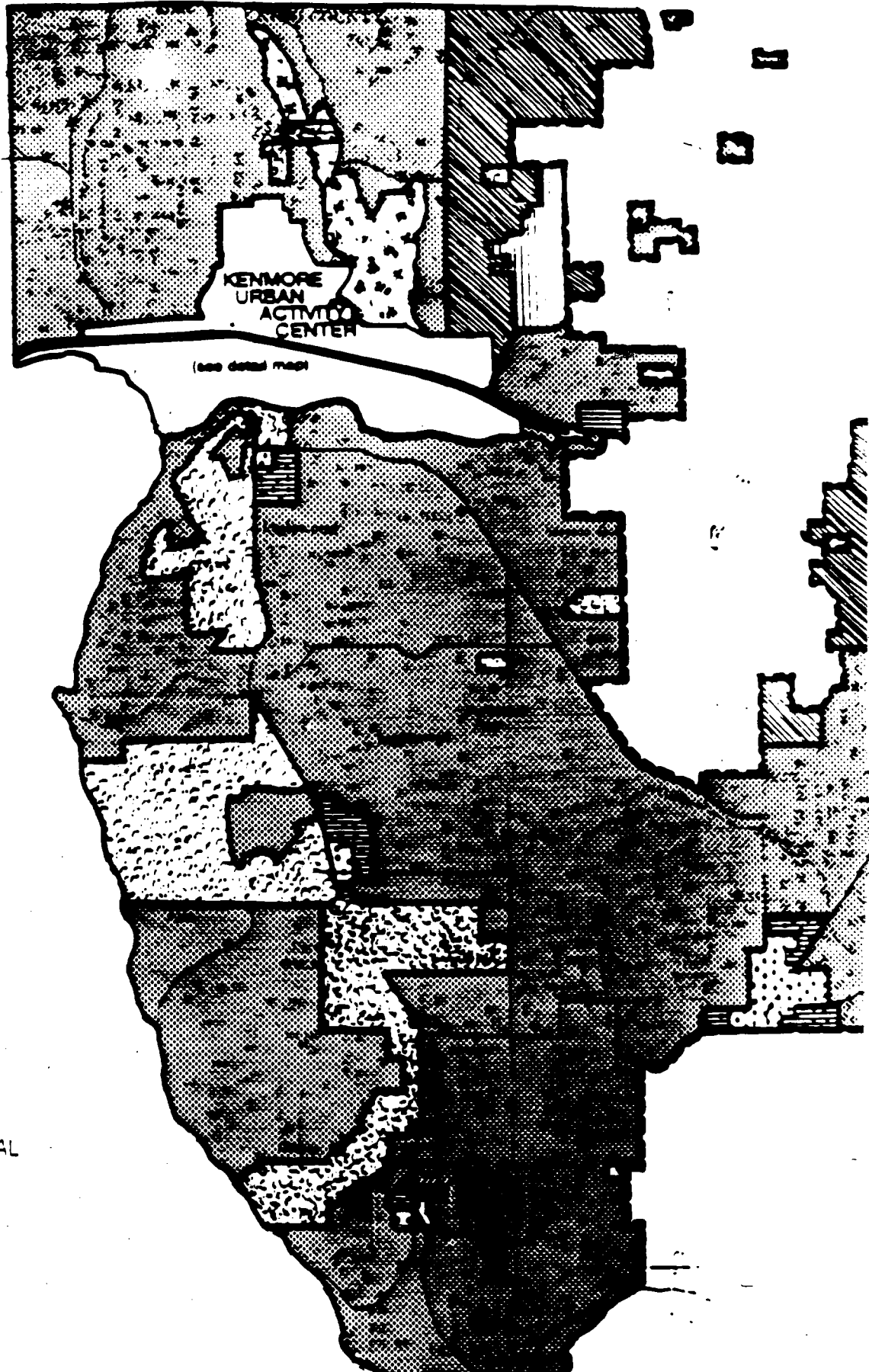
Basis: Policy A-1 calls for Agricultural zoning on lands from which King County has purchased the development rights under the Farmlands Preservation Program. The County has purchased the development rights from the subject property, the Magnolia Dairy.

**ACTION TAKEN 1/4/93: BD MOVE: PASS 9-0, as amended.**





LAND USE MAP



KENMORE  
URBAN  
ACTIVITY  
CENTER

(see detail map)



AGRICULTURAL

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

SPONSOR, DERDOWSKI

Amend Policy P-9 to read as follows:

P-9 When the development of properties occurs in the Northshore planning area, public access or easements should be required to complete the development of a local trail system. Adequate right-of-way should be provided for trail use. To ensure that the provision of trail corridor right-of-way does not result in a reduction in the number of permitted building lots, the area within the trail right-of-way, not otherwise credited as part of a road right-of-way dedication, should also be credited toward the lot area of any proposed development. Trails should connect to existing and proposed schools, parks, riding stables, recreation areas and neighborhoods.

**ACTION TAKEN 1/4/93: BD MOVE: AMENDED, WITHDRAWN**

**ACTION TAKEN 1/19/93: RS MOVE PASS 7-0, as amended, GN, CS, exc.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

SPONSOR, DERDOWSKI

Amend Policy A-7 to read as follows:

A-7 The importance of wineries and similar agricultural ly-related tourism uses within the Sammamish Valley is recognized. Wineries are complementary to agricultural uses; however, they contain a manufacturing component which does not conform to the criteria for lands within the Agricultural Production District. Therefore, new wineries should be located outside the Agricultural production District, and within industrial areas. Expansion of the an existing winery onto adjacent Rural-designated lands within the APD may be appropriate if found to be compatible with the long-term protection of agricultural uses within the APD. Any such expansion shall be reviewed pursuant to a Conditional Use Permit.

**LANGUAGE CHANGE AG FRIENDLY AMENDMENT**

Basis: Clarification of Northshore Panel recommended policy which is intended to prevent development of new wineries on high quality agricultural soils. One existing winery is within the APD as is some Rural-designated adjacent land.

**ACTION TAKEN 1/4/93: BD MOVE: PASS 9-0, as amended**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, DERDOWSKI

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Amend the P-suffix condition on page 74 of the Executive Proposed Area Zoning to read as follows:

All new development that contains an equestrian trail as identified on the map, Northshore Equestrian Facilities, or a historically used equestrian trail, shall provide the trail right-of-way as a condition of subdivision of other County permit approval. Trail right-of-way width shall be determined by ~~the Building and Land Development Division~~ King County at a width suitable to accommodate equestrian uses. ~~The area within the trail right-of-way but not within any dedicated road right-of-way shall also be credited toward the lot area of any proposed development.~~

**ACTION TAKEN 1/19/93: RS MOVE: PASS 7-0, as amended, GN, CS exc.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, DERDOWSKI

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Add the following new policy to the Parks and Open Space Chapter:

Established low urban densities on Norway Hill should be maintained. View corridors should be preserved to provide scenic vistas in urban King County. The scenic recreational use of the hill (rural roads, hiking trails) should be preserved and improvements made for future parks and to bike and hiking trail connections to the Tolt Pipeline and Sammamish River Trails.

Basis: King County Comprehensive Plan Policies R-204, R-205, E-102, E-103, R-104 and E-305

**ACTION TAKEN 1/19/93: BD MOVE: PASS 8-0, CS exc.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, BRIAN DERDOWSKI

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend the Area Zoning for the subject properties at the intersection of I-405 and NE 160th St as shown:

Basis: Consistent with density stepdown approach outlined in Policy E-17. The actual densities specified in E-17 would need to be amended (see proposed amendment #15a) to reflect this change.

**WITHDRAWN**

RS-7200

SQUAMISH COUNTY  
King County

RS-5000

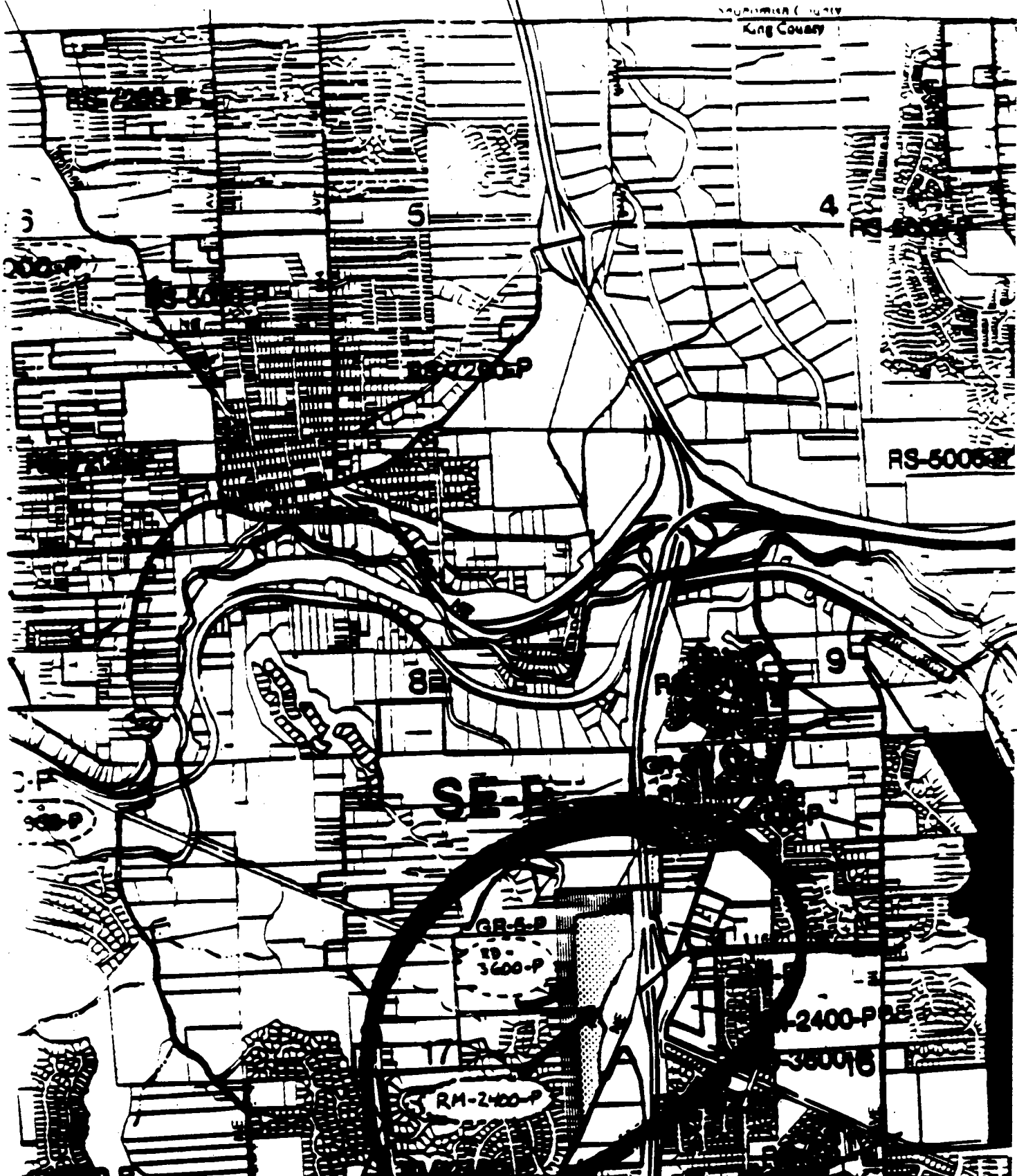
SE

GR-2  
19-  
3600-P

2400-P

3800-P

RM-2400-P



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, BRIAN DERDOWSKI

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Policy E-17 as follows:

E-17 The land around the I-405 and NE 160th Street interchange is designated growth reserve with potential designations of ~~18~~ 12 to 24 ~~18~~ units per acre. These densities shall be achieved by a density step-down approach which places higher densities in the core and lower densities on the perimeter to maintain compatibility with adjacent neighborhoods. The City of Bothell recognizes the need for additional parks in the Norway hill subarea. New development should mitigate impacts of new residents or employees on existing park facilities. The opportunity to acquire land for and develop a community park of 10-20 acres in this area should be pursued. King County and the City of Bothell should work with site developers to reserve additional acreage for such a park, and to develop a public/private funding package for such a park. Future urban development should follow urban design guidelines, including the mitigation of visual and physical impacts related to the I-405 corridor, established by the City of Bothell. Actualization of potential densities is contingent upon ~~Council review of a plan amendment study to be transmitted by the Executive no later than January 1, 1995 to consider~~ the following:

- (1) A pedestrian circulation plan should be made prior to development which will provide pedestrian circulation through the area as well as direct linkages to the Brickyard Park and Ride.
- (2) Needed and appropriate urban services must be provided, either directly by the city or by contract with other service providers.
- (3) Project development on the west side of I-405 shall limit access to 112th Avenue NE. Applicants for development approval shall demonstrate that the proposed development would not result in traffic level of service (LOS) worse than LOS "d", or shall provide road improvements necessary to achieve an LOS "d" or better. Improvements necessary to achieve LOS "d" or better must be finalized through awarding of construction contracts concurrent with the date for final development approval by the City of Bothell.
- (4) Future urban development must address impacts to all other urban services such as fire protection, police protection and schools. A proposal to mitigate impacts to these facilities in the city and County must be accepted prior to final development approval.
- (5) Application of city road and development design standards, where city standards are more stringent than the County's.
- (6) Future urban development should protect sensitive areas on site consistent with regulations adopted by King County and the City of Bothell.

**ACTION TAKEN 1/4/93: GN MOVE: PASS 8-0, PB exc., as amended**



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, BRIAN DERDOWSKI

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Add a new policy to the Urban Growth Area chapter to read as follows:

Areas adjacent to Juanita, Little Bear or Swamp Creeks as well as designated Critical Drainage Areas, Erosion Hazard Areas or Landslide Hazard Areas should be designated low density urban at a density of 3 units per acre to protect the natural resources that would be impacted by development there. In the event that subsequent changes in the King County Code eliminate that zoning designation, these areas should convert to the closest lower density designation.

**ACTION TAKEN 1/19/93: BD MOVE: WITHDRAWN**

**RS MOVE: PASS 7-1, as amended, GN "NO", CS exc.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend the P-suffix condition "N" on page 63 of the Amendment Package dated 9/30/92 to read as follows:

- N. ~~The site shall have been removed from the Department of Ecology's Hazardous Site List.~~ Prior to any development, the applicant shall conduct additional environmental assessment as specified by King County and, if contamination is found, shall prepare a remediation plan and schedule acceptable to the King County executive. Prior to development for any phase of the project, contamination (if any) on the portion of the site to be developed in that phase shall be remediated in accordance with the remediation plan and all legal requirements. The remainder of the site shall be cleaned up in accordance with the remediation schedule.

**NEW VERSION SUBMITTED 1/11/93**

**ACTION TAKEN 1/11/93: LP MOVE: PASS 7-0, as amended, PB, CS exc.**

## KING COUNTY COUNCIL MEETING

Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Policy K-11 to read as follows:

K-11 This plan supports a Mixed Use Development Area in Kenmore. Issues identified in this plan must be addressed before Mixed Use development can occur. The Mixed Use Development Area is designated Industrial/Commercial, Potential Mixed Use. Mixed Use development shall meet the following conditions before redevelopment can occur:

- A. Provide pedestrian linkages into other parts of Kenmore.
- B. Provide for easily accessible transit hub, and a strong transportation demand management program that facilitates transit use.
- C. SR-522 through Kenmore is currently at LOS F and at ultimate design. Further study is necessary to determine if potential roadway and transit improvements will be sufficient to mitigate roadway congestion to acceptable levels. ~~Therefore, prior to the actualization of any potential zoning on the site, a plan amendment study shall be completed by the Executive and transmitted to the Council no later than June 30, 1993 90 days after the applicant submits its transportation analysis the "Master Transportation Plan" to King County.~~ The study should identify acceptable congestion thresholds based on aggressive transit solutions. King County will determine if potential transit and roadway improvement will be sufficient to meet new transit thresholds. If it is determined that transit and roadway improvement will be sufficient to meet transit thresholds, the new development shall pay a pro-rata share towards these improvements including both roadway and transit capital projects. New development may occur only when transportation impacts are adequately mitigated.
- D. Provide for substantial public access to and use of the Lake Washington and Sammamish River waterfront.
- E. Contribute to any Kenmore business improvement district.
- F. Mitigate for impacts upon affordable housing, as determined by King County.
- G. Provide for community open space.
- H. Provide for fish and wildlife enhancement.
- I. Mitigate for impacts to the shoreline edge through riparian vegetation enhancement.
- J. Provide for easily accessible public viewpoints and project view corridors.
- K. Provide for convenient pedestrian access from the development to link to nearby park facilities.
- L. Development shall provide for thorough environmental review, which should include analysis of available water-based industrial land in the region to support this type of use.

**ACTION TAKEN 1/11/93: LP MOVE: PASS 7 TO 0, as amended PB, CS exc.**

**BD MOVE: AMEND PASS 8 to 0, CS exc.**

**ACTION TAKEN 1/19/93: RS MOVE: PASS 8 to 0, as amended CS exc.**

**(\*1/19/93: Delete 'the Master Transportation Plan', insert "its transportation analysis")**

10703

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, KENT PULLEN

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

PROPOSED AMENDMENT TO NORTHSORE PLAN UPDATE AND AREA ZONING; (Latest Edition, 1992)

The Northshore community Plan, latest edition, 1992 is hereby amended as follows:

The Schiessel Property, tax lots: 9008 and 9092 (Exhibit A, Legal attached) comprising approximately 49 acres will be designated as follows: Exhibit B, Maps attached)

1. The westerly 14.5 acres will be classified as R - MHP (Mobile Home Park) for affordable housing or a greenbelt and deeded to King County.
2. The center 14.5 acres, from east to west, as RD-3600 for affordable housing.
3. The northeast 4.5 acres as RM-900.
4. The southeast 15.5 acres as BC

The ordinance to follow the amendment, if it is approved, will include the following minimum conditions:

1. Remand of the issue to the King County Hearing Examiner to conduct a public hearing and set site development conditions.
2. The purchase of development rights; before the applicant is issued a building permit, he will locate, purchase and deed to King County development rights for each acre of land which is re-classified as requested, except for the westerly 14.50 acres which will be deeded to the county to be used at their discretion. The development rights will be purchased on farmland which was eligible for acquisition by the King county Farmland Preservation Program in 1987.

**WITHDRAWN**

EXHIBIT A

LEGAL DESCRIPTION

THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER;  
THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST  
QUARTER;  
AND THAT PORTION OF THE SOUTH 128.00 FEET OF THE NORTH HALF OF  
THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER LYING EAST OF  
STATE HIGHWAY NO. 2;  
AND THE WEST 300 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST  
QUARTER, ALL IN SECTION 26, TOWNSHIP 26 NORTH, RANGE 5 EAST,  
W. M., IN KING COUNTY, WASHINGTON;  
EXCEPT THAT PORTION CONVEYED TO KING COUNTY FOR ROAD BY DEED  
RECORDED UNDER RECORDING NO. 5809819;  
AND EXCEPT THAT PORTION LYING EASTERLY OF THE REDMOND-WOODINVILLE  
ROAD;  
AND EXCEPT THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST  
QUARTER OF SAID SECTION 26 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID SUBDIVISION  
DISTANT NORTH 88 DEGREES 03 MINUTES 41 SECONDS WEST 1157.80 FEET  
FROM THE SOUTHEAST CORNER THEREOF;  
THENCE NORTH 88 DEGREES 03 MINUTES 41 SECONDS WEST 200 FEET TO  
THE SOUTHWEST CORNER OF SAID SUBDIVISION;  
THENCE NORTH 2 DEGREES 08 MINUTES 58 SECONDS EAST ALONG THE WEST  
LINE OF SAID SUBDIVISION 250 FEET;  
THENCE SOUTH 88 DEGREES 03 MINUTES 41 SECONDS EAST 200 FEET TO A  
POINT WHICH BEARS NORTH 2 DEGREES 08 MINUTES 58 SECONDS EAST FROM  
THE POINT OF BEGINNING;  
THENCE SOUTH 2 DEGREES 08 MINUTES 58 SECONDS WEST 250 FEET TO THE  
POINT OF BEGINNING;  
EXCEPT THE SOUTH 50 FEET THEREOF CONVEYED TO KING COUNTY FOR ROAD  
BY DEEDS RECORDED UNDER RECORDING NOS. 5809819 AND 5809820.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

10703

Schuessl ~~property~~  
Exhibit: B

170

(26)  
(22)

(2)

N.E. 124TH ST.  
1387.80

KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1992

SPONSOR, LARRY PHILLIPS  
BRIAN DERDOWSKI

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Amend Policy CR-3 to read as follows:

CR - 3 The Community Plan should ~~label all inventoried~~ identify historic resources ~~listed in the King County Historic Resource Inventory in the area zoning maps and attach special development conditions to them to secure land uses compatible with~~ and at the time of development, consideration will be given to protecting their historic characteristics. As of the date of map preparation, all properties shown on the "Historic Resources" map are considered potentially eligible for Landmark designation.

The following P-suffix conditions shall apply to all historic sites ~~resources identified on the Historic Sites Map~~ listed in the King County Historic Resources Inventory (HRI), which are potentially eligible for Landmark designation, to any property with eligible historic or archaeological resources identified during development review, as well as and to all parcels abutting those historic sites resources.

1. An environmental checklist shall be prepared for all historic resources ~~on parcels identified with a P-suffix~~ listed in the HRI which are potentially eligible for Landmark designation as well as any property with potentially eligible historic or archaeological resources identified during development review, except where categorically exempt under King County SEPA guidelines.

**BASIS:**

- o Office of Historic Preservation agrees with amendments as revised above;
- o The effect of the policy and P-suffix is to ensure the Office of Historic Preservation has the opportunity to comment and recommend mitigations for development proposals;
- o Suggested mitigations are only applied if justified under SEPA rules or other King County codes;
- o Policies within the recently adopted Landmarks Preservation Code provides SEPA with substantial authority to mitigate impacts; and
- o As a matter of practice, the Office of Historic Preservation is currently requested to review applications in all of the circumstances noted in the P-suffix condition.

**ACTION TAKEN 1/4/93: BD MOVE, BD MOVE AMENDMENT  
HOLD**

**ACTION TAKEN 1/19/93: LP MOVE: FASS 8-0, CS exc.**

KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1993

SPONSOR, RON SIMS  
LARRY PHILLIPS

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

- Amend the proposed Northshore Community Plan land use map by designating the subject properties Multi-family.
- Amend the proposed Northshore Community Plan Area Zoning by applying the RM-2400-P designation to the following properties:
  - Tax Lots 26 and 27 in Section 16-26-5, and
  - Tax Lot 40 in Section 9-26-5
- Amend the proposed Northshore Community Plan Area Zoning by removing the proposed interim Urban Reserve Overlay
- Add the following P-suffix condition to all properties to be redesignated:

Multifamily development on this property shall be required to cluster all buildings on the lower portion of the property, below the 125-foot elevation line. This elevation must be established by a certified topographical survey and permanently marked prior to development.

**BASIS:**

The subject properties would be located within the Urban Activity Center of Woodinville.

Multi-family development is consistent with King County Comp Plan Policies R-202 a, b, and R-208.

**ACTION TAKEN 1/19/93: LP MOVE: PASS 7-1, GN "NO", CS exc.**



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, RON SIMS

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Delete Policy E-21, Chapter 1 of the Urban Growth Areas.

Revise zoning for the western half of the southeast quarter of Section 26, Township 26 North, Range 5 East located east of the Redmond Woodinville Road and between NE 124th Street and NE 116th Street to be SC-P

This action is consistent with existing urban development and building permit conditions already imposed upon this property for construction of a church, the City of Redmond's Ten Year Growth Boundary Plan to implement its annexation boundaries to include such property within the City of Redmond with provisions for water and sewer service, the location of the Thenos Dairy immediately adjacent to principal arterials (Redmond-Woodinville Road which is a State Route and NE 12th Street), and adjacent SC-P zoning on the south and east.

**ACTION TAKEN 1/4/93: RS MOVE: PASS 6-2, GN, LP, "NO", PB EXC.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, RON SIMS

AMENDMENT TO PROPOSED ORDINANCE 91-346

New Policy: E-21

Based on the fact that building permit conditions already imposed upon this property for construction of a church; the subject area being within the City of Redmond's Ten Year Growth Boundary plan, and the property abuts abutting portions of the Agricultural Production District, residential development ~~on the property should~~ shall be low-density, ~~and should be~~ clustered, screened and fenced to increase distance between housing and agriculture, and to discourage trespass.

ACTION TAKEN 1/4/93: RS MOVE: PASS 7-1, GN "NO", PB exc., as amended.

ACTION TAKEN 1/19/93: **REPLACED, SEE NEXT  
PAGE**

10703

KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1993

AMENDMENT TO PROPOSED ORDINANCE 91-346

SPONSOR, SIMS

Amend amendment 22a adopted on 1/4/93 to read as follows:

Residential development south of NE 124th Street, within the area identified by Redmond as its proposed annexation area, adjacent to the Agricultural Production District shall be low-density, clustered, screened, and fenced to increase distance between housing and agricultural uses, and to discourage trespassing.

ACTION TAKEN 1/19/93: RS MOVE: PASS 8-0, CS exc.

22a  
~~52~~

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, PULLEN

Revised Amendment #23 (submitted 1/4/93):

U-10 Recognizing electric utilities' State-regulated "public service obligation," the State's Procedural Criteria for utilities elements of comprehensive plans, Growth Management Act requirements for including the location and capacity of existing and proposed electrical lines in utilities elements, and the need for timely inter-jurisdictional coordination in the planning and provision of electrical service, the Northshore Community Plan recognizes existing electrical facilities and anticipates that proposed facilities will be considered as part of a countywide review of utility facilities and corridors.

**Amend text under "Electricity: subheading, p.132:**

Electrical power is supplied to the Northshore area by Puget Power, which is currently planning to accommodate the future growth of the Northshore area. (delete: Two new substations, one at the Bothell Corporate Park and one in the vicinity of NE 132nd Street and 84th Avenue NE, and a switching facility in the vicinity of 80th Avenue NE and NE 185th Street are planned to be built by 1995. Puget Power is also projecting the need for a new substation in the Hollywood Hill area by the year 2000.)

(Add: Puget Power has prepared and submitted an attached map and written description fo existing facilities within the Northshore Subarea and a list of projects in-progress and proposed for the area to 2020, which are part of the company's "King County GMA Electrical Facilities Plan." December 1992. All proposed and in-progress projects described herein shall be subject to normal review at time of development.)

**ACTION TAKEN 1/4/93: KP MOVE: PASS 9-0**

**10703**

SPONSOR DERDOWSKI

**AMENDMENT OF  
KENMORE ACTIVITYCENTER  
DESIGN REVIEW GUIDELINES**

**DECEMBER 10, 1992**

***ACTION TAKEN 1/4/93: LP MOVE: PASS 9-0, as amended***

*Kenmore Activity Center Design Review*

*A. Pedestrian Oriented Areas (pages 49-59, Proposed Area Zoning)*

*To implement these policies CL-4, K-2, and K-12, a ~~Pedestrian Overlay District (District)~~ is P-Suffix Conditions are attached to all properties shown in the Pedestrian Oriented Areas Boundary (North) and Mixed Use Pedestrian Oriented Areas areas on the Kenmore Pedestrian Oriented Areas and Design Requirements maps A and B. These conditions apply to the Mixed Use Pedestrian Oriented Area only as part of a mixed use development. For purposes of specifying conditions and guidelines in the areas, the following roads (portion lying within or on periphery of areas) are NE 181st Street is designated as a primary pedestrian street: N.E. 181st Street, 73rd Avenue N.E., and 68th Avenue N.E. The routes shown in the Mixed Use Pedestrian Oriented Areas are designated as a primary pedestrian routes. If special district overlay - pedestrian-oriented commercial development conditions are adopted by the County Council, they shall apply to these areas.*

*The following conditions apply to all areas within the North Pedestrian Areas and the Mixed Use Pedestrian Oriented Areas, unless otherwise specified in the language of the specific condition:*

**1. Permitted Uses**

- Permitted uses shall include those uses permitted in the various zones within the Pedestrian Oriented Areas, except the following:

a. Gasoline service stations

b. Drive-through restaurants or banks

c. Retail nurseries

d. Car washes

e.\* Stores with outdoor storage exceeding 1,000 sq. ft. CS MOVE PASS 9-0

~~f. Laundromats (applies only to North District)~~

~~g. Athletic clubs (applies only to North District)~~

~~h. Other auto-oriented uses~~

\* (p.49 of the Panel Recommended Amendments 9/30/92)

~~For properties that include frontage on a primary pedestrian street, retail and service uses only are permitted on the ground floor may front on the sidewalk.~~

Along the primary pedestrian street, the sidewalk frontage shall be constructed in such a way as to accommodate retail office or service uses. Retail, office, service, and residential uses only are permitted fronting the sidewalk.

**2. Building Development**

**Orientation on Site**

- For properties with frontage on a primary pedestrian street and primary pedestrian routes, the following building setback requirements shall apply:

**Street Setback:** maximum of 5 feet; larger setbacks shall be allowed if arcades, streetside outdoor cafes, patios, parks, plazas, or other public spaces are provided along the street.

**Interior Setback:** minimum side setbacks are waived, ~~and there shall be no setback from at least one side of a lot line.~~

1/19/93: Language stricken by Amendment No. 45

- For properties with frontage on a primary pedestrian street or route, the primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, and parks.
- For development located on primary pedestrian streets or routes, a minimum of 75% of the street or route shall be fronted by buildings. This standard may be varied only for rear building access.
- Public pedestrian access to the rear of buildings shall be provided a minimum of every 300 feet of street frontage.

### Street Facade Requirements

- The building facade of ground floor retail uses that front the street or route shall include windows and overhead protection. The use of blank walls (such as undecorated concrete cinder block) without facade ornamentation is not permitted along primary pedestrian streets or routes.
- Building materials such as brick, masonry, glass, tile, stone, or wood is required on the building facade. Sheer, uninterrupted glass curtain walls and all mirrored glass is not permitted.

### 3. Parking

#### Amount and Location

- ~~Off-street parking shall be no greater than 50% of the minimum amount required in the King County Zoning Code. (North District only)~~
- ~~Off-street parking shall be no greater than 75% of the minimum amount required in the King County Zoning Code and spaces for every 100 square feet of floor area. (Mixed Use District only)~~
- Parking shall be located in the rear of buildings that front primary pedestrian streets or routes. Any parking which cannot be accommodated in the rear of the building may be provided on the side of the building.
- On-street parking shall be provided along the primary pedestrian street.

~~On-site surface parking shall consume a maximum of 30% - 50% of the total site area; the remaining off-street parking requirements shall be accommodated using one or a combination of the following:~~

- ~~On-site parking structure~~
- ~~On-street parking spaces~~
- ~~Off-site common parking facility~~

~~A maximum of 60 parking stalls are permitted in any one surface parking lot. At a minimum, parking lots must be separated by buildings, streets, or 30 feet of type two landscaping. (North District only)~~

#### Design

- All parking areas that front sidewalks shall be screened by a streetwall and landscaping
- ~~Retail uses shall be provided on the first floor of the streetside edges of parking structures. (North District only)~~

#### 4. Pedestrian Circulation

- Pedestrian walkways shall be provided in accordance with the Commercial Permit Pedestrian Circulation section of this Area Zoning. Walkways to abutting properties shall be provided at the rear of buildings.

#### 5. Landscaping and Public Amenities

- All properties that front primary pedestrian streets must provide sidewalk landscaping and other amenities (street furniture, special lighting) in accordance with the general guidelines found in the Kenmore Urban Design Study. Site specific design of the sidewalk and landscaping detail shall be subject to the approval of King County. (North Area only)

- All properties shall provide interior or exterior public space(s) in an amount that covers no less than ~~40%~~ 5% of the site area (excluding area for pedestrian walkways). Individual public spaces shall be a minimum of 1000 square feet, and at least one half of the required space shall be provided in one defined area. A clear, visible pedestrian route shall be provided from the open space area to adjacent primary pedestrian streets. Public spaces may consist of parks, plazas, arcades, or other pedestrian oriented amenities. Public spaces shall include seating, landscaping, works of art, fountains, or other aesthetic pedestrian-oriented features. (North District Area only)

- For properties with less than one acre of site area, two alternatives shall be permitted in lieu of providing the minimum public space requirement (North Area only):

- a. A park acquisition fee may be paid, with the amount of payment calculated in accordance with Chapter 21.12.260 of the proposed King County Zoning Code.
- b. Adjacent property owners may enter into a joint agreement to provide the minimum public open space through clustering buildings and/or parking within multiple sites. Under such an agreement, the minimum public open space requirements shall be ~~40%~~ 105% of the combined site area.

- Standard landscaping requirement as found in the County Code are hereby waived.

#### 6. Vehicular Access and Circulation

- No driveways shall be provided on primary pedestrian streets, unless alternative access to the site is unavailable, in which case a maximum of one access point per site is permitted, which shall provide for joint access with adjacent properties. (North Area only)

- On primary pedestrian streets, if an adjacent property has made provision for a shared vehicle entrance, the development shall use the shared access. New developments adjacent to vacant or underdeveloped land shall provide for interior vehicular connections to the adjacent property. (North Area only)

- The on-site vehicular circulation system should contribute to pedestrian movement and safety by including all of the following items that are feasible, considering the overall design of the development:

- Pedestrian crosswalks at key crossing areas
- Tight turning radii that reduce vehicular speed (North Area only)
- Signage that clearly communicate the location of vehicular and pedestrian zones.
- Designated passenger drop-off areas
- Parking on interior roads, to slow down vehicular traffic
- ~~The primary pedestrian labelled "A" on the Kenmore Pedestrian-Oriented Area and Design Requirements—Map B shall be built as a street. Location of this pedestrian route is conceptual.~~



~~Actual location may vary based on road and signalization design. However, this pedestrian route should not be deleted. The street shall be built to the general specifications of the illustrative street section in the Kenmore Urban Design Study.~~

## B. Office/Civic Core

A key element of the civic/office core concept is the development of a public plaza adjacent to the intersection of 73rd Avenue N.E. and N.E. 181st Street (all four quadrants) that will provide a pedestrian focal point for the office core.

To implement these policies K-12 and K-5, and the office/civic core design concept, the following P-suffix condition applies to all properties in the Office Only Requirement area on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map B.

*Public open space and related improvements as generally described in the Kenmore Urban Activity Center Design and Development guidelines shall be provided as a condition of approval of any development permit. Site specific design of the open space is subject to the approval of King County.*

## C. Pedestrian Linkages

To implement these policies P-7, P-10 and K-12, the following P-suffix conditions apply to the below referenced properties, which are shown on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map A.

- a. Improvements to the public right of way on 68th Avenue N.E. and 73rd Avenue N.E. (Area labelled Kenmore Pedestrian Linkages - Area A):

*Landscape and pedestrian improvements shall be made within the public right-of-way, in accordance with the general standards established in the Kenmore Urban Activity Center Design and Development Guidelines Study, as a condition of approval of any development permit. Site specific design of the improvements is subject to the approval of King County*

- b. Dedicated and improved pedestrian right-of-way between 68th Avenue N.E. and 73rd Avenue N.E. (Area labelled Kenmore Pedestrian Linkages - Area B):

*As a condition of approval for any development permit, public pedestrian right of way must be provided along the easterly 12 feet of the property. This right of way shall be improved with a six-foot wide, durable pathway and shall be landscaped. between 182nd and the Tok River Pipelines. The walkway may be provided within the landscaping buffer.*

## D. Industrial Area Restrictions

~~To implement these policies K-9, K-11, and K-12, the following P-suffix condition attached to the MPP Potential B-AG-P zone shown in the Mixed-Use Requirement/Industrial Area Restriction area on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map B applies:~~

~~Commercial and industrial uses in existence at the effective date of this area zoning are recognized as legal nonconforming uses, subject to the stipulations and provisions of RCG 21.52. NO retail uses with the exception of FURST Product and Building material sales are permitted.\*~~

~~E. SR 522 Commercial Strip Restrictions~~

~~To implement these policies K-3 and K-4, the following P suffix condition attached to the CG and BG zones applies to all properties shown on the Commercial Strip Restrictions area of the Kenmore Pedestrian Overlay District and Design Requirements - Map B.~~

~~Commercial uses in existence at the effective date of this area zoning are recognized as legal non conforming uses, subject to the stipulations and provisions of K.G.C. 21.52.~~

~~F. Mixed Use Requirement~~

~~To implement policies K-6 and K-11 listed above, the following P suffix condition applies to all developments in the BR P zone shown in the Mixed Use Requirement/Industrial Area Restriction on the Kenmore Overlay District and Design Requirements - Map B.~~

~~All development shall be mixed use, with the percentage mix of uses specified in the potential zone actualisation criteria.~~

~~G. Office Only Requirement~~

~~To implement policy K-5, therefore, the following P-suffix applies to all properties in the area shown in the Office Only Requirement map on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map B~~

~~Office uses only are permitted.~~

~~\*(p. 53 of Panel Recommended Amendments (9/30/92) The Council discussed deleting this language but no vote was taken.~~

1/19/93: Language stricken by Amendment No. 44

## Chapter IV. Proposed Potential Zone Requirements

### I. Conditions to Actualize the Potential Zone: ~~MP-P~~ and CG-P Potential BRQ-P (pages 80-85, Proposed Area Zoning)

Mixed business-residential use is recognized as a viable use in the long term for the underutilized and vacant land delineated on Kenmore Pedestrian Oriented Area and Design Requirements, Maps A & B. However, any development in this area requires substantial mitigation for significant environmental impacts to be reduced or eliminated. Therefore, a potential mixed use zone is designated on these properties. Any mixed use development proposed in this area must achieve the following criteria in order for the potential zone to be actualized: If special district overlay - pedestrian-oriented commercial development conditions are adopted by the County Council, they shall apply to these areas.

- A. SR-522 in Kenmore is recognized to be at "ultimate design." Roads that are at ultimate design cannot be widened without significant destruction of existing development and potential environmental damage because that land around the roadway is already developed and/or contains natural features. King County recognizes that while some improvement to adjacent roadways is possible, congestion below County thresholds is likely to continue on SR-522.

~~The King County Department of Public Works has identified potential transportation improvements which will facilitate traffic flow in Kenmore. Preliminary transit improvements have also been identified. The transportation P-suffix conditions outlined in this package are sufficient to mitigate roadway congestion to acceptable levels as a result of mixed use development on the site. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above.~~

The King County Department of Public Works has identified potential transportation improvements which will facilitate traffic flow in Kenmore. Preliminary transit improvements have also been identified. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above. Completion of the Transportation/Circulation Master Plan is necessary to update and clarify mitigation measures when a more detailed development proposal is submitted.

Mitigation for development of the ~~MP-P~~ CG-P Potential BRQ-P site should emphasize enhancement of transit and non-vehicular use and improvement of local access and circulation within the Kenmore area. Therefore, mitigating conditions include dedication and construction of a new 175th bypass road, signalization of the intersection of this road with 68th Avenue, participation in the cost of a improvement of a transit hub on SR-522, participation in the cost of development of a pedestrian bridge crossing SR-522, construction of a pedestrian street route, participation in the cost of intersection improvements at the intersection of the new 175th bypass road and 73rd Avenue, and development and enforcement of a transportation management plan on site. Fair share participation in applicable projects listed in the current Mitigation Payment System program as well as transportation projects recommended in the Northshore Plan is also a required mitigation condition.

~~Furthermore, the requirement that residential development occur throughout the various phases of development of the site will ensure that transit and transportation linkages occur from the very beginning of development.~~

- B. A transit hub should be provided which has easy pedestrian access to the Kenmore commercial core and the mixed-use development, and easy vehicular access to NE 175th St. The center should be located adjacent to NE 175th St. and the Burke-Gilman Trail. This center should provide a minimum of 500 parking spaces. A portion of these spaces may be shared parking, as determined by METRO. Design of transit hub shall be subject to METRO approval. Contracts must be signed for the construction of the transit hub prior to the actualization of potential zoning.
- C. The general design of the project shall be oriented to the pedestrian. Access by automobile to the interior of the development shall be minimized. A minimum of 75% ~~90%~~ of the parking shall be in structures, on street, or off-site in joint use parking facilities. No more than 60 stalls may be provided in one parking lot. Lots must be separated by buildings, open space or roads at a minimum of 30' 12' depth between lots.
- D. One pedestrian overcrossing and one at grade pedestrian crossing to the existing Kenmore core should be provided across SR 522. In addition, direct, identifiable pedestrian access to the Lake Washington and Sammamish River waterfronts should be provided by abutting properties. A conceptual alignment for pedestrian circulation through the site is included in the Kenmore Mixed-Use Pedestrian Overlay District Section. Pedestrian access must be clearly visible from NE 175th and the SR-522, NE 68th Street intersection. Access to the water and to major pedestrian routes must be open to the general public. Linkages shall be provided to the nearby park facilities of Logboom Park, Swamp Creek Park (South of SR-522) and Kenmore Park.
- E. 20% of the entire mixed use development area shall be designated as public open space for the general public. A public gathering place which accommodates a minimum of 50 people shall be provided on the site. These public open space areas shall be easily accessible to the pedestrian, and shall be considered in the pedestrian circulation plan. Waterfront access areas, public parks and sensitive area buffers may be utilized to calculate the 20% requirement. Internal pedestrian walkways, public streets, landscaping and private open space areas shall not be utilized to calculate the 20% requirement. Public access shall be provided around the entire waterfront edge of the site. This access may be provided in buffer areas as determined by King County Resource Planning and SALD wetland biologist. Any open space areas, including identified improvements, shall reflect recommendations of Kenmore Urban Design Study.
- F. A minimum of two view corridors on each side of 68th Ave. NE shall be provided. View corridors should provide unobstructed views from NE 175th Street to Lake Washington. View corridors identified in the Kenmore Urban Design Study are recommended conceptually, subject to further design review.
- G. At least two public viewpoints, linked with the pedestrian routes shall be provided. Public viewpoints shall provide views of Kenmore and the Sammamish River and Lake Washington.
- H. Bicycle and pedestrian linkages to the Burke-Gilman shall be provided. The transit hub required as part of B. above, shall also provide bicycle and pedestrian linkage. Location of these linkages is subject to the review and approval of King County.
- I. The shoreline edge of the Sammamish River and Lake Washington shall be enhanced by the abutting property, to provide for water quality and wildlife and marine habitat. A wetland and riparian enhancement plan, subject to the review and approval of King County, shall be performed by a qualified wetland biologist. Setbacks shall be subject to the King County Sensitive Areas Ordinance and the Shoreline Master Program. Variations to adopted setbacks may require off-site mitigation, to be determined in the Master Plan process. No disturbances of SAO required buffers shall be allowed, except at minimum 300 foot intervals, wildlife viewing trails extending into the buffer may be allowed if no significant impact to the wildlife and marine habitat is anticipated to occur, determined at the time that potential zoning is activated. Adopted setbacks along the Sammamish River may not be modified. For sites located on

Lake Washington public moorage shall be provided, subject to allowances of the King County Sonesta Area Ordinance and the Shoreline Master Program.

- J. Affordable housing units amounting to 10% of the total number of units in the development shall be provided. The affordable units need not be provided within the development, but must be provided within the Northshore planning area. Units may be either rented or sold. Affordable housing shall be calculated as follows: Rented units shall be provided only to households earning less than 50% of the median income. Monthly rents shall be no greater than 30% of the monthly income for households earning 50% of the median income. Sold units shall be sold to first-time buyers (i.e. person not having owned a home in the past three years) earning less than 80% of the median income. Home prices shall be Affordable based on FHA lending standards. Covenants shall be established which guarantee the fulfillment of this obligation.
- K. In general, commercial and office use should be provided adjacent to the Kenmore commercial core and residential development to the water. Specific exceptions to this may be made if the pedestrian orientation of the project will be improved. (For example, a restaurant, or other pedestrian oriented uses may be located on the waterfront.)
- ~~L. If any Business Improvement District is in existence in Kenmore at the time of plan approval, the development shall contribute to it.~~
- ~~M. The mixed use development area is likely to have significant environmental impacts. The environmental review process shall assess the impacts of the mixed use development. The scope of the environmental review shall include impacts to existing water dependent industrial uses.~~
- ~~N. King County must adopt and implement a zoning designation which will accommodate mixed use development of the scope anticipated by the Northshore Community Plan Update, and a Pedestrian Overlay District for Kenmore before the potential zoning can be activated.~~
- O. Residential density shall be calculated at a maximum of 24 d.u.'s per acre and at a minimum of 12 d.u.'s per acre for the gross land area of the entire development. Residential uses in the mixed use area shall not exceed 75% and shall not fall below 50% of the total built floor area of the development.
- P. Specific requirements from the Kenmore Mixed Use Pedestrian Overlay District Oriented Area P-suffix conditions shall apply to the Mixed Use Development Area, as defined in this Area Zoning.
- Q. Maximum heights shall be 92 feet in the northern and central portions of the mixed use development area, ~~and the channelized edge of the Lake Washington shoreline. King County shall determine the boundary of the channelized edge.~~ A 45 foot height limit shall apply to all development within 300 feet of the Sammamish River shoreline edge, ~~and the Lake Washington shoreline edge that is not channelized.~~
- R. Satisfaction of these conditions may be accomplished through phased development.
- S. In applying the above conditions on individual properties, mitigation shall be at a reasonable level related to each proposed development.

## II. Mixed Use Potential Zone Submittal Requirements

The following requirements apply to the process for actualizing the potential Mixed Use zoning. These conditions apply to all properties designated Potential Mixed Use. If applications are submitted independently on separate parcels, the applications shall be analyzed as phases of the entire mixed use development area. The

other Potential Mixed Use properties in Kenmore. These vehicular, pedestrian and open space connections shall be binding. The phase one potential zone proposal shall prepare environmental documents that consider both the impacts of the subject application (phase) and the cumulative impacts of all other phases based on buildout of the Potential Mixed Use Zoning. Actualization of the potential zone should assure:

1. the Mixed Use development area in its entirety meets the goals, policies and criteria of the Northshore Community plan;
2. that there is adequate environmental review of the cumulative impacts of all mixed use development in Kenmore;
3. that there is detailed project level review of environmental impacts of the phase or phases that comprise the potential zone application.
4. that there is adequate mitigation developed for the project level review and that mitigation can be achieved for cumulative impacts of all mixed use development in Kenmore.
5. that specific criteria of the Northshore Area Zoning are met.
6. that there is adequate transportation mitigation for each phase of project development to meet the policy direction established by the King County Council for road adequacy in SR-522 corridor.

### III. Required Elements for Rezone Applications:

The following elements are required of the first potential zone application in the mixed use development area. This application may constitute one or more phases of the entire mixed use area.

1. Buildout of the mixed use development area is likely to have significant environmental impacts. The environmental review for the entire Potential Mixed Use area should address all relevant elements of the environment from WAC 197-11-444. Mitigation to address probable significant adverse impacts should be identified. Alternatives to buildout of the Potential Mixed Use Area should be analyzed.
2. Environmental documents assessing project level impacts of the phase or phases of the Potential Mixed Use Development Area proposed in the potential zone application shall be prepared. Appropriate mitigation necessary for site-specific impacts should be identified.
3. Mixed Use Development Comprehensive Project Description
  - a. Housing units for all phases shall be identified by number and type for each phase including affordable housing requirements of Item K of the area zoning. The phase or phases included in the first potential zone application shall also identify location and value of housing units.
  - b. Retail/Commercial uses for all phases shall be identified by square footage per phase. The phase or phases included in the first potential zone application shall also identify major tenant types and building locations.
  - c. Office uses for all phases shall be identified by square footage. The phase or phases included in the first potential zone application shall include building footprints and employment data.
  - d. Public and private facility improvements shall be identified for the entire mixed use development area. Appropriate size or capacity, location, operational characteristics and relationship should be estimated or defined in further detail as defined in other sections of the mixed use requirements.

- e. Open space shall be identified for all phases and broken down by the amount per phase and type of facility. Specific improvements should be identified for the phase or phases of the first potential zone application.

#### 4. Transportation/Circulation Master Plan

- a. A Traffic and Circulation report shall be prepared identifying all capital and transit improvements possible to improve traffic flow through Kenmore. The report shall include the appropriate cost of each project. King County shall weigh the cumulative impacts of the mixed use development area on the transportation system as part of the actualization of the potential zone.
- b. A Financing report identifying public and private funding commitments for identified capital and transit improvements shall be prepared. King County shall ultimately determine the public/private financing commitments in coordination with the applicant, Metro and WASHDOT.
- c. A Phasing report shall be prepared identifying the timing of funding commitments necessary to mitigate impacts for the phase or phases proposed in the potential zone application. The staff report prepared by King County shall recommend to the County Council which road and transit improvements from the Transportation/Circulation Master Plan are necessary for the proposed phases of mixed use development. Policy K-11 and Item A from the Conditions to Actualize the Potential Zone shall apply. No potential zoning shall be activated until construction and/or service contracts are signed for capital and transit improvements needed for each project phase.

#### 5. Pedestrian/Bicycle Circulation Plan

A map and text identifying pedestrian and bicycle circulation through the entire Mixed Use Development Area is required. Policy K-11 and items B, C, D, F, G and I from The Conditions to Actualize the Potential Zone shall be incorporated. Major pedestrian and bicycle connections identified by King County through the staff report shall be binding for subsequent potential zone applications. Detailed design of facilities within the phase or phases applying for rezone shall be included.

#### 6. Open Space Plan

Map and text identifying public and private open space for the entire Mixed Use Development Area is required. Policy K-11 and items E, I and K from the Conditions to Actualize the Potential Zone shall be incorporated. The staff report prepared by King County shall identify acreage and location of open space necessary for the mixed use development area at buildout based on impacts of the proposal and the policies and criteria of the Northshore Community Plan. At least 25% of all the open space necessary for entire Mixed Use Development shall be constructed as part of the Phase I potential zone approval.

The following elements are required of subsequent potential zone applications within the mixed use development area:

1. Environmental documents assessing project level impacts of the phase or phases of the Potential Mixed Use Development Area proposed in the potential zone application shall be prepared. Appropriate mitigation necessary for site-specific impacts should be identified.
2. Phased Project Description A map and narrative shall be submitted describing buildout of all phases proposed in the potential zone application. The narrative shall include:
  - a. Housing units by phase - number, type, location and value, including the affordable housing component identified in policy K-11 and Item J of the Area Zoning.
  - b. Retail/Commercial uses by phase-major tenant types, square footage and location;

- c. Office uses by phase-square feet, building footprints and employment;
  - d. Public/Private facility improvements by phase-type, approximate size or capacity, location, operational characteristics, relationship to existing facilities and method of financing.
  - e. Open Space by phase - type, area size, improvements.
3. Capital and Transit Improvements Phasing Report that identifies improvements necessary for the phase or phases proposed in the potential zone application based on the Transportation/Circulation Master Plan and the financing report shall be identified. This shall include timing of funding commitments.
  4. Pedestrian/Bicycle Phasing Report that identifies detailed bicycle and pedestrian improvements identified for the phase or phases proposed in the potential zone application based on the Pedestrian/Bicycle Circulation Plan.
  5. Open Space Phasing Report that identifies detailed open space provisions for the phase or phases proposed in the potential zone application based on the Open Space Plan.



## VI. Kenmore Activity Center Design Review

### A. Mixed-Use Pedestrian Oriented Areas (pages 49-59, Proposed Area Zoning)

To implement these policies CI-4, K-2 and K-12, special conditions are attached to the property known as the Kenmore Pre-Mix site which is included as part of the larger Mixed-Use Pedestrian Overlay District. The discussion and mitigation below applies specifically to the Pre-Mix site (shown on Map A). If special district overlay - pedestrian-oriented commercial development conditions are adopted by the County Council, they shall apply to these properties.

The Mixed-Use District is intended to be a pedestrian-oriented place, where residents and visitors can enjoy an "urban village" extension of Kenmore. The design of the Mixed-Use District is intended to integrate different land uses and activities and minimize the conflicts between vehicles, pedestrians and cyclists. It includes a new "pedestrian street" that will connect the new 175th Street alignment to the waterfront park. Shops and dining establishments will front the street, with residences above.

The Mixed-Use District will provide almost a mile of Lake Washington and Sammamish River channel shoreline public access. A waterfront promenade will be developed for pedestrian use along the existing barge basin, and will include trees, benches, public viewpoints, walking paths and sidewalk cafes. The promenade will lead to a new public waterfront park at the end of the peninsula with a special public gathering place for musical events and other occasions. The park will have unobstructed views down Lake Washington available to residents of the Kenmore community.

Pedestrian improvements will include a new public shoreline park along the Sammamish River channel, which will incorporate a shoreline/wildlife interpretive trail and bike path. Townhouse style homes will be set back from the shoreline to allow for enhancement of this new natural area. The shoreline/wildlife interpretive trail will lead to a new public community shoreline park with public restrooms and a trailhead interpretive center.

Mixed business-residential use is recognized as a viable use in the long term for the Kenmore Pre-Mix site. However, any development in this area requires mitigation of environmental impacts. Therefore, a site-specific mitigation program is incorporated in the P-suffix conditions for this area. The objective of this mitigation plan is to ensure that all impacts of the proposed development are mitigated.

SR-522 in Kenmore is recognized to be at "ultimate design." Roads that are at ultimate design cannot be widened without significant destruction of existing development and potential environmental damage because the land around the roadway is already developed and/or contains natural features. King County recognizes that while some improvement to adjacent roadways is possible, congestion below County thresholds is likely to continue on SR-522.

~~The King County Department of Public Works has identified potential transportation improvements which will facilitate traffic flow in Kenmore. Preliminary transit improvements have also been identified. The transportation P-suffix conditions outlined in this package are sufficient to mitigate roadway congestion to acceptable levels as a result of mixed-use development on the Pre-Mix site. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above. Completion of the Transportation/Circulation Master Plan is necessary to update and clarify mitigation measures when a more detailed development proposal is submitted.~~

The King County Department of Public Works has identified potential transportation improvements which will facilitate traffic flow in Kenmore. Preliminary transit improvements have also been identified. The transportation P-suffix conditions in this package identify ways to mitigate transportation impacts as a result of mixed use development on the Pre-Mix site. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above. Completion of the Transporta-

tion/Circulation Master Plan is necessary to update and clarify mitigation measures when a more detailed development proposal is submitted.

The following conditions apply to the Kenmore Pre-Mbx site.

## 1. Permitted Uses

Permitted uses shall include those uses permitted in the various zones within the overlay district, except the following:

- a. Gasoline service stations
- b. Drive-through restaurants or banks
- c. Retail nurseries
- d. Car washes
- e. Stores with outdoor storage
- f. Single retail tenants with a gross floor area in excess of 65,000 square feet

For properties in the Neighborhood Commercial, Waterfront, and Waterfront Extension Subdistricts (described below), the location of residential dwelling units shall be prohibited on the ground floor, and retail and service uses are encouraged on the ground floor. Other ground floor uses (including parking) may be permitted when designed so as to be compatible with the pedestrian orientation of the development.

## 2. Building Development

### Orientation to Pedestrian Street

For properties with frontage on the primary pedestrian street (shown on Map A), the following building setback requirements shall apply:

**Street Setback:** maximum of 5 feet; larger setbacks shall be allowed if arcades, street-side outdoor cafes, patios, parks, plazas, or other public spaces are provided along the street.

For properties with frontage on the primary pedestrian street, the primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, and parks.

For development located on the primary pedestrian street, a minimum of 75% of the street shall be fronted by buildings at-grade. A minimum of 50% ~~of the street~~ of the buildings on the street shall be fronted by retail or service uses.

Public pedestrian access to the waterfront located at the rear of buildings located on the primary pedestrian street shall be provided a minimum of every 300 feet of street frontage.

### Street Facade Requirements

The building street facade of ground floor retail and service uses that front the primary pedestrian street shall include windows and overhead protection. The use of blank walls without facade ornamentation is not permitted along the primary pedestrian street.

Building materials such as concrete, brick, masonry, glass, tile, stone, metal, or wood is required on the building street facade. Sheer, uninterrupted glass curtain walls, all mirrored glass and cinderblocks are not permitted on the building street facade along the primary pedestrian street.

## Height

Maximum heights shall be 92 feet in the northern and central portions of the mixed use development area. A 45-foot height limit shall apply to all development within 200 feet of the channelized edge of the Lake Washington shoreline. The boundary of the channelized edge shall extend to the inner harbor line. A 35-foot height limit shall apply to all development within the first 200 feet, and a 45-foot height limit to all development within the next 100 feet of the Sammamish River shoreline edge and the Lake Washington shoreline edge that is not channelized.

### 175th Street Frontage

The frontage of the new 175th bypass road shall be designed as to be attractive to passing road users and to screen surface parking adjacent to the roadway. For example, parking areas fronting on 175th Street NE should be screened either by bermed landscaping or buildings. Street trees shall be provided along the realigned 175th.

## 3. Parking

### Amount and Location

At full build-out, off-street parking shall be no greater than one space for every 400 square feet of floor area in the waterfront, waterfront extension, and residential subdistricts; provided that during initial phases of development, off-street parking standards may be exceeded in anticipation of future development.

In the Neighborhood Commercial subdistrict, minimum parking requirements for office, retail and commercial uses shall be reduced to one space for every 300 square feet of floor area.

Surface parking shall be located to the greatest degree possible in the rear of buildings that front the primary pedestrian street. Any parking which cannot be accommodated in the rear of the building may be provided on the side of the building.

At full build-out, on-site surface parking shall consume a maximum of 50% of the total site area in the Neighborhood Commercial subdistrict, and 25% of the total site area in the Waterfront, Waterfront Extension, and Residential subdistricts. The remaining off-street parking requirements shall be accommodated using one or a combination of the following:

- On-site parking structure
- On-street parking spaces
- Off-site common parking facility

At full build-out, 75% of the parking in the Waterfront, Waterfront Extension, and Residential subdistricts shall be provided in structures or on-street.

In the Neighborhood Commercial subdistrict of the Pre-Mix site, a maximum of 80 parking stalls are permitted in any one surface parking lot. At a minimum, parking lots must be separated by buildings, streets, or 12 feet of type two landscaping.

### Design

All parking areas that front sidewalks (except along 175th Street) shall be screened by a screenwall and landscaping.

Retail uses shall be provided on the first floor of the street side edges of parking structures.

#### 4. Transit and Transportation Circulation

Mitigation for development of the Pre-Mix site should emphasize enhancement of transit and non-vehicular use and improvement of local access and circulation within the Kenmore area. Therefore, mitigating conditions (as specified in paragraph 4.3 14 below) include dedication and construction of a new 175th bypass road, signalization of the intersection of this road with 68th Avenue, dedication and improvement of a transit hub on SR-522, development of a pedestrian bridge crossing SR-522, construction of a pedestrian street, shared use with Metro of a parking area associated with the transit hub, the construction of the new 175th bypass road and improvements to a new intersection at 65th Avenue NE, participation in the cost of intersection improvements at the intersection of the new 175th bypass road and 65th Avenue and/or 81st Avenue (as ultimately determined), and development and enforcement of a transportation management plan on site. Fair share participation in applicable projects listed in the current Mitigation Payment System program as well as transportation projects recommended in the Northshore Plan is also a required mitigation condition.

Furthermore, the requirement that residential development occur throughout the various phases of development of the Pre-Mix site will ensure that transit and transportation linkages occur from the very beginning of development.

#### 5. Pedestrian and Bicycle Circulation

Design of the Mixed-Use District shall emphasize public pedestrian access and linkages to the transit facilities and adjacent sites. This includes development of a pedestrian bridge across SR-522, as specified in Condition 4.3 14 below, if approved by King County and WSDOT. Required primary public pedestrian and bicycle routes are shown on Map B. Other, minor pedestrian routes shall be identified through the Master Planning and building permit review processes.

All pedestrian walkways and connections, including shoreline pedestrian routes, shall be accessible and open to the general public. While public vehicular access may be limited to the Residential area, the Residential area shall be open to the general public.

Bicycle and pedestrian linkages to the Burke-Gilman Trail, and to the transit hub required as part of Condition 4.3 14 below, shall be provided. See Map B. Location of these linkages is subject to the review and approval of King County.

Bicycle parking facilities shall be provided at all major public destination points.

#### 6. Landscaping and Public Amenities

All properties that front the pedestrian street must provide sidewalk landscaping and other amenities (street furniture, street trees, and special lighting).

20% of the entire mixed use development shall be designated as public open space for the general public. Major public activity nodes are identified on Map B. A public gathering place which accommodates a minimum of 50 people shall be provided on the site. See Map F and G. These public open space areas shall be easily accessible to the pedestrian, and shall be considered in the pedestrian circulation plan. Waterfront access areas, public parks and sensitive area buffers may be utilized to calculate the 20% requirement. Internal pedestrian walkways, public streets, and private open space areas shall not be utilized to calculate the 20% requirement. Public access shall be provided around the entire water-

front edge of the site. See Map B. ~~This access may be provided in buffer area as determined by King County Resource Planning and BALD wetland biologists.~~

Street trees shall be provided in all roads constructed with the development. The normal landscaping requirements of the code, with the exception of parking area landscaping, are hereby waived.

7. Vehicular Access and Circulation

Driveways on the primary pedestrian street shall be limited to an average of one for every two hundred lineal feet.

The on-site vehicular circulation system shall contribute to pedestrian movement and safety by including all of the following items that are feasible, considering the overall design of the development:

- Pedestrian crosswalks at key crossing areas
- Signage that clearly communicate the location of vehicular and pedestrian zones.
- Designated passenger drop-off areas
- Parking on interior roads, to slow down vehicular traffic
- The primary pedestrian street shall be built in the Waterfront subdistrict. Location of this pedestrian route as shown in Map B is conceptual. Actual location may vary based on road and signalization design. The street shall be built to the general specifications of the illustrative street section in Map C and Map D.

8. Public Viewpoints

Public viewpoints, linked with the pedestrian routes, shall be provided. Public viewpoints shall provide views of the Sammamish River and Lake Washington. See Maps B, E, F and G. Public viewpoints shall be integrated into the pedestrian plan for the site and shall be easily accessible to the public. Development of the public viewpoint areas shall include pedestrian amenities such as seating and signage.

9. Shoreline Enhancement.

~~The shoreline edge of the Sammamish River and Lake Washington shall be enhanced to provide for water quality and wildlife and marine habitat. A wetland and riparian enhancement plan, subject to the review and approval of King County, shall be performed by a qualified wetland biologist. Setbacks shall be subject to the King County Sensitive Areas Ordinance and the Shoreline Master Program with a minimum 100-foot setback for structures from the river's edge. Variations to adopted setbacks may require off-site mitigation, to be determined in the Master Plan process. The use of meorage developed in the barge channel shall be limited to private use. Public meorage shall be provided, if feasible, on the Lake Washington frontage of the site, subject to approval under the King County Sensitive Areas Ordinance, the Shoreline Master Program and other agencies with jurisdiction. Approval of all water meorage is subject to mitigation of marine/air conflicts.~~

\* The shoreline edge of the Sammamish River and Lake Washington shall be enhanced to provide for improved to enhance water quality and wildlife and marine habitat. A wetland and riparian enhancement plan subject to the review and approval of King County, shall be performed by a qualified wetland biologist. Setbacks shall be subject to the King County Sensitive Areas Ordinance and the Shoreline Master Program with a minimum 100-foot setback for structures from the river's edge. Variations to adopted setbacks, may require off-site mitigation, to be determined in the Master Plan process. No disturbance of the Sensitive Areas Ordinance required buffers is permitted, except at minimum 300 foot intervals, wildlife viewing trails extending into the buffer may be allowed if no significant impact to the wildlife and marine habitat is

anticipated to occur. The use of moorage developed in the barge channel shall be limited to private use. Public moorage shall be provided, if feasible, on the Lake Washington frontage of the site, subject to approval under the King County Sensitive Areas Ordinance, the Shoreline Master program and other agencies with jurisdiction. Approval of all water moorage is subject to mitigation of marine/air conflicts. A special study shall be performed to determine if boat moorage will have a negative impact on salmon runs entering the Sammamish River or feeding at the River mouth. If it is found that moorage and associated boat traffic may have an impact, boat moorage shall not be provided. At time of the creation of this condition package, no setbacks are required along the inner harbor line. Later regulations adopted subsequently may require setbacks within this area.

## 10. Affordable Housing.

Affordable housing units amounting to 10% of the total number of units in the development shall be provided. Compliance with this requirement shall be required (a) in the development of the start-up phase, described below, based upon the number of residential units in that phase, and (b) thereafter, upon the completion of each additional 260 residential units at the site. Compliance may be achieved through construction of affordable units or provision of adequate security to the County to ensure their future development. The affordable units need not be provided within the development, but must be provided within the Northshore planning area. Units may be either rented or sold. Affordable housing shall be calculated as follows: Rented units shall be provided only to households earning less than 50% of the median income. Monthly rents shall be no greater than 30% of the monthly income for households earning 50% of the median income. Sold units shall be sold to first-time buyers (i.e. person not having owned a home in the past three years) earning less than 80% of the median income. Home prices shall be Affordable based on FHA lending standards. Covenants shall be established which guarantee the fulfillment of this obligation.

## 11. Residential Density.

Residential density shall be calculated at the following levels per acre for the gross land area of each subdistrict in the development:

	<u>Minimum</u>	<u>Maximum</u>
Neighborhood Commercial	12 du/ac	18 du/ac
Waterfront & Waterfront Extension	12 du/ac	24 du/ac
Residential	24 du/ac	48 du/ac

Residential uses in the mixed use area shall not exceed 75% and shall not fall below 50% of the total built floor area of the development at full build-out. Where feasible, buildings with non-residential uses, in particular, large buildings, shall include residential uses as well.

## 12. Hazardous Waste Removal

Hazardous wastes have been identified on-site by the Department of Ecology. A thorough evaluation of the presence and location of hazardous wastes on-site shall be prepared. Clean-up of these wastes shall proceed as areas within the site are developed.

13. Fair Share Mitigation.

In applying the above conditions on individual properties, mitigation shall be at a reasonable level related to each proposed development.

14. Phasing/Mitigation Requirements

The approved Master Site Plan for and all approvals for development of phases of the Pre-Mix site, shall satisfy the following requirements for phasing, provision of mitigation, and development by subdistrict.

a. Subdistrict Development. The Pre-Mix site shall be divided into four subdistricts, as shown on Map A. The location of the subdistrict boundaries may vary somewhat from Map A; the final boundaries for each subdistrict will be determined in the master plan process. Development in each subdistrict is subject to all P-Suffix conditions of the zone set forth above, as well as the subdistrict-specific conditions described below and any mitigations identified through the Master Site Plan approval process. The Residential Subdistrict may overlap with the adjacent subdistricts for the purpose of distributing density across the site, as set forth under the approved Master Plan. This plan contemplates that ultimate development of the entire Pre-Mix District will include approximately 1000 units of residential development and approximately 500,000 square feet of commercial (including office, retail and entertainment) development.

i. Neighborhood Commercial (approximately 12-18 acres). This area will serve as the focus of neighborhood-scale retail and commercial development, because of its proximity to road and transportation infrastructure. It may also include entertainment uses, and will incorporate residential development, though at a lower density than the remainder of the Mixed-Use District. Where feasible, residential uses will be included in the same structure as retail and office uses. Some vertical integration of residential, and retail/office uses shall occur in this area.

ii. Waterfront (approximately 10-14 acres). This subdistrict will emphasize pedestrian-scale access and development, both at and near the channelized edge of the Inner harbor. Development will be mixed-use, with a higher density of residential than in the Neighborhood Commercial Subdistrict. Enjoyment of the urban shoreline environment and pedestrian connections throughout the site will be stressed.

iii. Residential (approximately 10-14 acres). The residential subdistrict will be the center of residential development on the site. This area will be linked to the neighboring commercial and waterfront subdistricts, as well as to the transit hub, by pedestrian corridors bridges and other linkages. Residential development will respect the natural shoreline of the Sammamish River, where public access will be provided.

iv. Waterfront Extension (approximately 4-8 acres). This future phase will develop after the discontinuation of the existing industrial use.

b. Phasing Requirements. Initial development of the Pre-Mix site shall be required to satisfy the requirements of this subsection for the "startup phase." Otherwise, there are no restrictions on when or where development may occur within the Pre-Mix site, so long as it is in accordance with the approved master plan.

i. Startup Phase. Initial development in the Mixed-Use District shall be principally mixed residential and commercial in nature and may occur in any subdistrict of the Mixed-Use District. This initial development shall be known as the "startup phase." Mixed-Use zoning for the start-up phase shall be actualized as shown on Map K. Development of the Start-up Phase is subject to the following assumptions: The zoning for the start-up phase may be actualized as part of a plan amendment study and shall satisfy the following requirements as well as others identified through the plan amendment study. The startup phase shall be identified in the approved master plan and shall satisfy the following requirements:

- Development Area: The development area of the startup phase shall be no less than 10 acres and no greater than 26 acres.
- Minimum Residential Density: The Development within the startup phase shall include residential density of no less than 12 du/acre.
- Uses: Development of the startup phase will include approximately 400 residential units; 250,000 square feet of commercial (office and retail); and a multi-screen cinema, or the equivalent thereof. Development beyond these thresholds will be permitted if the applicant can satisfy current congestion standards.
- Phasing Conditions Mitigation/Linkage: Certificates of occupancy shall not be issued for any development in the startup phase until the startup phase mitigation/linkage requirements (as described below) have been satisfied.

c. Phasing Mitigation/Linkage Requirements. The purpose of identifying Phasing mitigation/linkage requirements in the area zoning is to insure that adequate mitigation is in place for development of each portion of the mixed-use development site. These requirements are designed to insure that substantial most of the capital-project roadway mitigations or the entire Pre-Mix site shall occur at the startup phase (in excess of that required to mitigate the impacts of the startup phase above), ~~so that~~ Thus most of the roadway related capital infrastructure and amenities will be in place at the end of the startup phase to support additional further development in the Pre-Mix site. Certificates of occupancy shall not be issued for subsequent development in a particular subdistrict until the mitigation requirements of that subdistrict have been satisfied.

The applicant shall be required to make payments required under SEPA. Mitigation provided under these conditions shall be credited where appropriate against mitigation requirements otherwise applicable to the project through the SEPA process or under County codes. The property owner may fund mitigation improvements based upon agreements for reimbursement of portions of such costs by public agencies or other benefited private parties. Additional transportation mitigation may be added to any phase as a result of completing the Transportation/Circulation Master Plan.

The intersection of SR 522 and 68th Avenue is near its ultimate design improvement, and currently operates at LOS F. Significant mitigation of this intersection is not possible, and therefore mitigation for the development of the Pre-Mix Site must be directed to improving access and circulation in other ways. Satisfaction of the linkage requirements set forth below shall be construed as satisfying the County's road adequacy requirements for each respective phase or subdistrict of the overall project.

i. Startup Phase. The following mitigation/linkage phasing items shall be provided in connection with development of the startup phase. These mitigations are projected to more than satisfy mitigation requirements of the start-up phase itself. Additional mitigation requirements of individual subdistricts shall be triggered to the extent development occurs in individual subdistricts outside of the start-up phase boundaries necessary to mitigate the impacts or provide the amenities expected of the individual sub-district.

- A. Full signalization of the intersection of 68th Avenue and the new 175th bypass road, and intersection improvements to include a northbound left-turn and left-turn/pass through lane on 68th Avenue but not including improvements to the 68th Avenue bridge;



B. ~~The intersection of 68th Avenue NE and NE 175th Street shall be realigned;~~

GB. Dedication of right-of-way adequate for a five-lane principal arterial on-site for the new 175th bypass road, connecting 68th Avenue to the existing 175th Street SR 522 at the northwest corner of the Pre-Mbx Site;

C. Construction of the new 175th bypass road shall be in a five-lane cross-section with landscape median within the dedicated right-of-way for a distance of up to approximately 1,000 linear feet, as necessary to provide adequate access to the start-up phase of a new signalized intersection, connecting 68th Avenue to SR 522;

E. ~~The extent of the improvements to the realignment from the main entrance to the west property limits shall be determined in the Transportation Master Plan;~~

D. Provide for signalization of the intersection of SR 522 and the new 175th bypass road, once signal installation authority has been obtained from the State of Washington by King County;

E. Provide for realignment of existing 175th Street to coordinate with the new 175th bypass road, as set forth in the approved Transportation Master Plan;

F. The developer shall contribute the cost of construction for or contract construct an enhanced transit stop to serve the start-up phase, which stop shall be located on the south side of SR-522 and north of the Burke-Gilman Trail and shall include seating areas, weather protection, and specially-designed landscaping and walkway surfaces. Conveyance of adequate area on-site, through property exchange or otherwise, and development of a transit hub on the south side of SR-522, the location and design of which shall be approved by Metro;

G. A surface parking area of up to 2 acres in size, in a location adjacent to the identified transit stop, shall be made available for use or development by Metro. Use of this parking area shall be shared by Metro and adjoining developments on-site. Satisfaction of this condition shall qualify as TDM mitigation under the County's road adequacy standards;

H. If a decision to use the surface parking area is not made by Metro by January 1, 1995, then the above condition shall not apply, and the developer shall be responsible for a pro-rata share of the construction of any new park-and-ride in the Kenmore area. Satisfaction of this condition shall qualify as TDM mitigation under the County's road adequacy standards;

GI. An agreement shall be reached with the Washington State Department of Transportation Payment of fair share mitigation fees, including those for a fair share contribution to the transit lane improvements planned on SR-522, if applicable;

HI. Temporary or permanent pedestrian Pedestrian access from the developed area to the transit hub stop and the 68th Avenue/SR-522 intersection;

I. Realignment of 68th Avenue NE south of SR-522 so that its centerline matches that of 68th Avenue north of SR-522;

J. Adequate access shall be provided to SR-522;

K.K. ~~Provision of other mitigations identified by the Transportation Master Plan. Provision of other minor roadway improvements identified by the TMP, such as signal phasing, lane realignment, etc.~~

L. ~~Provision of the~~

L. Provide a touchdown location on-site for the proposed pedestrian bridge crossing SR-522;

M. Provide for a grade-separated connection for the Burke-Gilman Trail across under the to-be constructed 65th Avenue, that is compatible with the design of the Burke-Gilman Trail undercrossing at 68th Avenue;

M.N. The developer shall provide cash incentives, such as transit subsidies, parking fees, or rent abatement for transit use, in residential leases, if called for under the approved TMP.

Q. Development of shoreline enhancement, including public recreation and access areas on the Sammamish River shoreline of the Mixed-Use District, in the area immediately adjacent to the start-up phase area and extending to Lake Washington, extending from 68th Avenue to the inner harbor line. Development shall include parking, public restrooms, trailhead facilities, vehicle turnaround, public viewpoint, construction of shoreline interpretive trail, enhancement of the riparian edge of the Sammamish River, and provision of a public viewpoint.

N.P. The site shall have been removed from the Department of Ecology's hazardous site list.

Q. If development occurs in the start-up phase in an area designated as Waterfront Subdistrict, then that development shall be constructed in compliance with Waterfront District development standards.

ii. Neighborhood Commercial Subdistrict. The mitigation/linkage phasing requirements for the Neighborhood Commercial subdistrict are associated with the start-up phase development and are required to be provided at that time. Therefore, additional mitigation/linkage phasing requirements are not set forth for further development in the neighborhood commercial subdistrict. Development in this subdistrict may proceed following the start-up phase as demand warrants, consistent with the adopted master plan. Although single-use commercial buildings are not prohibited in this subdistrict, residential and commercial use in various structures should be integrated to the greatest degree possible, through the use of walkways and other functional connections between buildings. Further, the prohibition on ground floor residential units will encourage the inclusion of mixed uses in residential structures. ~~insure that residential structures will include mixed uses.~~ A conceptual plan for a portion of the neighborhood commercial area is shown on Map J.

iii. Waterfront Subdistrict. The mitigation/linkage requirements for the Waterfront Subdistrict are dependent upon completion of the mitigation requirements for the start-up phase development. Additional mitigation requirements for the Waterfront Subdistrict, identified below, are focused on enhancing open space opportunities in this portion of the mixed-use district and on emphasizing pedestrian connections within the development. Development in the Waterfront Subdistrict may proceed following the start-up phase as demand warrants, consistent with the adopted master plan. Development shall satisfy the following criteria, in addition to the standards of the underlying zoning:

- A. The pedestrian street shall be constructed. See Maps C and D. Construction of the street shall be phased so that the street is constructed in conjunction with development of adjacent buildings. The pedestrian street shall be developed within a dedicated 60-foot right-of-way that includes two 12 to County road standards as a business access street, including two 11-foot traffic lanes, two 8-foot parallel parking strips, and two 10-foot sidewalk areas.
  - B. The harborside promenade shall be constructed. See Map E. Like the pedestrian street, the construction of the harborside promenade shall be phased to occur in conjunction with development of adjoining buildings. The harborside promenade shall be constructed as a 20-foot wide hard-surfaced pedestrian walkway, beginning at the channelized edge, and shall include pedestrian features such as seating, landscaping, sidewalk cafes, and pedestrian amenities.
  - C. Upon completion of the pedestrian street, a public parking area shall be developed at the southern end of the pedestrian street. The parking area shall provide parking for approximately 20 vehicles.
  - D. A harborside viewpoint shall be constructed in conjunction with the harborside promenade, at a location identified in the approved master plan. See Map E.
  - E. A lakeside viewpoint shall be developed at the southern end of the site, at a location identified in the approved master plan. Development of the lakeside view point shall occur upon completion of the pedestrian street. See Map B and F.
  - F. A public gathering place shall be developed at the southern end of the pedestrian street, adjacent to the lakeside viewpoint and in a location identified in the approved master plan. See Map F. The major public gathering place shall provide area for gathering of at least fifty people. It shall be developed upon completion of the pedestrian street.
- IV. Residential Subdistrict. The mitigation/linkage requirements for the residential subdistrict depend upon implementation of the start-up phase mitigation. Additional mitigation/linkage requirements for the residential subdistrict are geared toward enhancing pedestrian connections within the site, reducing reliance on single-occupancy vehicles, and enhancing transit use. Development in this sub-district may proceed following the start-up phase as demand warrants, consistent with the adopted master plan. Development shall satisfy the following criteria, in addition to the standards of the underlying zoning:
- A. ~~A surface parking area of up to 2 acres in size, in a location adjacent to the identified transit hub, shall be made available for use or development by Metro. Use of this parking area shall be shared by Metro and adjoining developments on-site.~~
  - B. ~~If the surface parking area is not desired by Metro, the developer shall be responsible for a pro-rata share of the construction of any new park-and-ride in the Kenmore area.~~
  - G.A. Internal pedestrian connections from the residential subdistrict to the transit hub shall be provided;
  - D. ~~The developer shall provide fair share participation in the cost of construction of the pedestrian bridge over SR-622;~~

- ~~E.B.~~ A pedestrian bridge over SR 522 shall be provided (subject to WSDOT approval). Funding for construction may come from sources other than the developer.
- ~~F.C.~~ An on-site transportation coordinator shall be appointed for the entire site, and a transportation management plan (TMP) adopted and enforced for all development within the subdistrict;
- ~~G.D.~~ ~~The developer shall~~ At build-out of the Residential District, the developer shall provide a shuttle service to connect the development with the transit hub, if called for under the approved TMP;
- ~~H.E.~~ The developer shall provide cash incentives, such as transit subsidies, parking fees, or rent abatement for transit use, in residential leases in the residential subdistrict, if called for under the approved TMP;
- ~~I.~~ ~~The developer shall provide fair share participation in the cost of intersection improvements at the intersection of the new 175th street bypass road and 65th Avenue and/or 61st Avenue (depending upon which intersection is ultimately selected for development);~~
- ~~J.~~ ~~Completion of construction of the new 175th bypass road in a 5 lane configuration to the existing 175th, to coincide with completion by the County of intersection improvements at 65th and/or 61st Avenue.~~
- v. Waterfront Extension Stage. Mitigation/linkage requirements for the waterfront extension stage are provided in connection with development of the other subdistricts. Therefore, additional mitigation/linkage requirements are not set forth for development in the Waterfront Extension subdistrict. Development in this subdistrict may not proceed until mitigation for the start-up phase and Waterfront subdistrict have been provided.

## 15. Mixed Use Master Plan Submittal Requirements.

Before development can occur, a Master Site Plan shall be completed and approved. The following requirements apply to the process for obtaining Master Plan approval for development of the Pre-Mbx site. The Master Plan application shall be subject to review and approval by BALD, Community Planning and King County Department of Public Works, Roads Division, Transportation Planning. The Master Plan application shall establish vehicular, pedestrian and open space connections within the entire development. In addition, a transportation master plan shall further define the transportation requirements associated with each phase of the development. These vehicular, pedestrian and open space connections and transportation mitigations shall be binding. The start-up zone proposal shall prepare environmental documents that consider both the impacts of the subject application (phase) and the cumulative impacts of all other phases based on build-out of the Pre-Mbx site. Approval of the Master Plan shall assure:

- a. the Mixed Use development area in its entirety meets the goals, policies and criteria of the Northshore Community Plan;
- b. that there is adequate environmental review of the cumulative impacts of all mixed use development in Kenmore;
- c. that there is detailed project level review of environmental impacts of the phase or phases that comprise the development application;

- d. that there is adequate mitigation developed for the project level review;
- e. that specific criteria of the Northshore Area Zoning are met;
- f. that each phase of development will adequately meet the expressed goals for the mixed use area, and adequately mitigate for its impacts at the time of development.

## 16. Required Elements for Master Plan Applications:

The following elements are required of the Master Plan application in the mixed use development area. This application may include development approval for one or more phases of the entire mixed use area.

- a. Environmental documents assessing project level impacts of the development. Appropriate mitigation necessary for site-specific impacts should be identified.
- b. Mixed Use Development Comprehensive Project Description
  - i. Housing units for all phases shall be identified by number and type for each phase including affordable housing requirements of Item 10 of the area zoning. The phase or phases included in the first development application shall also identify location and value of housing units in that phase, if applicable.
  - ii. Retail/Commercial uses for all phases shall be identified by square footage per phase. The phase or phases included in the first development application shall also identify major tenant types and building locations in that phase.
  - iii. Office uses for all phases shall be identified by square footage. The phase or phases included in the first development application shall include building footprints and employment data for that phase.
  - iv. Public and private facility improvements shall be identified for the entire mixed use development area. Appropriate size or capacity, location, operational characteristics and relationship should be estimated or defined in further detail as defined in other sections of the mixed use requirements.
  - v. Open space shall be identified for all phases and broken down by the amount per phase and type of facility. Specific improvements should be identified for the phase or phases of the first development application.
- c. Transportation/Circulation Master Plan
  - ~~i. A Traffic and Circulation report shall be prepared identifying all capital and transit improvements necessary to address the impacts of development of the Pre-Mix site. The report shall include the appropriate costs of each project. King County shall weigh the cumulative impacts of the mixed use development area on the transportation system as part of the Master Plan approval.~~
  - i. A Traffic and Circulation report shall be prepared by the applicant identifying all daily and peak hour transportation impact and required capital and transit improvements necessary to address the impact of development of the Pre-Mix site. The report shall include the appropriate cost of each project. Cumulative impacts of the mixed use development area on the transportation system shall be evaluated as part of the Master Plan approval. The plan will address full build out of the Pre-Mix site.

- ii. A Financing report identifying public and private funding commitments for identified capital and transit improvements shall be prepared. King County shall ultimately determine the public/private financing commitments in coordination with the applicant, Metro and WSDOT.
- iii. A Phasing report shall be prepared identifying the timing of funding commitments necessary to mitigate impacts for the phase or phases proposed in the development application. This plan shall be consistent with the P-suffix conditions.
- iv. A Parking Study shall be prepared to identify the minimum number of stalls required for commercial and residential development to be economically viable in the Mixed-Use District.

d. **Pedestrian/Bicycle Circulation Plan**

A map and text identifying pedestrian and bicycle circulation through the entire Mixed Use Development Area is required. Major routes are identified on Map B. Major pedestrian and bicycle connections identified by King County through the staff report shall be binding for subsequent building permits, unless revised. Detailed design of facilities within the phase or phases applying for development approval shall be included for that phase. Design considerations should acknowledge the importance of the Burke-Gilman Trail and its role as a major regional facility.

e. **Open Space Plan**

Map and text identifying public and private open space for the entire Pre-Mbx site is required. Policy K-11 shall be incorporated. The staff report prepared by King County shall identify acreage and location of open space necessary for the mixed use development area at build-out based on impacts of the proposal and the policies and criteria of the Northshore Community Plan. At least 25% of all the open space necessary for entire Mixed Use Development shall be constructed as part of the Phase I development approval.

f. **Mitigation/Recapture Plan**

The application shall include a description of how proposed mitigation for the project conforms to the requirements of the P-suffix conditions or, if alternative mitigation is proposed, how such alternative mitigation meets the goals and intent of the P-suffix conditions and the Plan. The County may approve such alternative mitigation if it is warranted, based on changed conditions relating to, for example, transit plans, road alignments, pedestrian connections, or other planning or capital improvement changes, and if the goals and intent of the P-suffix conditions and the Plan are met. If the application proposes funding or construction of improvements in excess of the developer's fair share, the application shall also include a mitigation recapture plan that describes how such excess contributions can be recaptured from public or private sources.

## 17. **Subsequent Applications**

The following elements are required of subsequent development applications within the mixed use development area:

- a. Environmental documents assessing project level impacts of the phase or phases of the Potential Mixed Use Development Area proposed in the potential zone application shall be prepared. Appropriate mitigation necessary for site specific impacts should be identified.

- b. **Phase Project Description** - A map and narrative shall be submitted describing build-out of all phases proposed in the potential zone application. The narrative shall include:
- i. **Housing units by phase** - number, type, location and value, including the affordable housing component identified in policy K-11 of the Area Zoning for that phase.
  - ii. **Retail/Commercial uses by phase**-major tenant types, square footage and location for that phase;
  - iii. **Office uses by phase**-square feet, building footprints and employment for that phase;
  - iv. **Public/Private facility improvements by phase**-type, approximate size or capacity, location, operational characteristics, relationship to existing facilities and method of financing for that phase.
  - v. **Open Space by phase**-type, area size, improvements.
- c. **Capital and Transit Improvements Phasing Report** that identifies improvements necessary for the phase or phases proposed in the development application based on the Transportation/Circulation Master Plan and the financing report shall be identified. This shall include timing of funding commitments.
- d. **Pedestrian/Bicycle Phasing Report** that identifies detailed bicycle and pedestrian improvements identified for the phase or phases proposed in the development application based on the Pedestrian/Bicycle Circulation Plan.
- e. **Open Space Phasing Report** that identifies detailed open space provisions for the phase or phases proposed in the development application based on the Open Space Plan.
- f. **Mitigation/Recapture Plan**, as described above.
- g. A revised Master Plan may be approved by King County in connection with future development of the site, as long as the revisions to the Master Plan conform to the goals and intent of the P-suffix conditions and the Plan. All revisions to the Master Plan are subject to approval by BALD, Community Planning, and Transportation Planning.

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, Bruce Laing

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend the Area Zoning Map for the subject properties as shown.

**ACTION TAKEN 1/4/93: BL MOVE: PASS 7-2, BD, AG "NO"**



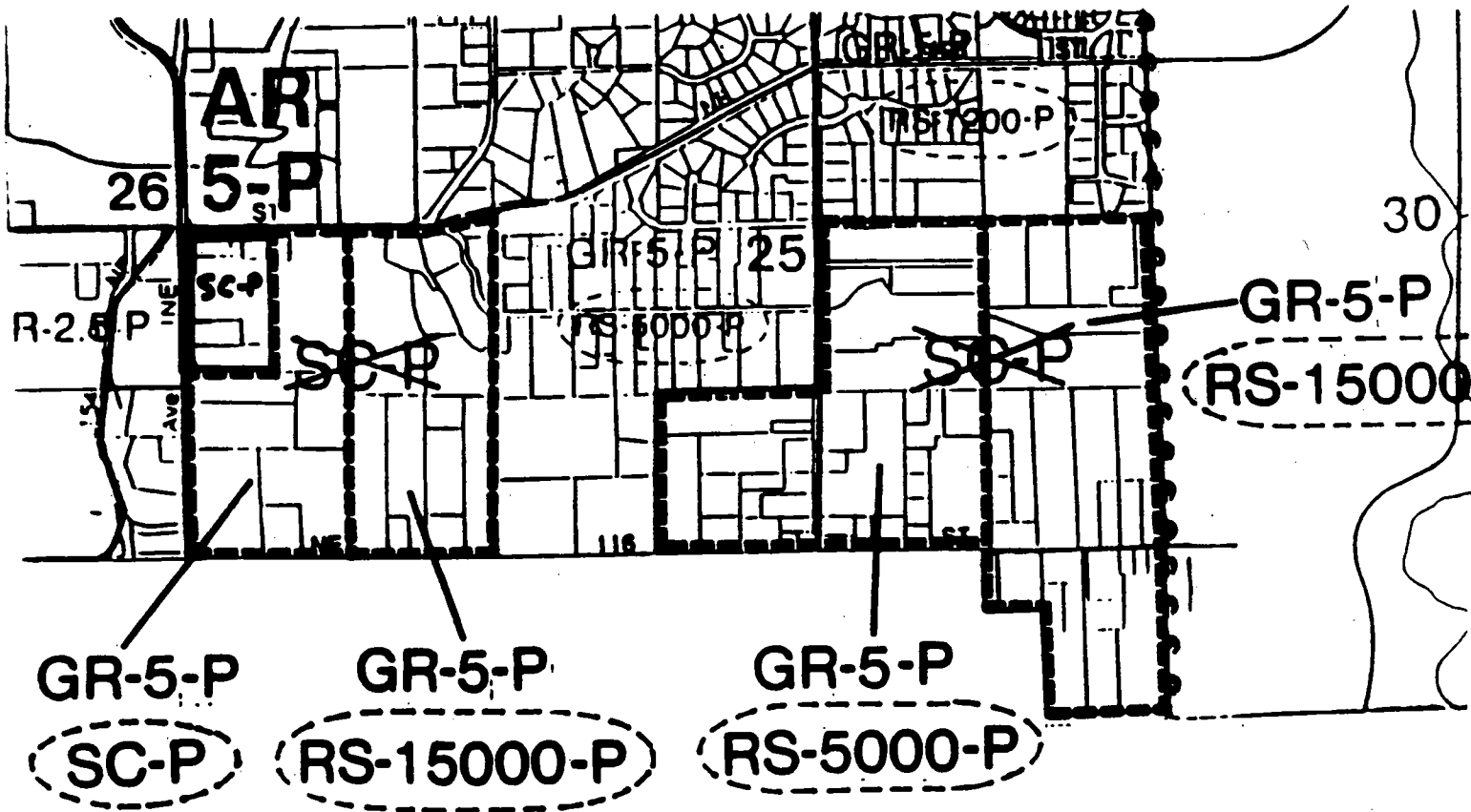
KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1993

SPONSOR, SIMS

AMENDMENT TO PROPOSED ORDINANCE 91-346

Amend Amendment 25 as approved on 1/4/93 as follows:

Replace the map attached to Amendment 25 with the map shown below:



ACTION TAKEN 1/19/93: SIMS MOVE: PASS 7-1, GN "NO", CS exc.  
DERDOWSKI MOVE: AMEND FAIL 3-5, BD, PB, KP "YES, C

Submitted 1/4/93:

E-20 The area between NE 124th Street and NE 116th Street, east ~~of section line 25~~ and between the Woodinville-Redmond Road and the eastern border of the planning area, is designated growth reserve with potential densities of up to 8 units per acre. Actualization of the potential zoning is contingent on the following:

1. provision of all needed and appropriate urban services, including sewers, either directly by the city or by contract with other service providers;
2. adequate mitigation for impacts to transportation infrastructure and other services within the city and County.

E-20a DELETE

The area between NE 124th Street and NE 11th street, east of 172nd Ave., NE is designated low density urban, one home per acre in recognition of the existing character and sensitive nature of the area within the Bear Creek Basin. The low density urban designation is consistent with the Zoning and adjacent properties in the Bear Creek Planning area.

**ACTION TAKEN 1/4/93: BL MOVE: PASS 9-0**

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KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, Bruce Laing

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend the Area Zoning Map to designate the subject properties identified as "Area of concern" on accompanying Map, GR-5-P (Potential RS-5000-P)

**ACTION TAKEN 1/4/93: BL MOVE: PASS 5-4, BD, AG, RS, LP "NO"**



RS-5000-P

RS-7200-P

RS-5000-P

RS-5000-P

RS-5000-P

R4E

R5E

00-P

000-P

RS-7200-P

see Kenmore Area Zoning Detail Map

GR-6-P

RS-7200-P

RS-15000-P

RM-1800-P

RS-7200-12

GR-5-P

RM-1800-P

RM-1800-P

RS-15000-P

RS-15000-P

BN-P

RM-1800-P

Area of concern cross-hatched

RS-7200-P  
14

RS-5000-P

13

North  
Point

Submitted 1/4/93:

E-13 Land located within the West Hill area lacks appropriate infrastructure for urban development and is physically constrained by slopes. These areas shall be designated growth reserve with potential designations of up to 68 units per acre. Actualization of the potential zoning is contingent on the following:

1. provision of all needed and appropriate urban services, including sewers, either directly by the city or by contract with other service providers;
2. adequate mitigation for impacts to transportation infrastructure and other services within the city and County.

**ACTION TAKEN 1/4/93 : BL MOVE: PASS 9-0**

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KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, Bruce Laing

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Revision to policy R-8:

Compatible land use designations should be utilized by infill development in areas with an established land use pattern. Infill development at moderately higher densities should include features to enhance compatibility with existing residential neighborhoods.

~~Higher density infill is most appropriate on parcels of 3 acres or less. Above 3 acres, such infill should be a mixture of moderately higher densities and densities consistent with those of surrounding properties. Development on parcels of 3 acres or greater should mix densities as follows: 30% of the developable land area shall be zoned the same as the surrounding neighborhood and 70% at the next highest density.~~

**ACTION TAKEN 1/4/93: BL MOVE: PASS 7-2, BD, AG "NO"**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, LARRY PHILLIPS

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Edwards Property ~~Area Zoning Issue #50~~

Redesignate area zoning on 5.82 acres of vacant land located immediately north of 522 freeway on 132nd Ave NE 180th from RS-5000 to RM-2400-P subject to a condition that the density will not exceed the total number of units allowed by RS-5000 zoning.

**ACTION TAKEN 1/4/93: LP MOVE: PASS 8-1, AG "NO"**

RS-7200-P

RS-15000-P

RS-5600-P

RS-7200-P

000-P

see Woodinville  
Area Zoning  
Detail Map

**GR-5-P**

5000

RA-2440-P

RD-

3600-P

RS-7200-P

RS-7200-P

RS-5000-P

RS-15000-P

**A-10-P**

**MP-P**

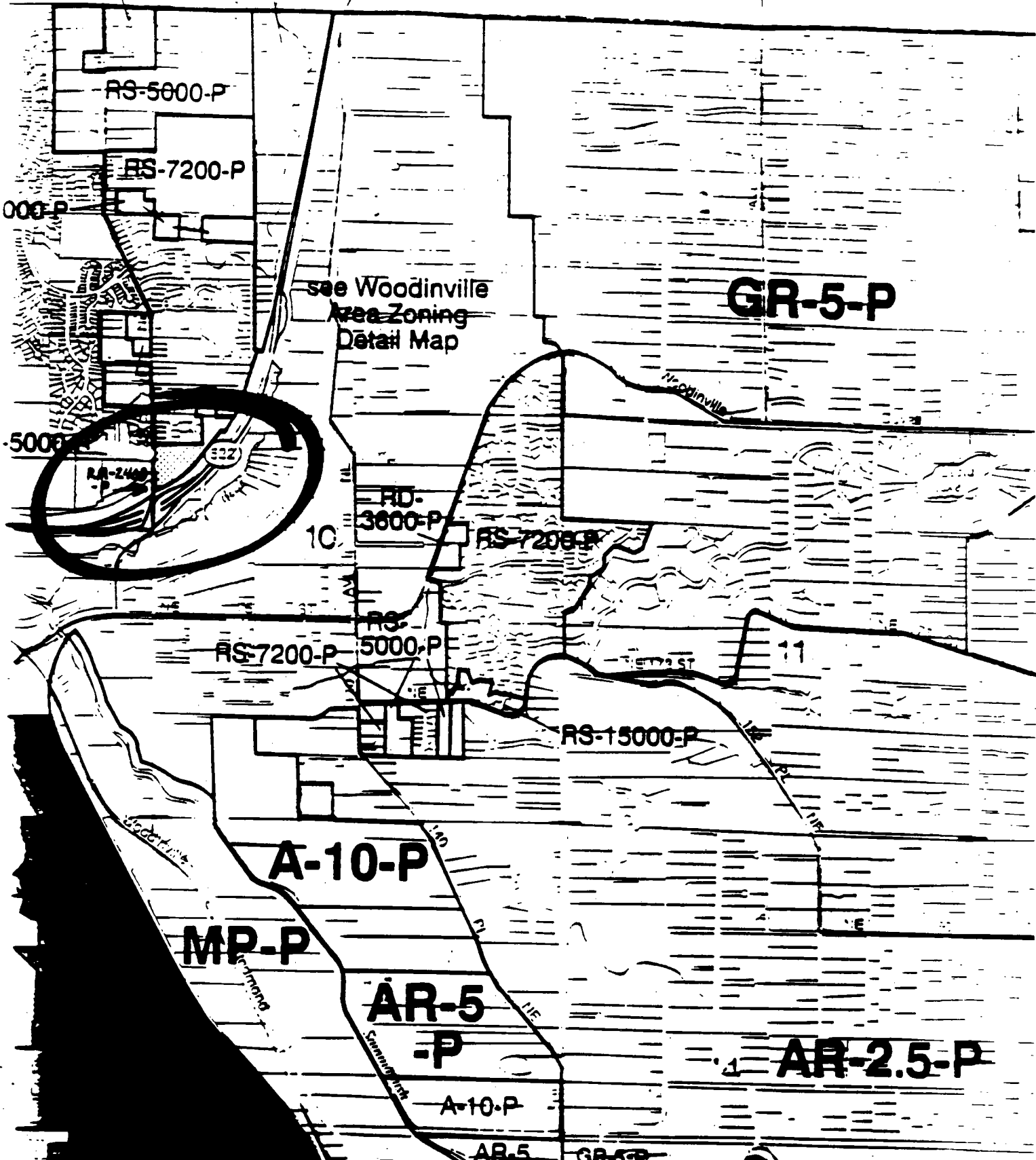
**AR-5-P**

A-10-P

**AR-2.5-P**

AR-5

GR-5-P





10703

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, LARRY PHILLIPS

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

~~Area Zoning Issue #80~~

Apply RM-2400-P to the eastern 2.58 acres of Tax Lot 167, subject to the following conditions:

Site plan review is required to ensure that the development is clustered and screened in order to minimize conflicts with agriculture.

1/4/93 **HOLD**

1/19/93 NOT OFFERED

RS-7200-P

RS-15000-P

RS-5000-P

RS-7200-P

OO-P

5000-P

see Woodinville  
Area Zoning  
Detail Map

GR-5-P

RD-

3600-P

RS-7200-P

1C

RS-

RS-7200-P

5000-P

RS-15000-P

RM-  
2400  
-P

A-10-P

MP-P

AR-5  
-P

AR-2.5-P

A-10-P

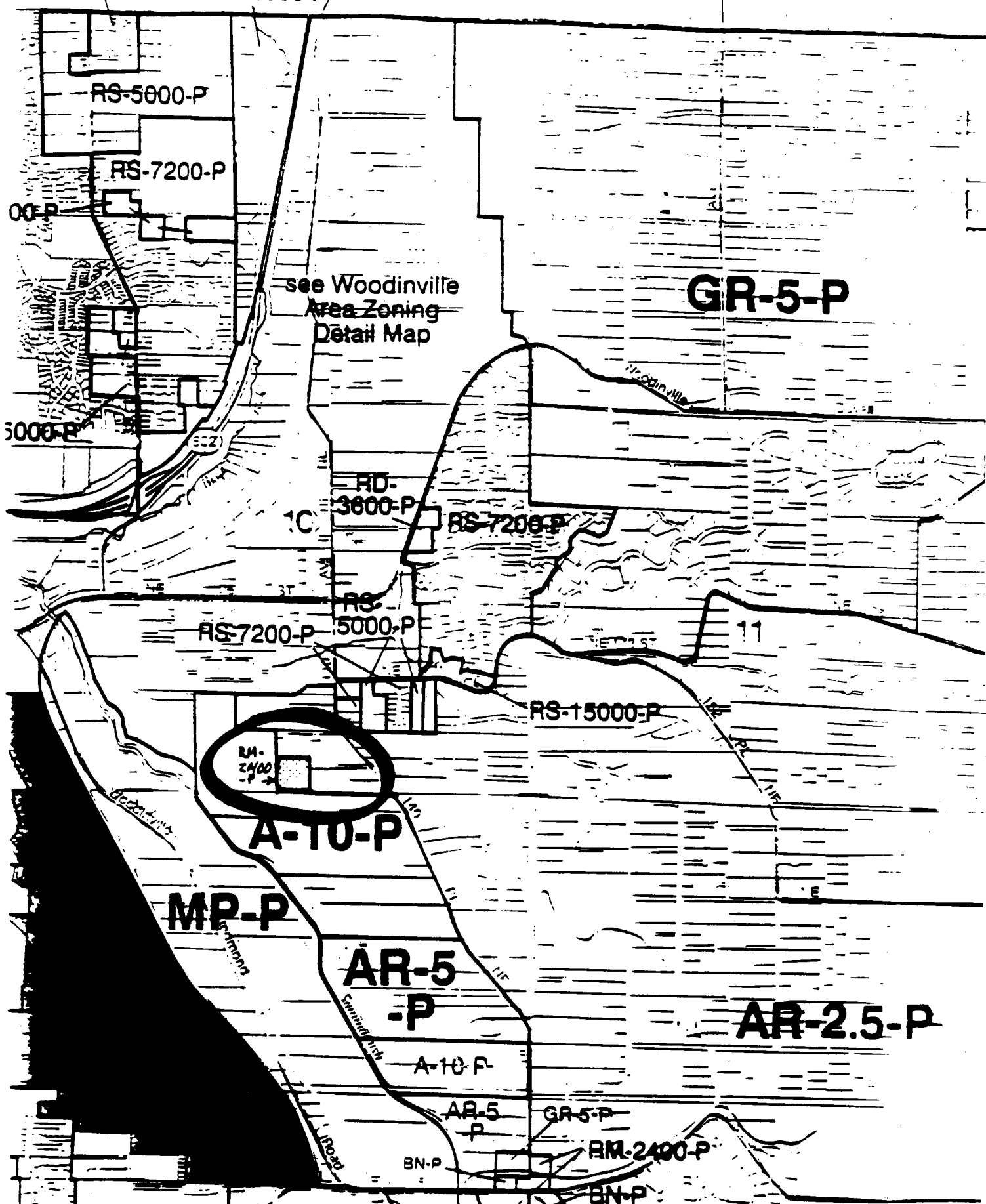
AR-5  
P

GR-5-P

RM-2400-P

BN-P

BN-P



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

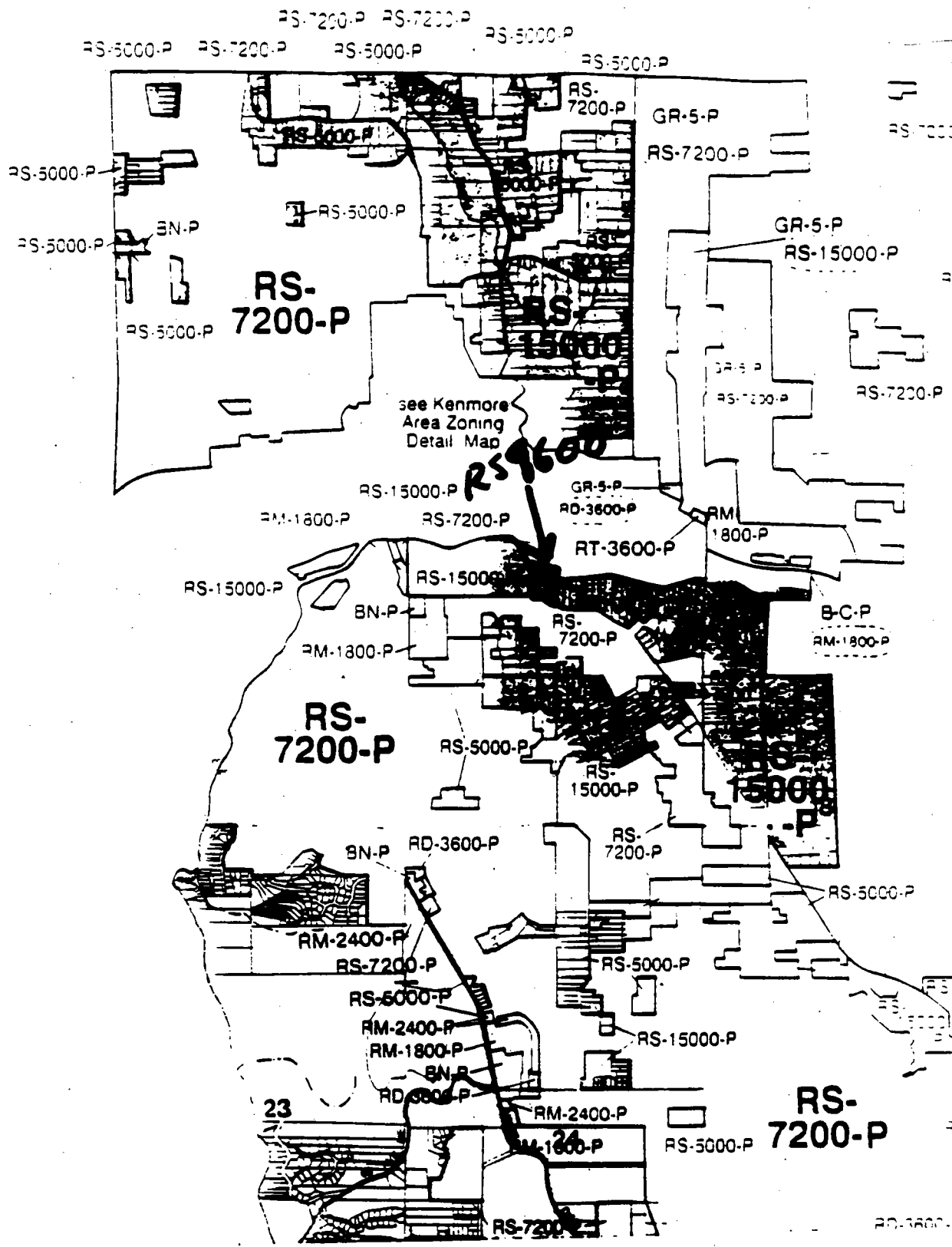
SPONSOR, KENT PULLEN

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend proposed Land Use Map by removing the Growth Reserve Overlay from subject properties shown on attached map.

Amend proposed Area Zoning by Classifying subject properties (Lots 24, 25, 26 and vacated road Block 10 Moorelands the Unrecorded VAL of Undeeded streets and alleys Inc. in Lot Val and Sh LDS ADJ) to RS-9600.

**ACTION TAKEN 1/4/93: KP MOVE: FAILS 2-5, KP, BL "YES", PB, BD, EXCUSED**



KING COUNTY COUNCIL MEETING  
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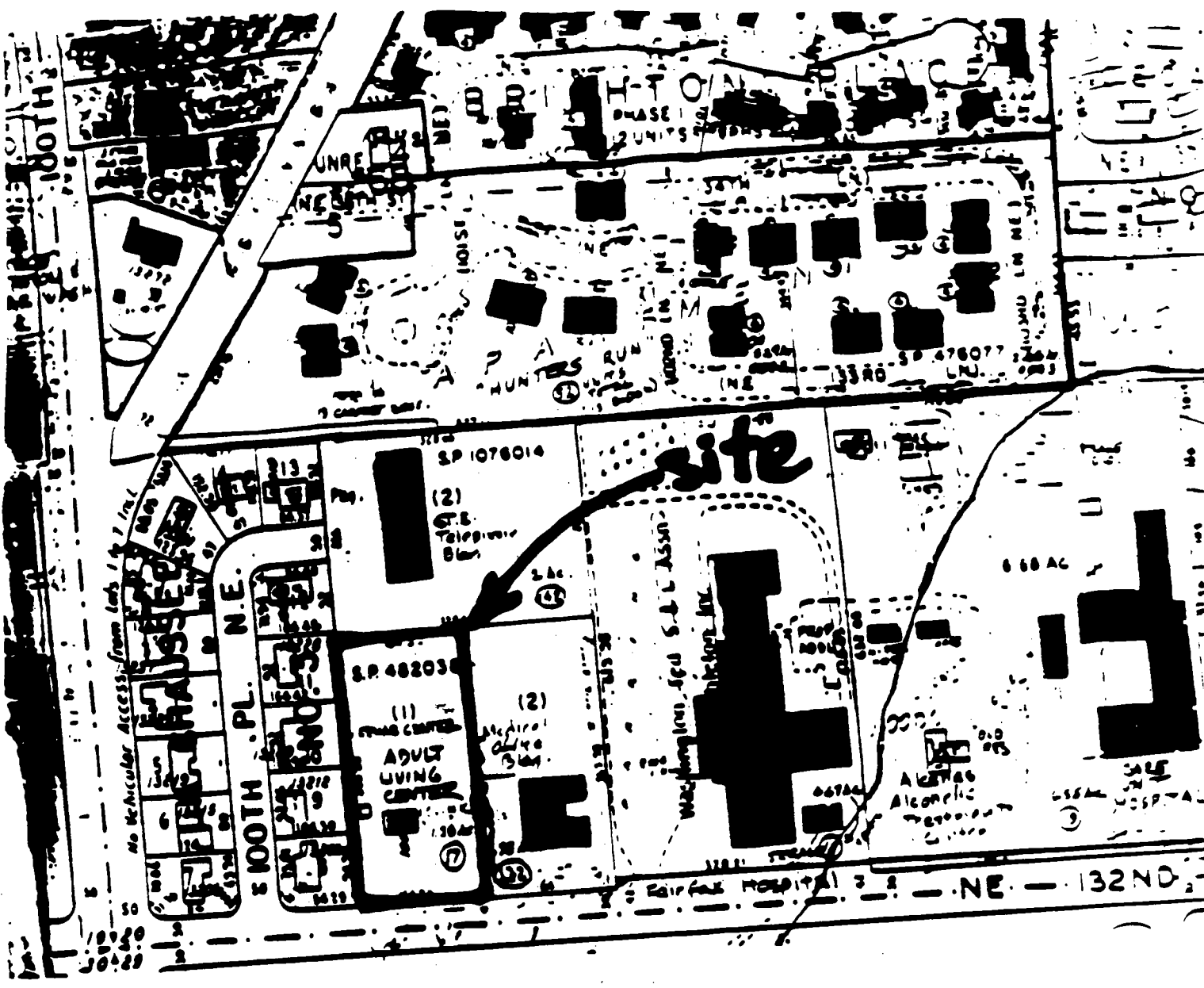
SPONSOR, RON SIMS

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Area Zoning Issue #37

Amend proposed Area Zoning by classifying subject property RM-900-P. ~~Remove-~~  
~~Amend~~ current P-suffix condition ~~that to~~ limit the site to residential occupancy to ~~twelve-~~  
~~or fewer adults~~ 16 adults and/or children. Add the following P-suffix condition: Multi-  
family development is limited to 24 units per acre.

**ACTION TAKEN 1/4/93: RS MOVE: PASS 9-0, as amended**



No Vehicular Access from lots 1 & 2 incl. Min. 10' wide

100TH PL. N.E.

SP 482038  
(1) ADULT LIVING CENTER

(2) Alcohol Abuse Plan

SP 1076014  
(2) City of Minneapolis

site

Washington, Spd S-L-1350

ALCOHOLIC TREATMENT CENTER

666 AC  
HOSPITAL

132ND NE

10703

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

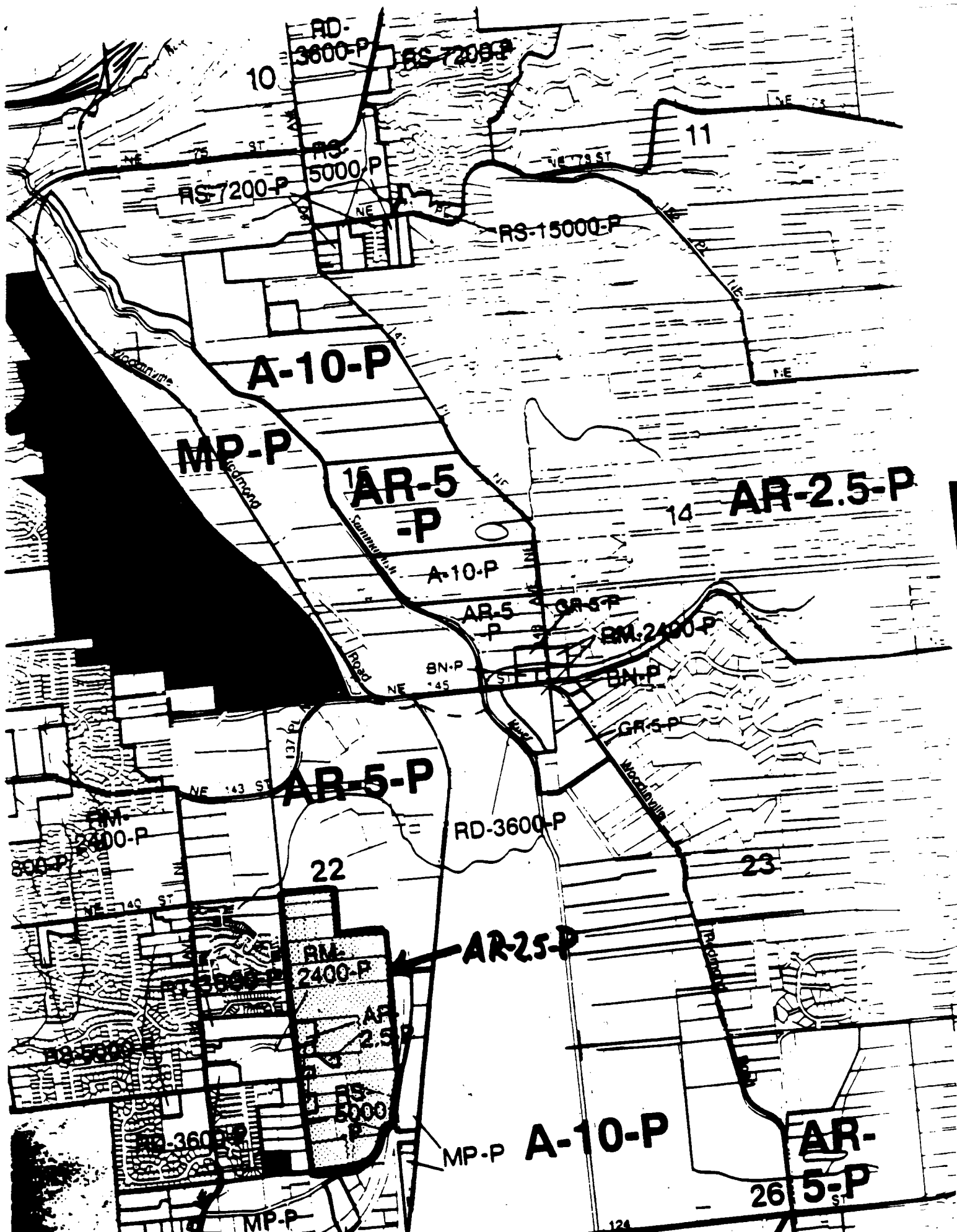
SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designating subject property Rural area (1 unit per 2.5 acres).

Amend Area Zoning by classifying subject properties AR-2.5-P

**ACTION TAKEN 1/4/93: RS MOVE: PASS 8-1, GN "NO",as amended**





KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

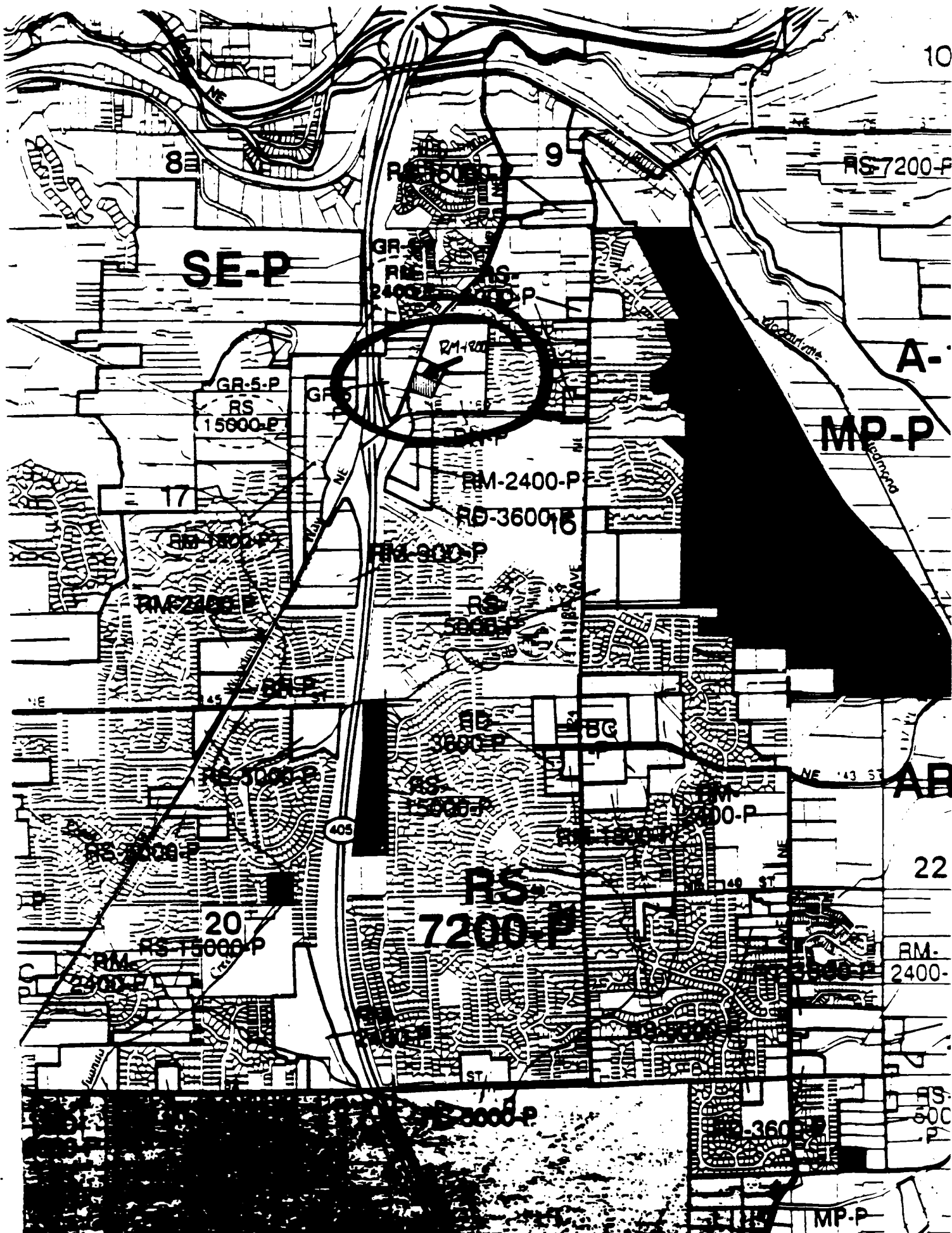
**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designating subject properties multifamily residential (1 unit per 1800 square feet)

Amend Area Zoning by classifying subject properties RM-1800-P.

Basis: recognition of existing use.

**ACTION TAKEN 1/4/93: BD MOVE: PASS 9-0, as amended**



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designation subject property Medium density multiple dwelling (1 unit per 2,400 sq feet).

Amend Area Zoning by classifying subject properties RM-2400-P.

Basis: Northshore Policy K-7

**ACTION TAKEN 1/4/93: BL MOVE: PASS 9-0, as amended**



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

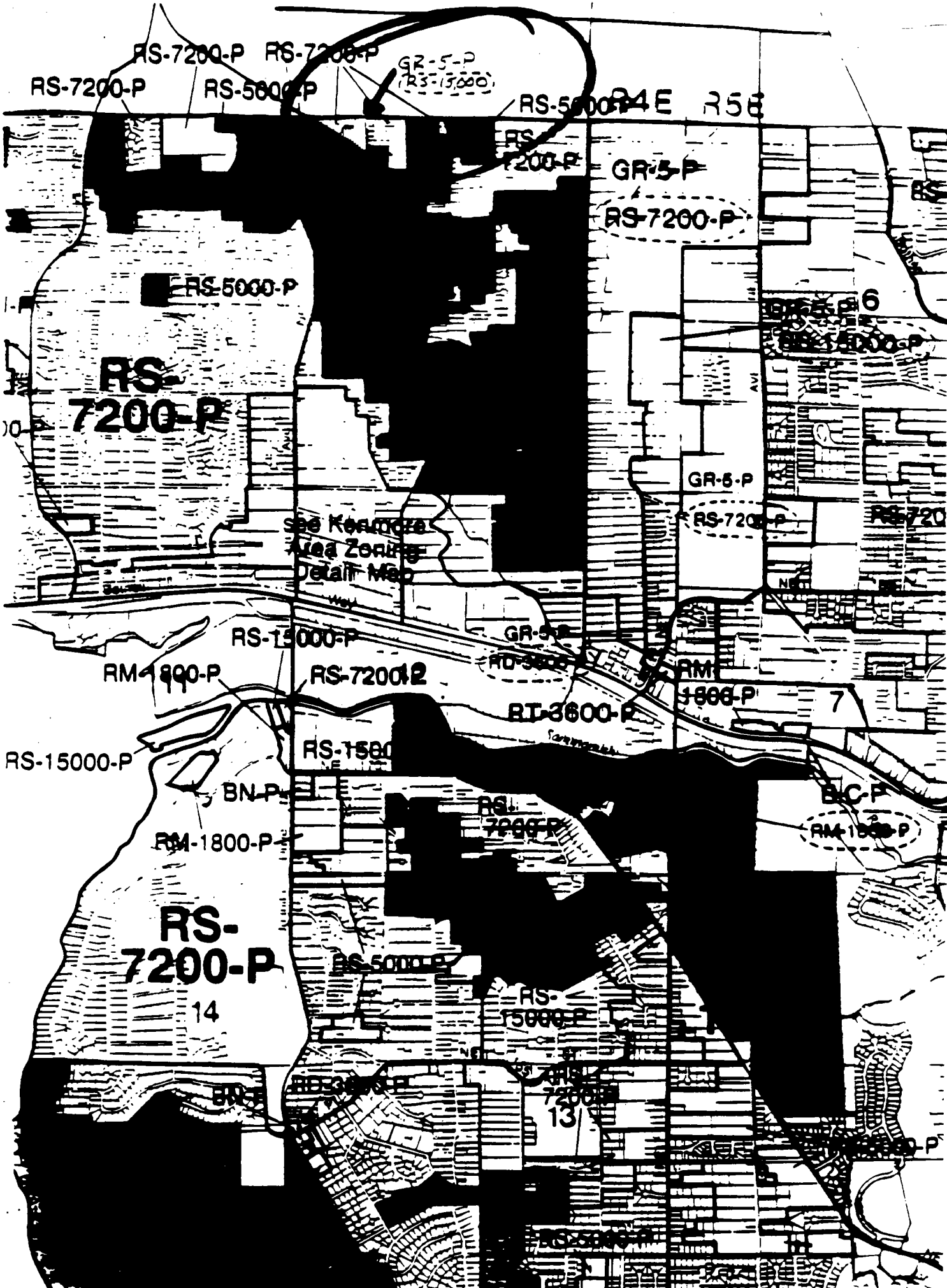
Amend Land Use Plan Map by designating subject properties single family residential (1 unit per 15,000 sq. feet).

Amend Area Zoning by classifying subject properties GR-5 ~~potential~~ overlay RS-15,000-P.

Basis: Comprehensive Plan Policy R-201, E-301.

**ACTION TAKEN 1/4/93: BL MOVE: AMEND**

**ACTION TAKEN 1/19/93: LP MOVE: PASS as amended, 8-0, CS exc.**



RS-7200-P RS-7200-P

RS-7200-P

RS-5000-P

GR-5-P  
(RS-13000)

RS-5000-P 4E R5E

RS-7200-P

GR-5-P

RS-7200-P

RS-5000-P

RS-7200-P

See Keanoke  
Area Zoning  
Detail Map

GR-5-P

RS-7200-P

RS-7200-P

RS-15000-P

GR-5-P

RM-1800-P

RS-7200-P

RD-3600-P

RM-1800-P

RT-3600-P

RM-1800-P

RS-15000-P

RS-15000-P

BN-P

RS-7200-P

BN-P

RM-1800-P

RM-1800-P

RS-7200-P

14

RS-5000-P

RS-15000-P

RS-7200-P  
13

RS-7200-P

10703

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

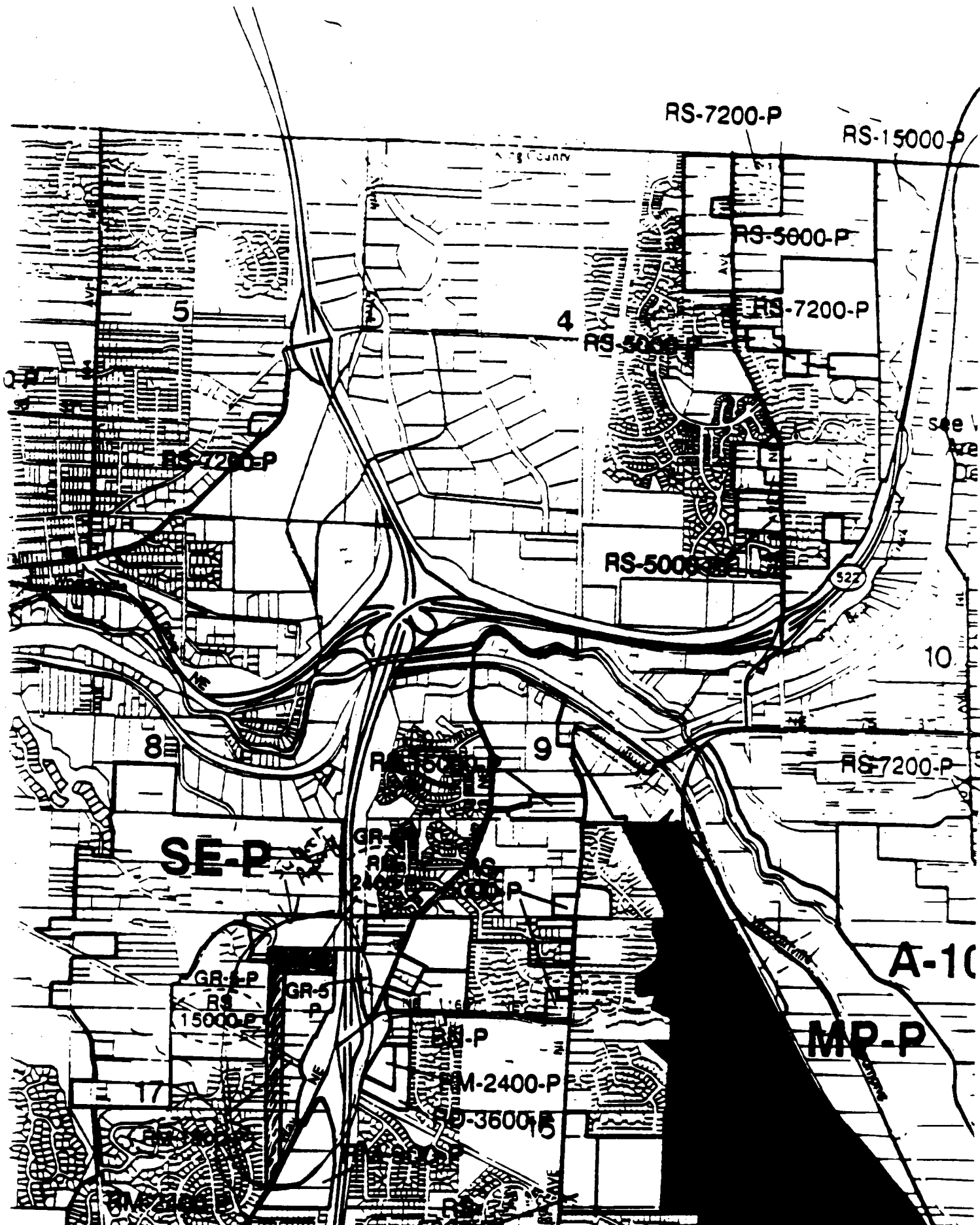
SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designating subject properties Low density multiple dwelling (1 unit per 3600 sq. feet).

Amend Area Zoning by classifying subject properties GR-5 potential RD-3600-P.

**ACTION TAKEN 1/4/93: BD MOVE: PASS 9-0, as amended**





KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

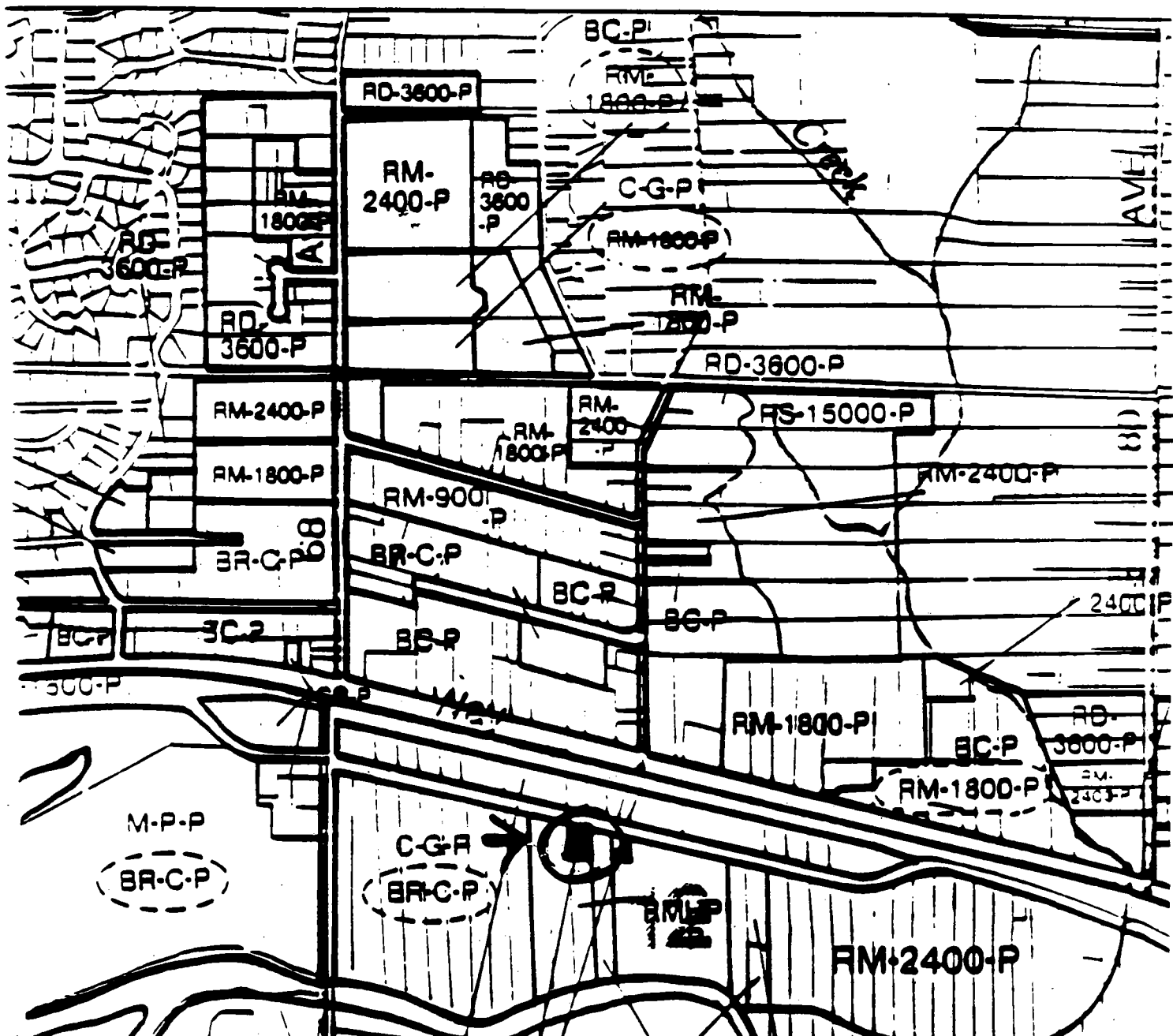
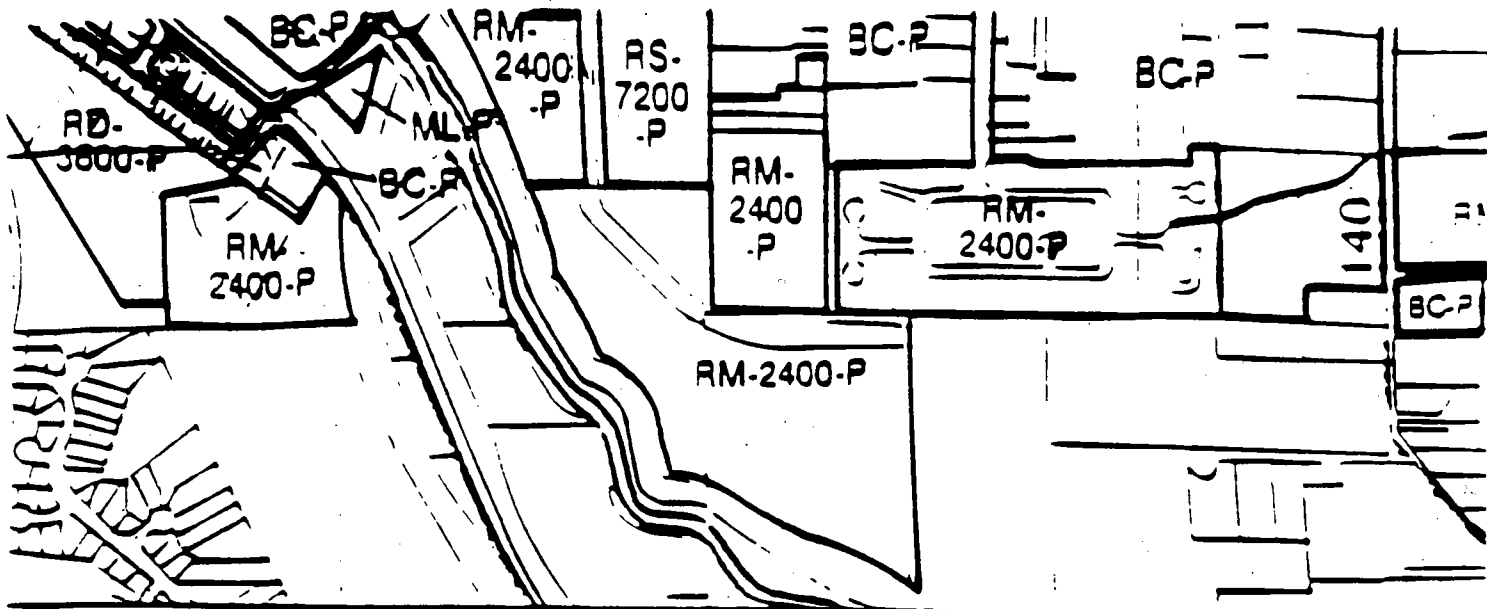
**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designating subject property Medium density multiple dwelling (1 unit per 1,800 sq. feet).

Amend Area Zoning by classifying subject property RM-1800-P.

Basis: Northshore Policy K-7

**ACTION TAKEN 1/4/93: BL MOVE: PASS 9-0, as amended.**



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KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designating subject property single family residential (1 unit per 7,200 sq. feet).

Amend Area Zoning by classifying subject property RS-7200-P.

Basis: Comprehensive Plan Policy R-201

**ACTION TAKEN 1/4/93: LP MOVE: PASS 9-0, as amended**



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KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designating subject property single family residential (1 unit per 15,000 sq. feet).

Amend Area Zoning by classifying subject properties GR-5 ~~potential~~ overlay RS-15000-P.

Basis: Comprehensive Plan Policy R-201

**ACTION TAKEN 1/4/93: RS MOVE: PASS 9-0, as amended**



KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Land Use Plan Map by designating subject property Maximum density multiple dwelling (1 unit per 900 sq feet).

Amend Area Zoning by classifying subject properties RM-900-P (residential only).

The following P-suffix conditions shall apply:

Development limited to Residential only.

**ACTION TAKEN 1/11/93: LP MOVE: PASS 8 to 0, CS exc.**





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KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, AUDREY GRUGER

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

**New Policy**

For residential plats 3 acres in size or larger, at least 10% of the land should be left as open space.

**ACTION TAKEN 1/19/93: BD MOVE: FAIL 4-4, AG, BD, RS, LP "YES"**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, DERDOWSKI

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend Policy A-5 to read as follows:

A-5 New recreational facilities shall not be permitted within the Agricultural Production District ~~except on lands purchased with Forward Thrust bonds; provided they are constructed in such a fashion so as not to harm the agricultural potential of the soil.~~ Completion of the Sammamish River Trail and expansion of existing recreational facilities shall be allowed. Any expansion of existing recreational facilities should be consistent and compatible with the long term preservation and protection of agricultural uses within the Agricultural Production District. Any such expansions shall be reviewed pursuant to a Conditional Use Permit.

Basis: Comprehensive Plan Policy RL-306.

**ACTION TAKEN 1/11/93: BD MOVE TO AMEND: FAIL 1 to 7, BD "YES", CS exc.**

**WITHDRAWN**

10703

**NOTE: SEE AMENDMENT NO. 13 SUBMITTED ON  
1/11/93 AS 41.**

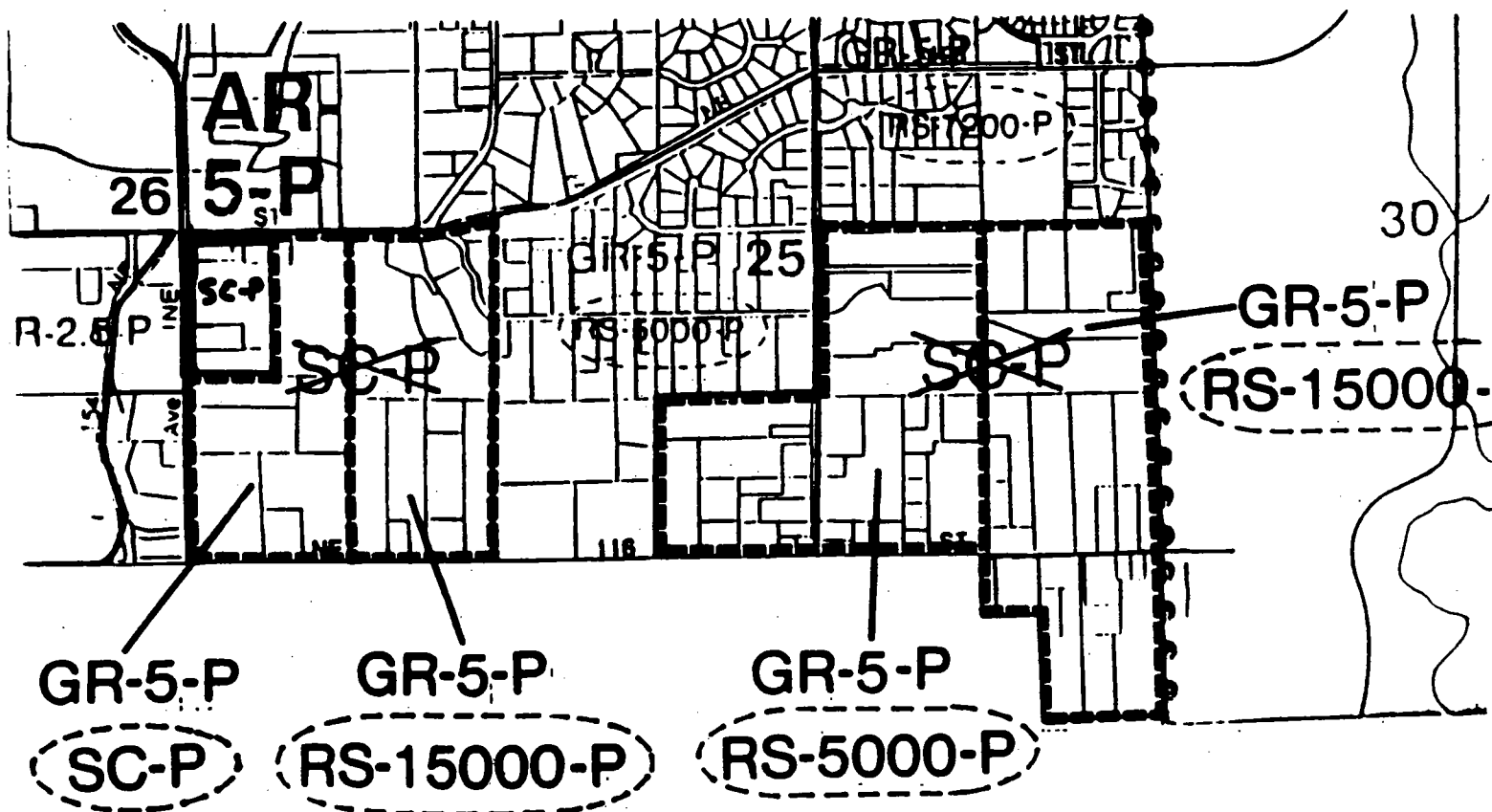
KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1993

SPONSOR, SIMS

AMENDMENT TO PROPOSED ORDINANCE 91-346

Amend Amendment 25 as approved on 1/4/93 as follows:

Replace the map attached to Amendment 25 with the map shown below:



ACTION TAKEN 1/19/93: SIMS MOVE: PASS 7-1, GN "NO", CS exc.  
DERDOWSKI MOVE: AMEND FAIL 3-5, BD, PB, KP "YES, CS

10703

**NO PAGE 43 IN PACKET OF AMENDMENTS**

KING COUNTY COUNCIL MEETING  
Tuesday, January 19, 1993

SPONSOR, PHILLIPS

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Amend the Kenmore Activity Center Design Review, Industrial Area Restrictions (page 53 of the Northshore Panel Recommended Amendments dated 9/30/92) and Amendment #24 as approved on 1/4/93 as follows:

D. Industrial Area Restrictions

~~To implement these policies K-6, K-11 and K-15, the following P suffix condition attached to the MPP Potential B R P zone shown in the Mixed Use Requirement/Industrial Area Restriction area on the Kenmore Pedestrian Oriented Areas and Design Requirements Map B applies:~~

~~Commercial and industrial uses in existence at the effective date of this area zoning are recognized as legal nonconforming uses, subject to the stipulations and provisions of KCC 21.52. No retail uses with the exception of forest product and building material sales are permitted.~~

Basis: This amendment would delete the last sentence (beginning "No retail uses.." from a section where the remainder of the text was deleted in the Northshore amendment package dated 9/30/92. More explicit restrictions than those deleted here would be applied to the subject properties as P-suffix conditions found on pages 87 and 88 of the Northshore Panel Recommended Amendments dated 9/30/92.

**ACTION TAKEN 1/19/93: LP MOVE: PASS 8-0, CS exc.**

KING COUNTY COUNCIL MEETING  
Monday, January 19, 1993

SPONSOR, LAING

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Amend Amendment #24 as approved on 1/4/93 as follows:

Kenmore Activity Center Design Review

**A. Pedestrian Oriented Areas**

**2. Building Development**

**Orientation on Site**

- For properties with frontage on a primary pedestrian street and primary pedestrian routes, the following building setback requirements shall apply:

**Street Setback:** maximum of 5 feet; larger setbacks shall be allowed if arcades, streetside outdoor cafes, patios, parks, plazas or other public spaces are provided along the street.

**Interior Setback:** minimum side setbacks are waived, ~~and there shall be no setback from at least one side of a lot line.~~

The balance of A.(2) remains as shown in Amendment #24 (as approved on 1/4/93)

**ACTION TAKEN 1/19/93: BL MOVE: PASS 8-0, CS exc.**

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

SPONSOR, PHILLIPS

**AMENDMENT TO SUBSTITUTE ORDINANCE 91-346**

Amend Amendment #24 (as approved on 1/4/93) as follows:

Kenmore Activity Center Design Review,

A. Mixed-Use Pedestrian Oriented Areas,

14. Phasing Requirements

B.

- (i) Start-up Phase. Initial development in the Mixed-Use District shall be mixed residential and commercial in nature and may occur in any subdistrict of the Mixed-Use District. This initial development shall be known as the "start-up" phase." ~~Mixed Use zoning for the start up phase has been actualized as shown on Map K. Development of the Start up Phase is subject to the following assumptions: The zoning for the start-up phase shall be identified may be actualized as part of a plan amendment study and shall satisfy the following requirements as well as others identified through the plan amendment study.~~

The balance of 14.b.(i) remains as shown in Amendment #24 (as approved on 1/4/93)

**ACTION TAKEN 1/11/93: LP MOVE: PASS 7 to 0, as amended, PB, CS, exc.**



KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1993

SPONSOR, SIMS

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

Amend the P-suffix condition found on page 74 of the Northshore Panel Recommended Amendments dated 9/30/92 as follows:

Development in the western half of the southeast quarter of Section 26, Township 26 North, Range 5 East is required to cluster to the eastern edge of the area defined in Policy E-21, away from the Woodinville-Redmond Road.

**ACTION TAKEN 1/19/93: RS MOVE: PASS 8-0, CS exc.**

10703

**KING COUNTY COUNCIL MEETING  
Monday January 11, 1993**

**SPONSOR, LAING**

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

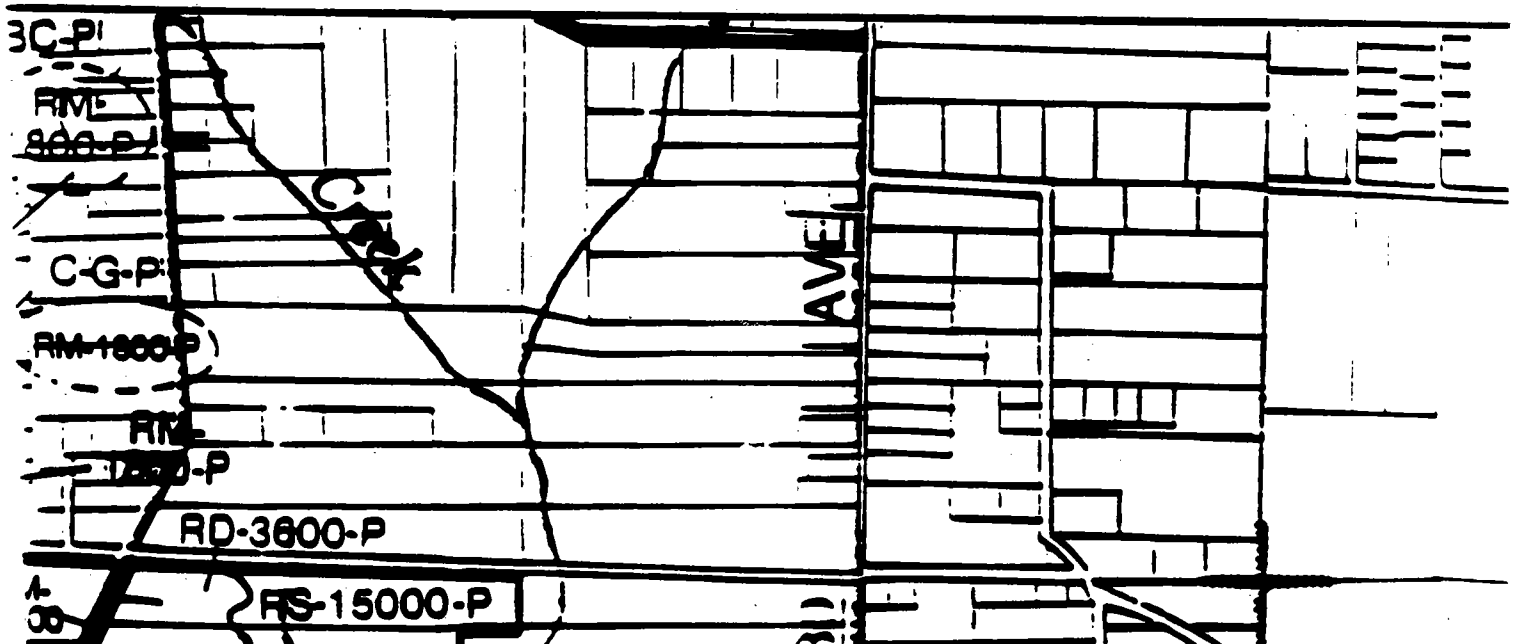
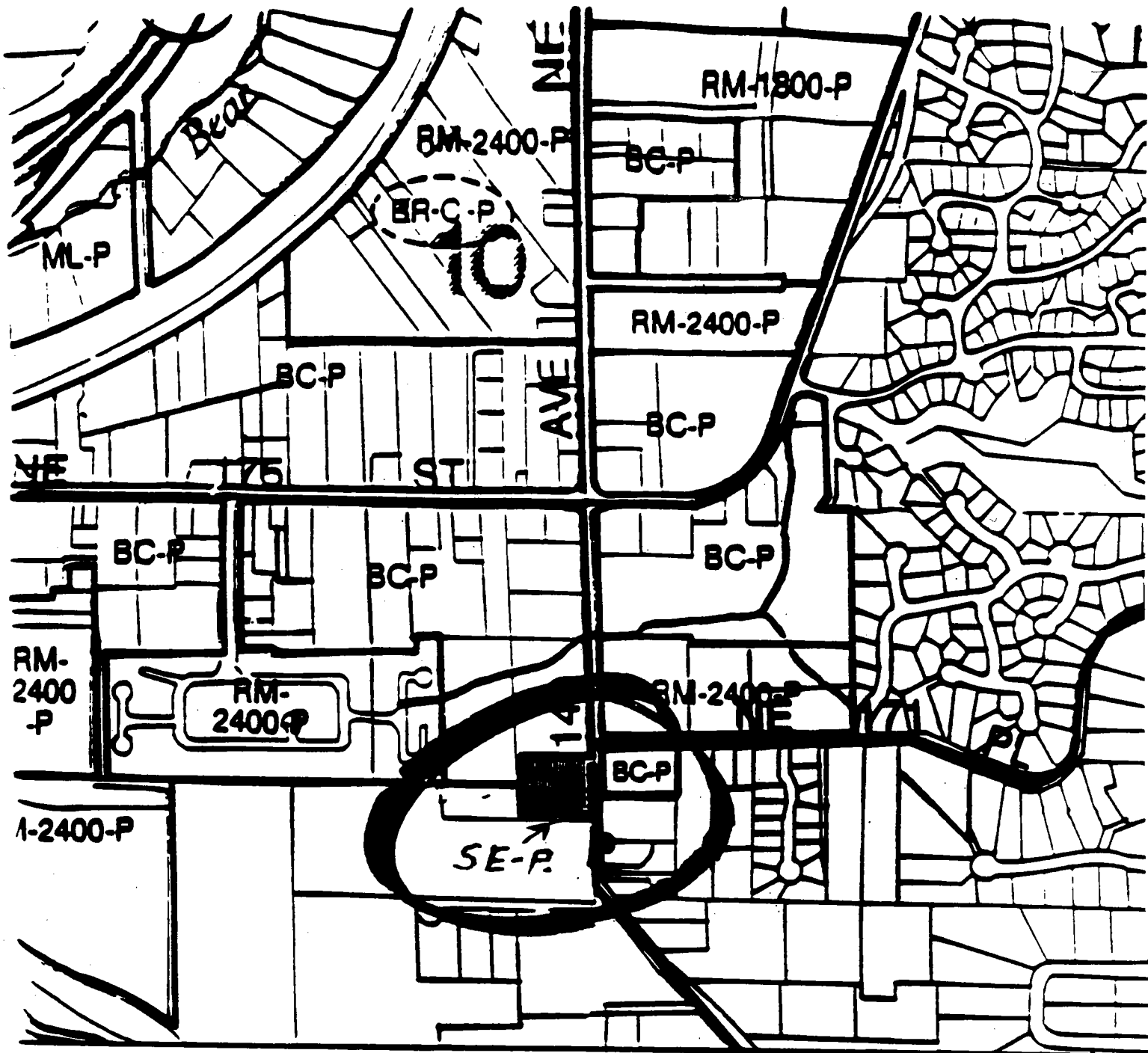
**Amend the Area Zoning Map by designating the subject properties SE-P RM-2400-P with the use limited to day nurseries.**

**Amend the Land Use Map by designating the subject properties Multifamily**

**Amend the Sewer Local Service Area Map to show the subject properties within the LSA**

**Basis: Recognizes the existing child care facility and the sewer service to the site.**

**ACTION TAKEN 1/19/93: BL MOVE: PASS 7-0, as amended, GN, CS exc.**



10703

**KING COUNTY COUNCIL MEETING**  
Tuesday January 19, 1993

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

**SPONSOR, SIMS**

**Amend the Land Use Map to designate the subject property Future Urban**

**Amend the Area Zoning Map to designate the subject property GR-5-P**

**ACTION TAKEN 1/19/93: RS MOVE PASS 8-0, CS exc.**

Leola Lake

RS-7200-P

NE 73 ST

11

RS-15000-P

130

NE

160

ST

R-5  
-P

NE

14

AR-2.5-P

A-10-P

NE

AR

GR-5-P

RS-2400-P

BN-P  
451

BN-P

GR-5-P

NE

10703

**KING COUNTY COUNCIL MEETING**  
Tuesday January 19, 1993

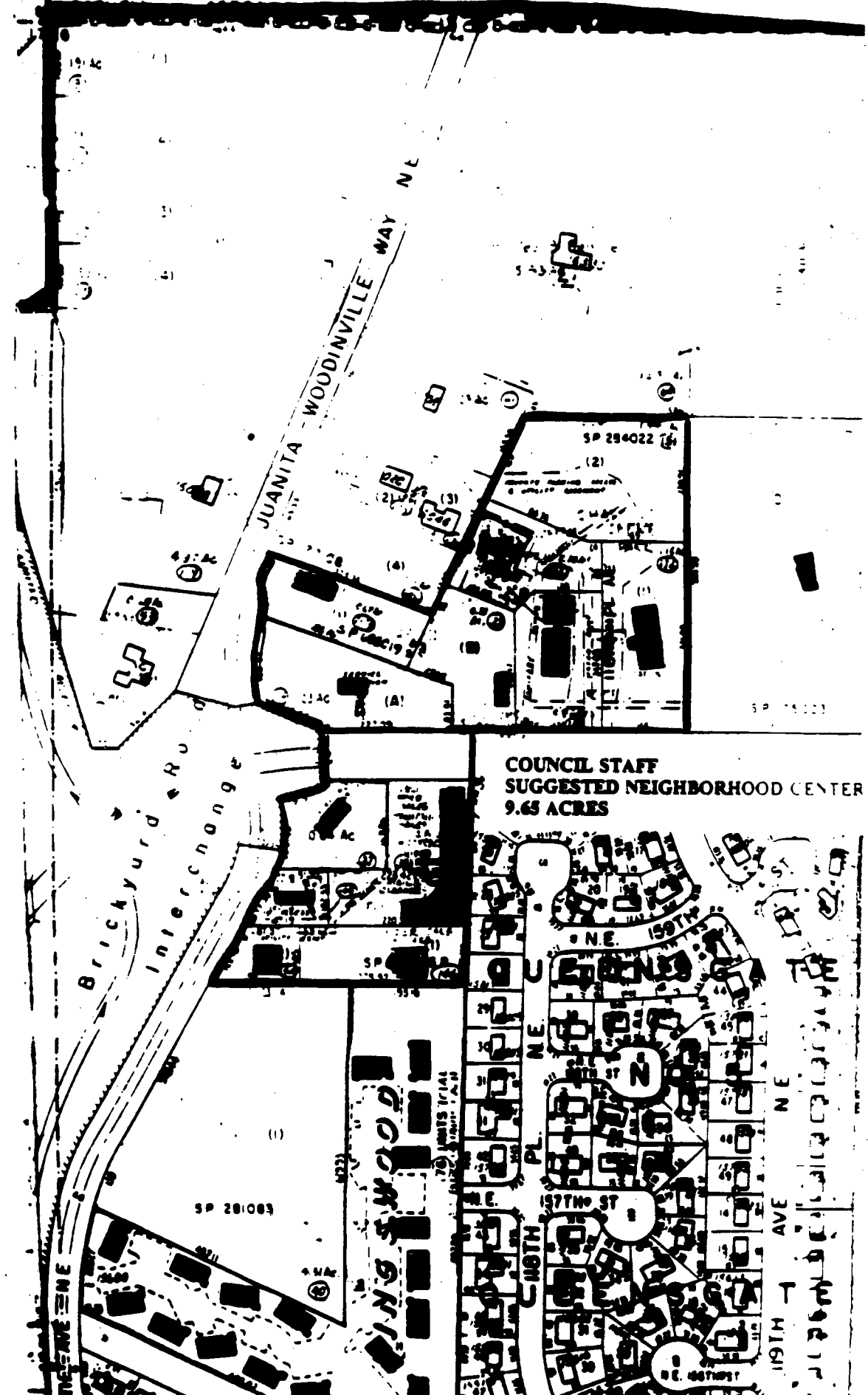
**AMENDMENT TO PROPOSED ORDINANCE 91-346**

**SPONSOR, DERDOWSKI**

Amend the Executive's Proposed Land Use Map by designating the Commercial Center located at 116th Avenue and NE 160TH "Neighborhood Business Center"

**ACTION TAKEN 1/19/93: BD MOVE: PASS 8-0, CS exc.**

414 W W 1/2 16-28-5E



KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1993

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

**SPONSOR, PHILLIPS**

Amend the Executive's Proposed Land Use Map by designating the subject property "Maximum Density Multiple Dwelling"

Amend the Executive's Proposed Area Zoning by Classifying Tax lot 81, RM-900-P.

**BASIS:** Bringing property zoning into Consistency with revised boundaries of Neighborhood Business Center and thus more consistent with the Comprehensive Plan.

**ACTION TAKEN 1/19/93: LP MOVE: PASS 8-0, CS exc.**



CHARLES D  
640 A

153 AC (4)

16310  
563

12174

SP 284022

JUANITA WOODVILLE

SP 77108

4.37 AC

1.25 AC

123 AC

SP 175023

COUNCIL STAFF  
SUGGESTED NEIGHBORHOOD CENTER  
9.65 ACRES

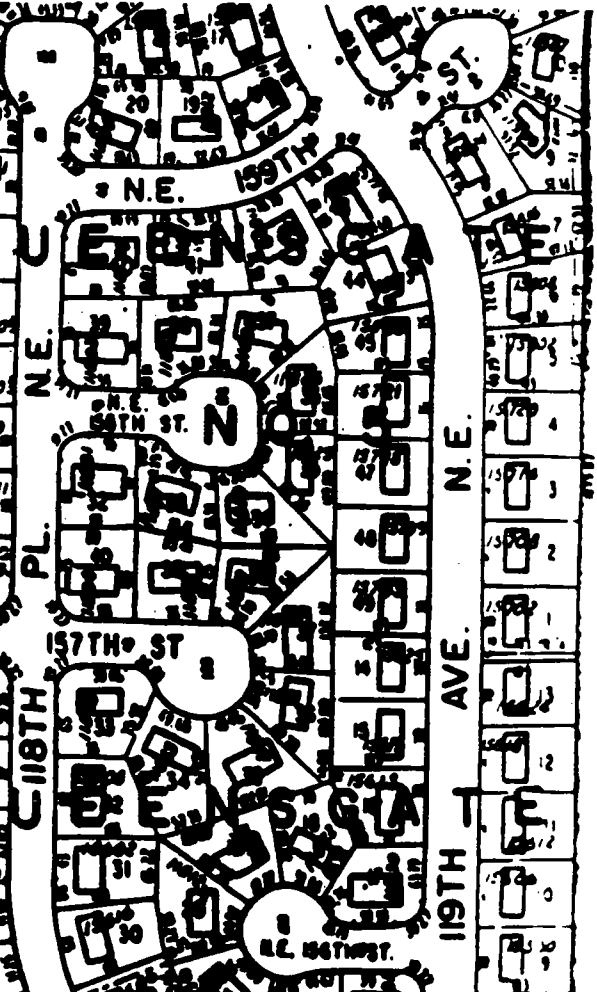
Brickyard  
Interchange

11TH AVENUE

SP 281083

WOOD  
BIRCH

UNITS TOTAL  
1471



10703

KING COUNTY COUNCIL MEETING  
Tuesday January 19, 1993

**AMENDMENT TO PROPOSED ORDINANCE 91-346**

SPONSOR, SIMS

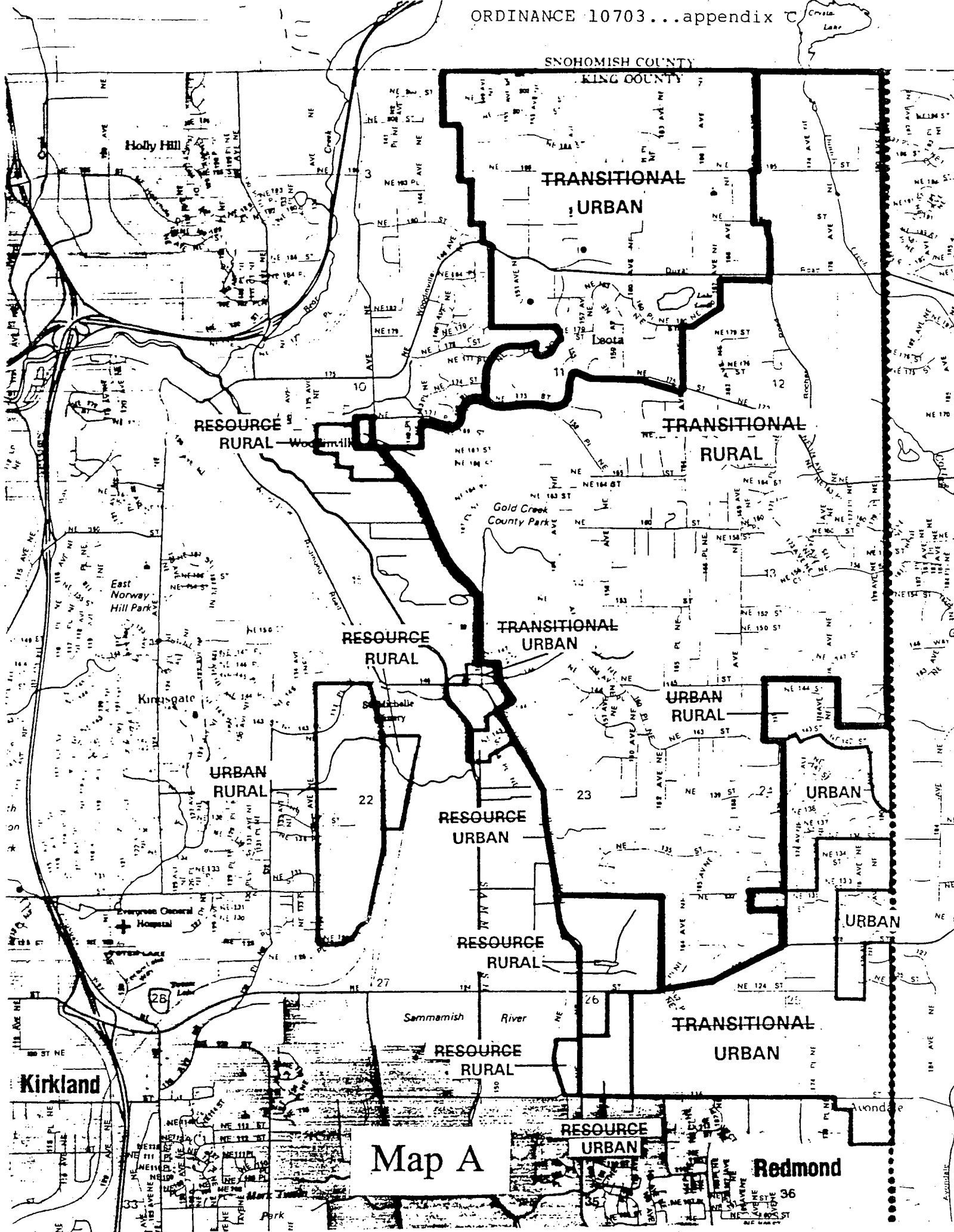
**Amend amendment 22a adopted on 1/4/93 to read as follows:**

Residential development south of NE 124th Street, within the area identified by Redmond as its proposed annexation area, adjacent to the Agricultural Production District shall be low-density, clustered, screened, and fenced to increase distance between housing and agricultural uses, and to discourage trespassing.

**ACTION TAKEN 1/19/93: RS MOVE: PASS 8-0, CS exc.**

22a  
~~52~~





Map A

RESOURCE URBAN

Redmond

36

**ISSUE PAPER**

**Proposed Amendments to the King County Comprehensive Plan  
Northshore Community Plan Update**

**I. Comprehensive Plan Map Amendment Requirements to  
Redesignate a Transitional Area Are Met**

**KCCP - PI-109 ALL PROPOSED COMPREHENSIVE PLAN POLICY  
AND COMPREHENSIVE PLAN MAP AMENDMENTS  
SHOULD INCLUDE THE FOLLOWING ELEMENTS:**

**A. A DETAILED STATEMENT OF WHAT IS PROPOSED TO  
BE CHANGED AND WHY;**

Roughly the eastern third of the Northshore Planning Area is currently designated as Transitional by the Comprehensive Plan. The entire Transitional area is proposed to be redesignated. The Daniels Creek basin, Hollywood Hill, and areas adjacent to the Sammamish Valley are proposed to be designated as rural. The remainder of the Transitional area (those areas included within the new City of Woodinville, as well as areas adjacent to the City of Redmond) is proposed to be designated as urban. These areas are illustrated on map A. The Executive Proposed Northshore Update (as amended by the Northshore Panel) policies R-3, R-6, R-8, R-11, and R-12, together with supporting text in the plan, describe in greater detail the areas proposed for redesignation. The policies and text also explain the reasons for the redesignations. The following is a summary of the rationale for the conversion of each area from transitional to urban or rural.

Daniels/Cottage Lake Creek (Transitional to Rural): This area was identified through the Bear Creek Basin Plan and in further technical work done by the Surface Water Management Division as containing sensitive aquatic habitat. The Daniels Creek contains significant numbers of salmonid fish, while the Cottage Lake Creek contains high quality habitat and species, including freshwater mussels. Many portions of the rural-designated Daniels/Cottage Lake Creek area contain large wetland areas which contribute to the high level of water quality in these drainages. A rural designation will assure

the continued protection of this sensitive environmental features.

City of Woodinville (Transitional to Urban): Portions of the transitional area are included within the boundaries of the new City of Woodinville. Based on the State Growth Management Act (Section 11), cities are appropriately designated urban. A Comprehensive Plan urban designation in this area is therefore appropriate.

Sammamish Valley Rural Buffer: King County Comprehensive Plan policy RL-302 recommends that land uses adjacent to Agricultural Production Districts, such as the Sammamish Valley, should have minimal impacts to the agricultural area. The policy states:

"Land uses adjacent to Agricultural Production Districts should be designed to minimize conflicts with agriculture. Residential development should be low-density and should be clustered, screened and fenced to increase distance between housing and agriculture, and discourage trespass. Commercial and industrial developments adjacent to districts should minimize traffic, noise, and pollution impacts on agriculture."

In order to implement this policy, to minimize impacts to the Sammamish Valley, adjacent areas should be designated rural.

Hollywood Hill (Transitional to Rural): KCCP policies F-101, F-102, F-103, and in particular F-105 all direct community plans to encourage efficient and cost-effective service provision in the designation of land uses. F-103 directs public spending for facilities and services to be focused primarily in Urban areas, and then ultimately provided to Transitional areas. Maintaining low cost, cost-effective services is a priority set forth by Policy F-102.

Recent work done by the Growth Management Planning Council (G.M.P.C.), performed to fulfil the requirements of the State Growth Management Act, bears directly on the relationship between service provision and land use. The G.M.P.C. designated an urban

growth boundary line which reduced the size of the urban area and expanded the size of the rural area designated by the King County Comprehensive Plan. A significant factor in concentrating the urban area into a smaller configuration was to enable to focused provision of urban services.

This concept is borne out in Northshore, where concentrating urban densities in the western part of the planning area, while retaining rural densities to the east, allows urban services to be focused and more cost effective.

On Hollywood Hill, approximately 900 potential new units could be built under the existing one dwelling unit per acre zoning, and about 450 potential new units could be built under rural zoning (assumed to be one unit per two-and-a-half acres). The following is a service-by-service analysis of the impact of designating Hollywood Hill as rural. Financial analysis has been provided where possible.

#### Transportation

The most significant service concern on Hollywood Hill is transportation.

Through the Northshore Community Plan Update, lower density zoning on Hollywood Hill is proposed in conjunction with a recommendation to temporarily downzone significant developable parcels in the western portion of Northshore. This temporary downzone is proposed in order to assure the concurrency of transportation improvements with new development. If Hollywood Hill were developed under urban densities, increased trips from that area would impact congested intersections to the west. Due to the location of the trip origin, cars from Hollywood Hill will travel through and thus worsen more congested intersections than trips originating in the western part of the planning area, which is generally closer to Seattle and Eastside commuter destination points. In addition, granting of outright densities of one d.u./acre creates fairness issues for property areas in the interim urban reserve.

### Park

Parks service standards in King County are 6.25 park acres per 1,000 population in rural areas, and 7.5 acres per 1,000 population in urban areas. The Northshore Planning Area is already vastly deficient in meeting established service standards. By designating Hollywood Hill rural, the combined effect of fewer new residents and lower service standards will reduce the increased shortfall of park land.

### Police

Police service is typically provided to both urban and rural areas at a ratio of 1.4 officers per 1,000 population. On Hollywood Hill, this would translate into one additional officer under full buildout of rural zoning, and two officers under buildout of one d.u./acre zoning. A rural designation will therefore result in longer response times.

### Fire

Fire service is unlikely to be impacted under either scenario.

### Water

Water service is unlikely to be impacted under either scenario.

### Areas north of the City of Redmond:

Approximately one section of land is located between English Hill, a large sewerred urban area, and the City of Redmond. Designation of this area as urban allows for the accomodation of additional urban growth, and will span the gap between Redmond and English Hill, allowing for a continuous urban area.

- B. A STATEMENT OF ANTICIPATED IMPACTS OF THE CHANGE, INCLUDING GEOGRAPHIC AREA ISSUES PRESENTED;

The Draft Environmental Impact Statement and Final Environmental Impact Statement for the Executive Proposed Northshore Plan describes in detail the area affected, the issues involved, and an analysis of anticipated impacts.

- C. A DEMONSTRATION OF WHY EXISTING COMPREHENSIVE GUIDELINES SHOULD NOT CONTINUE IN EFFECT, OR WHY EXISTING CRITERIA NO LONGER APPLY;



Traffic distribution shows that increased growth in Hollywood Hill will negatively impact several problem intersections and corridors which are currently at or near LOS F (even with projected improvements). These include 145th Street Northeast/Red-Wood Road, 131st Avenue Northeast/Northeast 175th Street, the 124th Street Northeast corridor, and Willows Road/SR-202. Rural zoning on Hollywood Hill will slightly reduce congestion at these locations.

Transit service is not cost-effective to be provided in one d.u. per acre neighborhoods and thus will not be provided to Hollywood Hill, even if the area develops fully at this density. Mass transit provides alternative modes of travel and reduces congestion. Since transit service is more likely to be used by residents in the western part of the planning area, due to greater accessibility, the focusing of urban growth to the west with a minimization of additional growth to the east will serve to improve congestion and assure that new residents have more mobility options than simply single occupancy vehicles.

#### Schools

The Northshore School District, which serves this area, projects that 7/10th of a student is brought to the district by each new housing unit. Given the reduction of housing unit potential of 450 units under rural zoning, this would translate into 311 students (203 elementary, 63 junior high, and 45 high school). The typical elementary school size in the district is 500-550 students. Given the broad parameters of the school districts planning (5 to 7 new elementary schools are expected to be initiated in the next decade), this unit change is unlikely to have a major effect.

However, the district finds concentrating their student body in urban areas has several advantages. School busing is much faster and more efficient, due to shorter travel distances. Urban areas also typically have sidewalks and walkways, enabling more students to walk safely to school, making fewer buses necessary. This serves to reduce school district costs.

The existing KCCP guidelines will remain in effect, as KCCP policy PI-105d directs community plans to determine the location of rural and urban areas within transitional areas.

D. A STATEMENT OF HOW FUNCTIONAL PLANS SUPPORT THE CHANGE;

The Draft Bear Creek Plan recommends that the Daniels Creek sub-catchment be designated as rural area, to maintain aquatic habitat and water quality. This recommendation will be fulfilled in the proposed Comprehensive Plan redesignations.

The King County Affordable Housing Plan Affordable Housing Policy 2 states:

"King County should increase the supply of housing affordable to moderate income households, including both renters and those who wish to purchase their own home."

Since redesignation from transitional to urban will produce areas of new high density single family residences, this policy will be met. The redesignation supports the Affordable Housing Functional Plan.

E. PUBLIC REVIEW OF THE RECOMMENDED CHANGE, NECESSARY IMPLEMENTATION (INCLUDING AREA ZONING IF APPROPRIATE), AND ALTERNATIVES;

Public review of the proposed redesignation of transitional land to urban and rural, accompanying proposed zoning, and alternatives to this proposal is provided through public review of the Executive Proposed Northshore Plan Update and Area Zoning, the Northshore DEIS, and public hearings conducted by the King County Council. Over 50 Citizen Advisory Committee meetings and eight community open houses were held by the Executive for the creation of the Update and Area Zoning. 20 Council Panel meetings, open to the public, were held to discuss and amend the Executive Proposed Plan.

KCCP - PI-110 PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN'S POLICIES OR COMPREHENSIVE PLAN MAP SHOULD BE ACCOMPANIED BY ANY LAND USE

REGULATORY CHANGES REQUIRED FOR IMPLEMENTATION, SO REGULATIONS WILL BE CONSISTENT WITH THE PLAN.

The adopting ordinance for the Executive Proposed Northshore Plan and the attached proposed ordinance would amend applicable King County plans. Regulatory changes required for implementation are contained in the Executive Proposed Northshore Area Zoning Document.

**Comprehensive Plan Amendment Requirements to Redesignate Resource Lands to Rural and Urban Areas Are Met.**

**KCCP - PI-109 ALL PROPOSED COMPREHENSIVE PLAN POLICY AND COMPREHENSIVE PLAN MAP AMENDMENTS SHOULD INCLUDE THE FOLLOWING ELEMENTS:**

- A. A DETAILED STATEMENT OF WHAT IS PROPOSED TO BE CHANGED AND WHY;

The Northshore Community Plan Update proposes to redesignate some KCCP-designated resource land to urban and rural areas, reducing the size of the Agricultural Production District (APD). The areas proposed for redesignation are KCCP-designated Resource Lands on the periphery of the Sammamish Valley. Executive Proposed Northshore Area Zoning proposes to zone these areas AR-2.5, AR-5, and GR-5. These areas are shown on Map A. The reasons for the modification are found under the discussion of KCCP policy PI-112, below.

- B. A STATEMENT OF ANTICIPATED IMPACTS OF THE CHANGE, INCLUDING GEOGRAPHIC AREA ISSUES PRESENTED;

The Draft Environmental Impact Statement and Final Environmental Impact Statement for the Executive Proposed Northshore Plan describes in detail the area affected, the issues involved, and an analysis of anticipated impacts.

- C. A DEMONSTRATION OF WHY EXISTING COMPREHENSIVE GUIDELINES SHOULD NOT CONTINUE IN EFFECT, OR WHY EXISTING CRITERIA NO LONGER APPLY;

The existing KCCP guidelines will remain in effect, as KCCP policy PI-112 provides for modification to the KCCP when new information demonstrates that the technical criteria were erroneously applied when original designations were made.

D. A STATEMENT OF HOW FUNCTIONAL PLAN SUPPORT THE CHANGE;

In 1989, the King County Resource Lands Area Zoning zoned portions of the APD as agricultural. Those portions of the APD not zoned for agriculture did not clearly meet the KCCP criteria (outlined below) for inclusion in the APD. These Comprehensive Plan redesignations are in accordance with the zoning determinations made in the Resource Lands Area Zoning.

E. PUBLIC REVIEW OF THE RECOMMENDED CHANGE, NECESSARY IMPLEMENTATION (INCLUDING AREA ZONING IF APPROPRIATE), AND ALTERNATIVES;

Public review of the proposed redesignation of Resource Lands to urban and rural, the accompanying proposed zoning, and alternatives to this proposal is provided through public review of the Executive Proposed Northshore Plan Update and Area Zoning, the Northshore DEIS, and public hearings conducted by the King County Council. Over 50 Citizen Advisory Committee meetings and eight community open houses were held by the Executive for the creation of the Update and Area Zoning. 20 Council Panel meetings, open to the public, were held to discuss and amend the Executive Proposed Plan.

KCCP - PI-110 PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN'S POLICIES OR COMPREHENSIVE PLAN MAP SHOULD BE ACCOMPANIED BY ANY LAND USE REGULATORY CHANGES REQUIRED FOR IMPLEMENTATION, SO REGULATIONS WILL BE CONSISTENT WITH THE PLAN.

The adopting ordinance for the Executive Proposed Northshore Plan and the attached proposed ordinance would amend applicable

King County plans. Regulatory changes required for implementation are contained in the Executive Proposed Northshore Area Zoning Document.

KCCP - PI-112 THE URBAN AREA, RURAL AREA, RURAL ACTIVITY CENTER LOCATIONS, AND RESOURCE LANDS DESIGNATIONS FOR FOREST PRODUCTION AND AGRICULTURAL PRODUCTION DISTRICTS ON THE COMPREHENSIVE PLAN MAP ARE INTENDED TO BE LONG-TERM AND UNCHANGING, AND EXCEPT AS OTHERWISE PROVIDED IN THIS CHAPTER, THESE DESIGNATION SHOULD BE REEVALUATED ONLY WHEN:

- A. THERE ARE MAJOR CHANGES IN CIRCUMSTANCES AND IN THE PUBLIC'S VALUES REGARDING THE NEED TO PRESERVE RURAL AREAS AND RESOURCE LANDS, AND THE PROPOSED AMENDMENT SERVES A VALID PUBLIC PURPOSE; OR
- B. NEW INFORMATION DEMONSTRATES THAT THE TECHNICAL CRITERIA WERE ERRONEOUSLY APPLIED WHEN ORIGINAL DESIGNATIONS WERE MADE.

These criteria are found on page 113 of the KCCP. It states,

"King County has established Agricultural Production Districts to maintain contiguous farming communities, based on the following factors:

1. Soils are capable of productive agriculture (Class II or II soils);
2. Land is undeveloped or contains only farm-related structures;
3. Parcel sizes are predominantly 10 acres or larger;
4. Much of the land is used for agricultural or has been in agricultural use in the recent past."

As stated above, these criteria have been erroneously applied in certain areas of the Sammamish Valley. Several of the lots in the KCCP-designated APD have Class IV and VI soils over most of their area, leaving limited amounts of Class III soils for agricultural use. On many of these lots,

non-agriculturally related structures and parking lots cover the Class III soils, further making agricultural use of these lots unrealistic. Other lots in the KCCP-designated APD have Type III soils, but are small (an average of one acre) and have residences or structures on them, rendering agricultural use infeasible. For these reasons, these lots should be redesignated to rural and urban uses and removed from the APD, consistent with policy E-20, E-21, R-3, A-2, A-3, and A-4 in the Northshore Community Plan Update.

**Comprehensive Plan Amendment Requirements to Redesignate an Urban Area to Rural Are Met.**

**KCCP - PI-109 ALL PROPOSED COMPREHENSIVE PLAN POLICY AND COMPREHENSIVE PLAN MAP AMENDMENTS SHOULD INCLUDE THE FOLLOWING ELEMENTS:**

- A. A DETAILED STATEMENT OF WHAT IS PROPOSED TO BE CHANGED AND WHY;**

Map A shows the areas proposed for change from urban to rural. The Executive Proposed Northshore Update policies R-3 and A-4, together with supporting text in the plan, explain in detail the reasons for the redesignation. The areas proposed for redesignation from urban to rural are adjacent to the Sammamish Valley APD. Redesignation from urban to rural will minimize land use conflicts between the APD and adjacent land uses. This issue is considered further in the PI-109 discussion, below:

- B. STATEMENT OF ANTICIPATED IMPACTS OF THE CHANGE, INCLUDING GEOGRAPHIC AREA ISSUES PRESENTED;**

The Draft Environmental Impact Statement and Final Environmental Impact Statement for the Executive Proposed Northshore Plan describes in detail the area affected, the issues involved, and an analysis of anticipated impacts.

- C. A DEMONSTRATION OF WHY EXISTING COMPREHENSIVE GUIDELINES SHOULD NOT CONTINUE IN EFFECT, OR WHY EXISTING CRITERIA NO LONGER APPLY;**

The existing KCCP guidelines will remain in effect, as KCCP policy PI-112 allows the Comprehensive Plan to be modified when there are major changes in circumstances and in the public's values regarding the need to preserve Rural Areas and Resource Lands, and the amendment serves a valid public purpose. Policy PI-112 also allows modifications to the Comprehensive Plan when new information demonstrates that the technical criteria were erroneously applied when original designations were made.

D. A STATEMENT OF HOW FUNCTIONAL PLANS SUPPORT THE CHANGE;

At this time, there are no functional plans which address conversion from urban to rural in this area.

E. PUBLIC REVIEW OF THE RECOMMENDED CHANGE, NECESSARY IMPLEMENTATION (INCLUDING AREA ZONING IF APPROPRIATE), AND ALTERNATIVES;

Public review of the proposed redesignation of urban land to rural, the accompanying proposed zoning, and alternatives to this proposal is provided through public review of the Executive Proposed Northshore Plan Update and Area Zoning, the Northshore DEIS, and public hearings conducted by the King County Council. Over 50 Citizen Advisory Committee meetings and eight community open houses were held by the Executive for the creation of the Update and Area Zoning.

KCCP - PI-110 PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN'S POLICIES OR COMPREHENSIVE PLAN MAP SHOULD BE ACCOMPANIED BY ANY LAND USE REGULATORY CHANGES REQUIRED FOR IMPLEMENTATION, SO REGULATIONS WILL BE CONSISTENT WITH THE PLAN.

The adopting ordinance for the Executive Proposed Northshore Plan and the attached proposed ordinance would amend applicable King County plans. Regulatory changes required for implementation are contained in

the Executive Proposed Northshore Area Zoning Document.

KCCP - PI-112

THE URBAN AREA, RURAL AREA, RURAL ACTIVITY CENTER LOCATIONS, AND RESOURCE LANDS DESIGNATIONS FOR FOREST PRODUCTION AND AGRICULTURAL PRODUCTION DISTRICTS ON THE COMPREHENSIVE PLAN MAP ARE INTENDED TO BE LONG-TERM AND UNCHANGING, AND EXCEPT AS OTHERWISE PROVIDED IN THIS CHAPTER, THESE DESIGNATION SHOULD BE REEVALUATED ONLY WHEN:

- A. THERE ARE MAJOR CHANGES IN CIRCUMSTANCES AND IN THE PUBLIC'S VALUES REGARDING THE NEED TO PRESERVE RURAL AREAS AND RESOURCE LANDS, AND THE PROPOSED AMENDMENT SERVE A VALID PUBLIC PURPOSE; OR
- B. NEW INFORMATION DEMONSTRATES THAT THE TECHNICAL CRITERIA WERE ERRONEOUSLY APPLIED WHEN ORIGINAL DESIGNATIONS WERE MADE.

The public review process done for the creation of the Executive Proposed Northshore Community Plan Update revealed substantial public concern for the protection of the Sammamish Valley Agricultural Production District. In its consideration of this public concern, the Executive staff identified that the location of urban areas adjacent to the APD Resource Area could endanger the APD, due to conflicts in land use. This potential conflict is outlined in Executive Proposed Northshore Update policies R-3 and A-4. As elaborated in those policies and in the supporting text, a redesignation to rural would be in the public interest.

In addition, it appears that the technical criteria for designating lands adjacent to the APD were erroneously applied. KCCP policy RL-302 outlines the basis for designating property adjacent to the APD. It states:

"Land uses adjacent to Agricultural Production Districts should be designed to minimize conflicts with agriculture. Residential development should be low-density and should be clustered,



screened and fenced to increase distance between housing and agricultural, and discourage trespass. Commercial and industrial developments adjacent to districts should minimized traffic, noise and pollution impacts on agriculture."

Based on this policy, rural rather than urban development is appropriate adjacent to the APD, for the reasons further outlined in Update policies R-3 and A-4 and the text supporting those policies.

NS11/issue

KING COUNTY COUNCIL MEETING  
Monday December 21, 1992

**TECHNICAL CORRECTIONS TO SUBSTITUTE ORDINANCE 91-346**

1. Amend the project description for Project N-16, Widening of Jaunita-Woodinville Way NE to read as follows:

~~Widen to 4/5 lanes. Final project elements, roadway width and required mitigation to be determined through the Environmental Impact Statement Process for the Project.~~ Construct curb, gutter and sidewalk. Upgrade traffic signal. Add traffic signal at NE 112th Street. Add northbound HOV treatment north of NE 112th Street. ~~Incorporate noise treatment elements to reduce impacts of neighborhoods. Provide stream enhancements.~~

2. Amend the Area Zoning Map to designate the subject property (Attachment A) MP-P (potential BRC-P)
3. Amend the P-suffix condition found on page 39 of the Area Zoning to read as follows:

To implement policy R-19 the following P-suffix conditions apply to all multi-family residential zones until such time as equivalent or more stringent countywide regulations are adopted.

1. All new multifamily development must provide sidewalks abutting roads. Site-specific area zoning may delineate additional requirements.
2. All new multifamily development must provide for internal pedestrian circulation through the site including pedestrian connections walkway from the street to the main building entrance (or entrances, if more than one) and to the community facility (if present). Pedestrian connections must be separated from the roadway through the use of one of the following:
  - a. Grade separation;
  - b. Planting beds; or
  - c. Cover structure for the walkway (striping or change in surface texture do not alone provide sufficient separation, but may effectively complement one of the above).
3. For development over fifteen units, internal connections to on-site recreational features such as a community clubhouse, pool, play area, sport

court, passive open space or common area is required from each building. This can be achieved through a combination of grade separation, planting beds, covered walkway, change in surface texture or striping. Striping alone shall not be allowed when connecting to children's play areas.

4. When a multifamily development of 15 units or more is located within a given distance of a community facility, (criteria listed below) the development shall provide a pedestrian connection off-site to that facility. The connection may utilize existing off-site sidewalks, cross walks, or delineated walkways in completing the links, but under all circumstances, complete pedestrian links to these facilities shall be provided. Connections shall consist of sidewalks, gravel or paved walkways, or shoulders separated from the roadway by a vertical curb. Use of additional measures such as pedestrian traffic signals may be required at the discretion of BALD.
  - a. A public school or institute of higher education is located within 1/2 mile of the site.
  - b. Community businesses are located within 1000' feet of the site.
  - c. Community facilities such as churches, parks, trails, governmental services, daycare and other are located within 1000' feet of the site. Access shall be coordinated with entries to parks and public facilities.
  - d. Existing bus stop, park & pool, or park & ride lot is located within 1000' of the site.

4. Amend the P-suffix condition found on page 36 of the Area Zoning to read as follows:

To implement policy R-15, the following P-suffix shall apply to all properties zoned RD-3600-P, RM-2400-P, RM-1800-P or RM-900-P until such time as equivalent or more stringent countywide regulations are adopted.

1. Roofline variation Developments shall provide roofline variation according to the following standards:
  - a. The maximum roof length without variation shall be 30 feet;
  - b. The minimum horizontal or vertical offset shall be three feet;
  - c. The minimum variation length shall be eight feet;
  - d. Roofline variation shall be achieved using one or more of the following methods:
    1. Vertical off-set in ridge line;
    2. Horizontal off-set in ridge line; or

3. Any other technique that achieves the intent of this section and approved by the BALD manager.
2. Building facade modulation. Developments shall provide building facade modulation on facades facing abutting streets or properties with a single family residential zone. The following standards shall apply:
  - a. The maximum wall length without modulation shall be 30 feet;
  - b. The minimum modulation depth shall be three feet; and
  - c. The minimum modulation width shall be eight feet.
3. Parking Orientation: At least one row of buildings shall front the street; parking is not permitted on the primary street frontage for the project proposal.
4. Height Modulation: Second stories are set back from ~~the street and~~ adjacent single story development in residential zones a minimum of 15 feet.
5. Amend the P-suffix condition found on page 43 of the Area Zoning to read as follows:

To implement policy R-19, the following P-suffix conditions shall apply until such time as equivalent or more stringent countywide regulations are adopted:

1. In all new residential PUDs and formal subdivisions, pedestrian walkways from the interior of the plat to the perimeter shall be provided at average 350 feet intervals on the plat perimeter. Building and Land Development (BALD) shall review the proposed locations of the walkways to determine if they will provide for maximum pedestrian circulation, and may require them to be moved if appropriate.

Walkways are not required in those locations where in one continuous length of the plat boundary, there are 250 feet of uses on either side of the boundary which should not be accessed by pedestrians, or cannot be, due to physical constraints. The following are examples of such uses:

- pedestrian-prohibited highways and freeways
- sensitive areas where development would not be or is not permitted to occur
- established residential development which does not have pedestrian connections at the plat boundary and which is unlikely to redevelop in the next 20 years
- railroad right-of-way

- power sub-stations

Walkways may either be street sidewalks/walkways or pedestrian walkways between lots or tracts. Street sidewalks/walkways shall be built to the King County Road Standards.

2. In addition to providing walkways to the perimeter of the subdivision, formal subdivisions shall provide for internal plat circulation by achieving the following criteria:

Internal blocks of lots which have a perimeter of 1000 linear feet or greater (excluding cul-de-sacs) shall have a walkway bisecting the block at its proximate center.

Walkways required by the above conditions shall be placed in tracts which shall be owned by a homeowners' association for the subdivision, or held in undivided interest by the subdivision lots. The walkway tract shall be ten feet in width. The walkway tract shall be fenced by a 3 or 4 foot high green or black chainlink, or wooden split rail fence. The walkway itself shall be 5 feet wide and paved. These physical standards may be modified on a site-specific basis by BALD if good reasons can be demonstrated. An easement for pedestrian movement shall be conveyed to the public at large for easement.

The area of the walkway tracts may be included in calculating the average lot area of the subdivision.

This P-suffix requirement is made in addition to the open space requirement of K.C.C. 19.38.

3. When a subdivision of 15 lots or more is located within a given distance of a community facility, (criteria listed below) the development shall provide a pedestrian connection off-site to that facility. The connection may utilize existing off-site sidewalks, cross walks, or delineated walkways in completing the links, but under all circumstances, complete pedestrian links to these facilities shall be provided. Connections may consist of sidewalks, gravel or paved walkways, or shoulders separated from the roadway by a vertical curb. Use of additional measures such as pedestrian traffic signals may be required at the discretion of BALD.
  - a. A public school or institute of higher education is located within 1/2 mile of the site.
  - b. Community businesses are located within 1000' feet of the site.

- c. Community facilities such as churches, parks, trails, governmental services, daycare and other are located within 1000' feet of the site. Access shall be coordinated with entries to parks and public facilities.
  - d. Existing bus stop, park & pool, or park & ride lot is located within 1000' of the site.
6. Amend the P-suffix condition found on page 28 of the Area Zoning to read as follows:

To implement policy NR-16, the following P-suffix conditions apply to new developments in the areas shown or described on the map, Natural Resource Protection Area.

1. **Swamp Creek Floodplain**

Commercial permits or permits for new residences shall require the 100-year floodplain of Swamp Creek to be placed in a Sensitive Areas Setback Area. New subdivisions in the Swamp Creek Floodplain areas shown on the map, Natural Resource Protection Area, shall place the 100-year floodplain of Swamp Creek in a Sensitive Areas tract, to be dedicated to the homeowner's association. Determination of the floodplain shall be done for each permit application. Determination shall be based on an actual field survey, using floodplain elevations provided by the US Federal Emergency Management Agency (FEMA).

All developments in RM or RD zones shall provide an interpretive sign that provides information about Swamp Creek and its wildlife, biological, and hydrological functions. Said sign shall be adjacent to the fence at the floodplain edge which provides information about Swamp Creek and its wildlife, biological, and hydrological functions. Said sign shall and be subject to review and approval of Environmental Division ecologists.

The 100-year floodplain area may not be used in the computation of site densities.

2. **Swamp Creek Heron Habitat**

To provide habitat for herons, an additional 50 foot buffer on each side of the required sensitive area buffers is required along the tributary to Swamp Creek upstream of 192nd Street within the Swamp Creek Heron Habitat area as shown on the map, Natural Resource Protection Area. This 50 foot buffer shall be planted with dense native plant materials to discourage human intrusion into feeding or nesting and roosting areas. Plantings shall be reviewed and approved by BALD. This additional 50 foot buffer may be used in density calculations. If conformance with this requirement

would result in an unbuildable lot, then development siting shall be done in consultation with Environmental Division biologists and be reviewed and approved by BALD.

3. **Sammamish River Corridor Habitat**

Within the Sammamish River Corridor Habitat area as shown on the Natural Resource Protection Area map, short subdivisions, subdivisions, and commercial permits must conduct special wildlife studies to identify Great Blue Heron nesting, roosting, and feeding areas of the site. These studies shall be done by a wildlife biologist. Any feeding habitat identified on-site must be designated as a Sensitive Areas setback area an additional 50 foot buffer on each side of the sensitive areas setback area. Use of the 100-year floodplain for computation of site densities shall be consistent with the Sensitive Areas Ordinance. The additional 50 foot buffer may be used to calculate site densities. The 50 foot buffer shall be planted with dense native plant material to discourage human intrusion into floodplain and feeding areas.

4. **Lake Washington Shoreline Habitat**

Along the shoreline of Lake Washington identified by Condition 4, Lake Washington Shoreline Habitat, on the Natural Resource Protection Area map, all short subdivisions, subdivisions, and PUDs shall provide a 50 foot buffer in addition to required shoreline setbacks. This additional 50 foot buffer may be used in density calculations. Dense plantings of native plant materials shall be provided and are subject to review and approval by BALD.

5. **Wetlands Habitat**

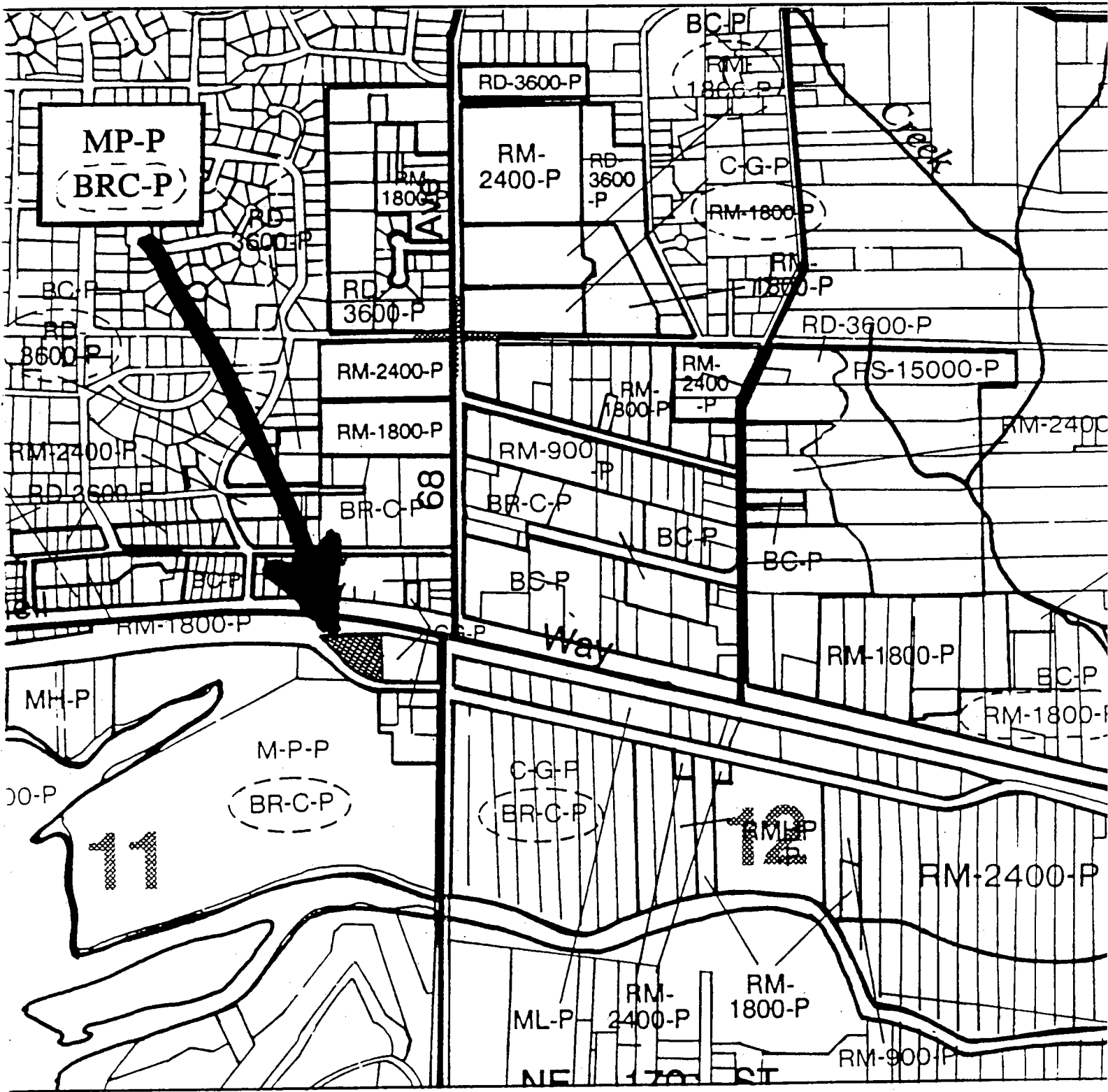
Short subdivisions, subdivisions, and commercial permits adjacent to wetlands identified by Condition 5 on the Natural Resource Protection Area Map, shall provide an additional 50 foot buffer around the wetland. This additional 50 foot buffer may be used in density calculations. Dense plantings of native plant materials shall be provided and are subject to review and approval by BALD. If conformance with this requirement would result in an unbuildable lot, then development siting shall be done in consultation with Environmental Division biologists and be reviewed and approved by BALD.

6. **Rookeries**

There shall be a 660 foot radius buffer maintained around the periphery of Great Blue Heron rookeries in the Natural Resources Protection Area. A rookery and its buffer shall be designated as sensitive areas setback area, excepting existing structures and paving. Human access shall be restricted under nest trees from February 15th to July 31st. Access may be restricted

RM-2400-P

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TECHNICAL CORRECTIONS TO SUBSTITUTE  
 ORDINANCE 91-346...ATTACHMENT "A"



with fencing and signage, or dense plantings with native plant materials and signage.

7. **General**

New docks, piers, bulkheads, and boat ramps constructed within the Natural Resource Protection Area must mitigate for loss of heron feeding habitat by providing enhanced native vegetation adjacent to the development or between the development and the shoreline. Bulkheads should be buffered from the water's edge by enhanced plantings of native vegetation.

7. Amend the designation of the property subject to Area Zoning Request #39 to read as follows:

49. Frank Endzell  
APPROVED: RT-3600-P

8. Amend the designation of the property subject to Area Zoning Request #35 to read as follows:

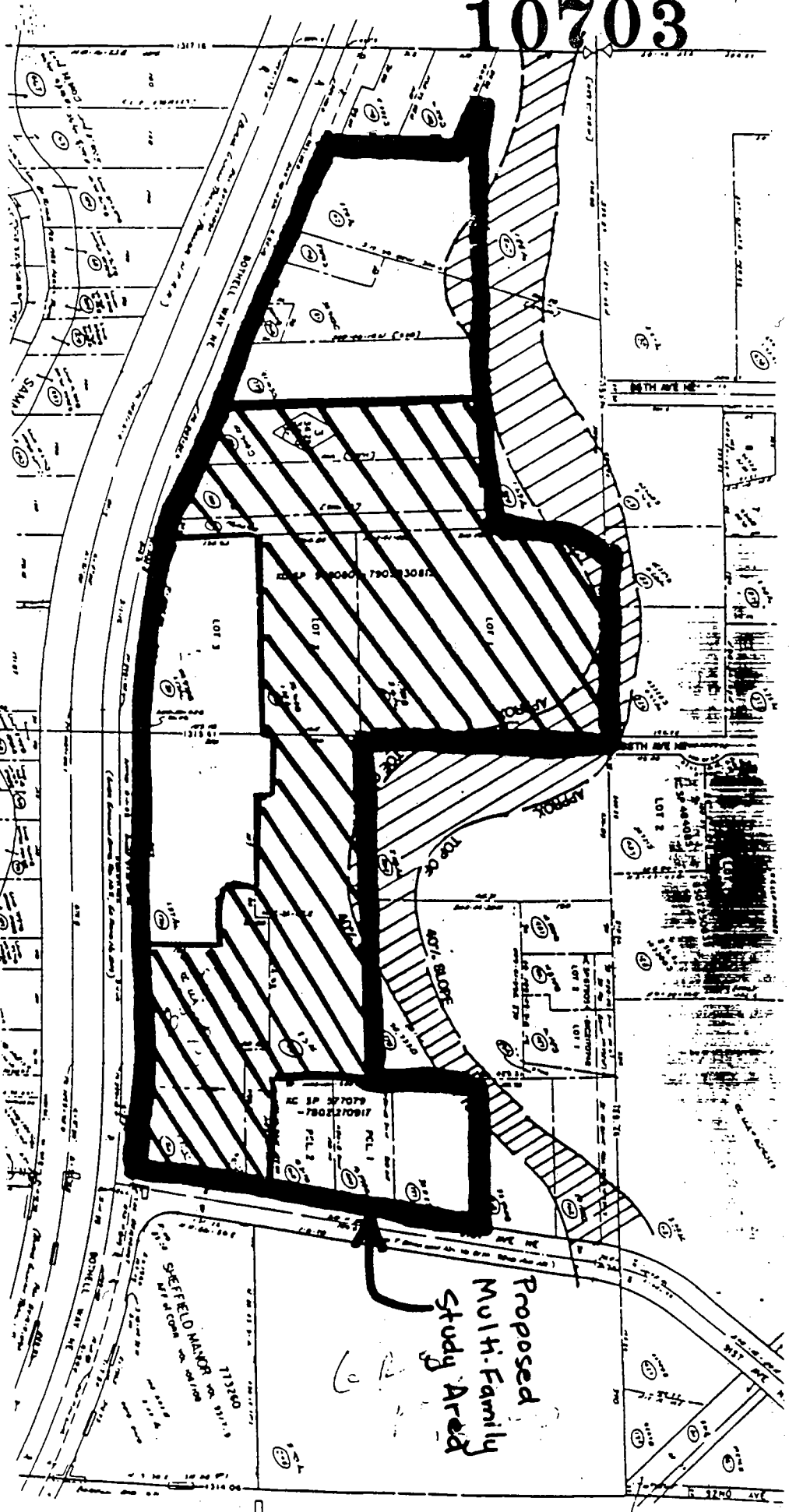
35. Greta Creswell  
APPROVED: BR-N-P with 50% of the floor area to be devoted to residential uses

## AMENDMENT

### Technical correction for area zoning:

10. **James Chumbley for landowner group**  
**APPROVED: GR-5-P, potential RS-15,000-P (potential multi-family study area)**  
**Tax lots 90, 100, 108, and RM-1800-p on tax lot 20**
  
11. **Norman Maas**  
**APPROVED: BC-P potential RS-1800-P, potential RS-15,000-P (potential multi-family study area)tax lot 188**

SECTION 7, TOWNSHIP 26N, RANGE 5E, WM  
SCALE 1"=200'



Proposed  
Multi-Family  
Study Area

STEEP SLOPE ANALYSIS

PREPARED BY  
**G1 GROUP FOUR, Inc.**  
 20020 American International Hwy. NE  
 Everett, Washington 98201  
 206-311-4181

## TECHNICAL CORRECTION FOR AREA ZONING REQUEST NO. 49

Zoning RT-3600-P

The following P Suffix Conditions:

1. A maximum of 12 units per acre. The units shall be townhouses in a variety of configurations, i.e.: 4-plexes, 6-plexes, and 8-plexes.
2. The site plan shall include detailed architectural, landscape architecture, and site improvement information. Access points shall be determined during this site plan approval.
3. Site Plan shall provide for a transition through the site from the less dense units on the north to the more dense units on the south.
4. Provide a transition from the 5,000 square foot single-family PUD lots on the north to the 18 dwelling units per acre moderate income housing on the south.
5. An earth berm approximately six feet high on a 2:1 slope shall be provided along the northern property line. A wood fence along the northern property line on the north side of the berm shall be provided. These shall be limited in areas where there is significant trees and vegetation that should be maintained. Further, the earth berm or the southside of it shall be planted with evergreen materials that reflect the following considerations:
  - a) solar access to the homes
  - b) an adequate visual buffer to the homes to the north
  - c) a sense of the land use transition through the site.
6. Significant vegetation on the northeast corner shall be preserved wherever feasible and major trees preserved as a part of the site planning process.
7. Access alternatives such as through circulation through the site shall be finalized during the P-suffix site plan approval process.

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**PROPOSED ORDINANCE 91-346**

**King County Council, Northshore Community Plan Update Review Panel  
Recommended Amendments to Executive Proposed Plan Update and Area Zoning.**

September 30, 1992

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## CHAPTER 1, URBAN GROWTH AREAS

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E-1 The Northshore Community Plan designates an urban growth area based on the following criteria:

- (1) Rural and resource lands under King County's jurisdiction are not appropriate in urban growth areas and are excluded;
- (2) The land has the ability to support urban level population densities, development activity, and services in the future;
- (3) The land is located within the local service area for sewer and water provision;
- (4) The area has been designated as a potential expansion area by an adjacent city;
- (5) There are no major topographical or physical barriers to the extension urban services by the city; and
- (6) The areas discourage urban sprawl by including only lands needed to accommodate population growth at sufficient densities to provide a range of housing, support transit and allow economic provision of services.

E-2 The Northshore Community Plan Map 1 designates the Northshore Urban Growth Area. King County acknowledges that annexations will be appropriate when the provision of adequate infrastructure and services can be assured. Annexations should be reviewed to ensure that the goals of orderly and contiguous development and directing growth to existing incorporated urban areas are achieved. The cities of Bothell, Redmond, the future city of Woodinville and Kirkland in collaboration with King County and consultation with residential groups and special purpose districts within the Urban Growth Area, shall designate potential annexation areas.

E-3 DELETED

E-4 DELETED

E-5 DELETED

E-6 Areas designated as Rural and Agricultural Production District are not appropriate for municipal annexation, incorporation or urban growth.

E-7 Lands within designated urban growth areas are appropriate for annexation to a city. Annexations shall be phased to allow efficient provision of necessary services. Annexations should be reviewed to ensure that the goals of orderly and contiguous development and directing growth to existing incorporated urban areas are achieved. King County will support annexation proposals that meet the following criteria and will oppose those annexation proposals that do not meet these criteria or are outside the designated urban growth area.

- (1) Urban level public services, including police and fire protection, schools, transportation, sewer, water and general governmental services, can be provided to annexing areas without a degradation in service levels to existing service areas.
- (2) The city has standards for levels of service, mitigation of adverse land use impacts, and environmental protection that are equal to or better than King County's standards.
- (3) The annexation does not create pockets of unincorporated King County or special service districts that are difficult or inefficient to serve.
- (4) The city has adopted a sub-area land use plan for the annexation area.
- (5) The city has committed to provide a variety of residential development at urban densities.

**E-8 DELETED**

E-9 Cities should include provisions for open spaces, and urban separators in annexation proposals.

E-10 Neighborhood goals which seek to preserve the unique characteristics of that neighborhood should be incorporated into cities' annexation proposals and proposals for urban separators.

E-11 King County and the City of Bothell recognize neighborhood parks are an urban service necessary within urban, developed portions of the urban growth area. As the ultimate purveyor of urban services, the City of Bothell has identified in the 1988 Bothell Comprehensive Parks and Recreation Plan the need for additional parks in portions of the Bothell planning area. Neighborhood parks shall be planned and provided as properties in the urban growth area annex, consistent with the Bothell Comprehensive Parks and Recreation Plan.

**E-12 DELETED**

**New Policy**

To ensure the timely provision of adequate urban infrastructure and services, portions of the Northshore Urban Growth Area should be designated Growth Reserve with potential designations at higher urban densities. Proposals to actualize these potential designations should be reviewed to ensure that the goal of orderly and contiguous development would be furthered thereby.

E-13 Land located within the West Hill area lacks appropriate infrastructure for urban development and is physically constrained by slopes. These areas shall be designated growth reserve with potential designations of up to 6 units per acre. Actualization of the potential zoning is contingent on the following:

1. provision of all needed and appropriate urban services, including sewers, either directly by the city or by contract with other service providers;



2. adequate mitigation for impacts to transportation infrastructure and other services within the city and County.

E-14 DELETED

E-15 The north and east slopes of Norway Hill have an established neighborhood character and limited future development potential. They are, therefore, designated low density urban 1 - 3 homes per acre. King County recognizes that extensive steep slopes and erosive soils at the top of Norway Hill (above the 300 foot elevation mark) warrant lower residential densities

E-16 DELETED

E-17 The land around the I-405 and NE 160th Street interchange is designated growth reserve with potential designations of 18 to 24 units per acre. These densities shall be achieved by a density step-down approach which places higher densities in the core and lower densities on the perimeter to maintain compatibility with adjacent neighborhoods. The City of Bothell recognizes the need for additional parks in the Norway hill subarea. New development should mitigate impacts of new residents or employees on existing park facilities. The opportunity to acquire land for and develop a community park of 10-20 acres in this area should be pursued. King County and the City of Bothell should work with site developers to reserve additional acreage for such a park, and to develop a public/private funding package for such a park. Future urban development should follow urban design guidelines, including the mitigation of visual and physical impacts related to the I-405 corridor, established by the City of Bothell. Actualization of potential densities is contingent upon the following:

- (1) A pedestrian circulation plan should be made prior to development which will provide pedestrian circulation through the area as well as direct linkages to the Brickyard Park and Ride.
- (2) Needed and appropriate urban services must be provided, either directly by the city or by contract with other service providers.
- (3) Project development on the west side of I-405 shall limit access to 112th Avenue NE. Applicants for development approval shall demonstrate that the proposed development would not result in traffic level of service (LOS) worse than LOS "d", or shall provide road improvements necessary to achieve an LOS "d" or better. Improvements necessary to achieve LOS "d" or better must be finalized through awarding of construction contracts concurrent with the date for final development approval by the City of Bothell.
- (4) Future urban development must address impacts to all other urban services such as fire protection, police protection and schools. A proposal to mitigate impacts to these facilities in the city and County must be accepted prior to final development approval.

- (5) Application of city road and development design standards, where city standards are more stringent than the County's.
- (6) Future urban development should protect sensitive areas on site consistent with regulations adopted by King County and the City of Bothell.

#### **New Policy**

The undeveloped area to the south of METRO's Brickyard Park and Ride Lot should retain its office-only designation in recognition of its proximity to a major transportation corridor and the need for increased employment opportunity in proximity to planned high-density residential areas.

**E-18** King County shall pursue an interlocal agreement with the City of Bothell that establishes standards for levels of service, mitigation of land use impacts, and environmental protection for annexations. Protection of the environment equal to or greater than protection afforded under King County's jurisdiction shall be identified in the agreement.

#### **E-19 DELETED**

**E-20** The area between NE 124th Street and NE 116th Street, east of section line 25, is designated growth reserve with potential densities of up to 8 units per acre. Actualization of the potential zoning is contingent on the following:

1. provision of all needed and appropriate urban services, including sewers, either directly by the city or by contract with other service providers;
2. adequate mitigation for impacts to transportation infrastructure and other services within the city and County.

**E-20a** The area between NE 124th Street and NE 116th street, east of 172nd Ave., NE is designated low density urban, one home per acre in recognition of the existing character and sensitive nature of the area within the Bear Creek Basin. The low density urban designation is consistent with the Zoning and adjacent properties in the Bear Creek Planning area.

**E-21** The western half of the southeast quarter of section 26, township 26, range 5 located east of the Redmond-Woodinville Rd. and between NE 124th St. and NE 116th St. abuts portions of the Agricultural Production District and proposed rural areas. Consistent with Policies R-3 and A-4, residential uses within the area abutting the Agricultural Production District should be designated Rural to limit potential land use conflicts.

#### **New Policy following E-21**

The remainder of the western half of the southeast quarter of section 26, not designated Rural by Policy E-21 abuts Rural areas to the west and north. To provide a transition between those rural

land uses and the higher density urban areas to the east and south, this area should be designated low density urban with development clustered away from the rural areas.

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E-22 DELETED

E-23 DELETED

E-24 DELETED

E-25 DELETED

E-26 DELETED

E-27 DELETED

E-28 The King County Comprehensive Plan designated Kenmore as urban. To ensure that the full range of urban services necessary to serve urban densities are provided to the residents of this area and that the area does not remain as an unincorporated urban island within King County, annexation or incorporation of this area would be appropriate and is consistent with the Northshore Community Plan.

E-29 The Northshore Community Plan recognizes the Swamp Creek basin as an environmentally sensitive area that has sustained repeated flooding impacts. If this area incorporates, densities and services should reflect the environmental sensitivity of the Swamp Creek Basin.

E-30 DELETED

E-31 Pre-annexation planning agreements shall be negotiated between the County and the cities for proposed annexations of a significant size or nature.

E-32 Pre-annexation planning agreements shall address, at a minimum, the following issues in the proposed annexation area:

- (1) Land use planning;
- (2) Transportation planning and mitigation;
- (3) Development standards and development review;
- (4) Surface water drainage;
- (5) Utilities planning and provision;
- (6) Housing, including affordable and fair housing;
- (7) Historic preservation;
- (8) Parks, trails and open space; and
- (9) Environmentally sensitive areas including but not limited to steep slopes, bodies of water, flood plains, and wetlands.

E-33 A joint county-city team, comprised of appropriate staff people from each jurisdiction, shall be established to coordinate annexation and incorporation proposals and facilitate a smooth transition from county to city jurisdiction.

E-34 King County, Snohomish County, the State, METRO, Snohomish Community Transit the cities of Redmond, Kirkland, Bothell, Lake Forest Park and the future City of Woodinville should work towards regional transportation solutions that affect Northshore. These parties should assess a range of strategies aimed at linking land use to infrastructure capacity, and encouraging other modes of travel in congested areas.

E-35 King County, Snohomish County, the City of Bothell and the future City of Woodinville should work on specific areas of mutual concern, such as the Swamp Creek and Daniels Creek drainage basins, the SR-527 transportation corridor, the proposed regional facilities of the University of Washington, and the future expansion of the City of Bothell.

**CHAPTER 2, RESIDENTIAL**

R-1 The Northshore planning area should provide for a variety of housing types and lot sizes. These densities may be achieved through small and large lot single family development, town houses, duplexes, apartments and mobile home parks.

R-2 Residential land use designations should allow for development that will accommodate a range of incomes by providing for a range of housing types and cost.

R-3 Land adjacent to the Sammamish Valley Agricultural Production District delineated on the Land Use Map is designated as Rural. To protect the agricultural district and to limit the potential for land use conflicts along the border of the Agricultural Production District, new residential development adjacent to the boundaries is limited to rural uses. King County should consider the enactment of a program to permit the transfer of development credits from these rural-designated properties to urban portions of Northshore and other portions of the county.

R-4 Lot clustering shall be utilized where possible when residential development abuts agricultural districts to provide an open space buffer between agricultural lands and housing, and to reduce potential land use conflicts.

R-5 Identified sensitive areas shall be protected from residential development consistent with the King County Sensitive Areas Ordinance. The following techniques shall be applied through the Northshore Area Zoning:

- A. Low Density Zoning
- B. Mandatory Clustering
- C. Dedication of Sensitive Areas as a Sensitive Areas Setback Area.

R-6 The Cottage Lake Creek sub-basin is designated as Rural. To protect the Cottage Lake Creek sub-basin, new development shall be limited to rural residential use at a density of one home per 5 acres within a quarter mile of the ordinary high water mark of Daniels Creek and at a density of one home per 2.5 acres in the remainder of the rural designated portions of the sub-basin. King County should consider the enactment of a program to permit the transfer of development credits from these rural-designated properties to urban portions of Northshore.

R-7 Swamp Creek provides important wildlife habitat, and serves as an urban separator between Kenmore and Bothell. To protect the Swamp Creek corridor, no development should be allowed in the Swamp Creek floodplain. Residential development shall be clustered away from the tributary, as defined in the Northshore Area Zoning.

**R-8** Compatible land use designations should be utilized by infill development in areas with an established land use pattern. Infill development at moderately higher densities should include features to enhance compatibility with existing residential neighborhoods.

Higher density infill is most appropriate on parcels of 3 acres or less. Above 3 acres, such infill should be a mixture of moderately higher densities and densities consistent with those of surrounding properties. Development on parcels of 3 acres or greater should mix densities as follows: 30% of the developable land area shall be zoned the same as the surrounding neighborhood and 70% at the next highest density.

**R-9** Residential neighborhoods within the urban area should be developed in an urban land use pattern. These neighborhoods should be planned for the full range of urban services.

- A.** Areas within the urban area that are not environmentally sensitive, have adequate public facilities and urban services, and are adjacent to a neighborhood collector or arterial street should be designated at densities of six to eight units per acre.
- B.** Areas within the urban area that are already platted and developed should be planned for the full range of urban services, and designated at densities of four to six units per acre.
- C.** Areas within the urban area that are environmentally sensitive, or where there are long term barriers to the provision of adequate urban services and facilities, should be designated at densities of one to four units per acre.

**R-10** New development in residential neighborhoods shall disclose impacts to public facilities and services such as the transportation network, schools, fire and police protection through the State Environmental Policy Act (SEPA) process. The applicant must propose mitigation to offset identified impacts to these facilities and services prior to development permit approval.

**R-11** The portion of Leota delineated on the Land Use Map as Future Urban will be within the City of Woodinville once the incorporation process is complete. Adequate urban infrastructure and services do not currently exist in this area. To prevent premature development at low urban densities that would limit the City's options for the meeting the requirements of the State Growth Management Act, the area is designated as a Future Urban Area. Until incorporation is complete, lands within this area should develop in a manner that will preserve the City's planning options.

**R-12** In recognition of the Countywide need to concentrate new urban growth and urban services in areas already characterized by urban growth, and limit growth in areas with limited infrastructure, Hollywood Hill and portions of Leota-Wellington delineated on the land use map are designated as rural residential, one unit per 2.5 acres. Because these areas are not planned for the full range of urban services, they are not included within the urban growth boundary defined in Chapter One of this plan.

**R-13** Urban high density land uses (greater than eight homes per acre) shall be located in the urban activity centers of Kenmore, Woodinville, Bothell, Redmond and Kirkland, as well as community and neighborhood centers identified in this plan. High density land uses maybe allowed outside the urban

activity centers were it has been legislatively determined that it is consistent with existing neighborhoods and could be served by a full range of urban services.

R-14 Urban high densities can only be achieved when adequate services and facilities are available to serve the proposed development, as required in the policies of this plan.

R-15 Northshore is an urban planning area with an established development pattern. Infill development has an impact on surrounding land uses, neighborhood character and pedestrian circulation. New development at urban high densities must integrate with the surrounding neighborhood. The following factors should be considered during the development review process in addition to other impact requirements. King County should exercise authority to implement the following design guidelines.

- A. The architectural style, scale and building materials of new development should be compatible with those of the surrounding neighborhood. Building facades and rooflines should be modulated to approximate the building variation within the surrounding neighborhood.
- B. New development should reflect the characteristics of the site. All new development must protect sensitive areas as required by King County Code. In addition, site design and layout should reflect the natural topography and vegetation, maximize solar access and energy conservation, and promote the circulation goals of this plan.

R-16 In order to provide for a sense of community and the recreational needs of new residents, new development of fifteen units or more shall include the following recreational features.

- a. Passive open space that can function as a community common area. The incorporation of natural features existing on the site and orientation of new units to community common areas is encouraged.
- b. Children's play area.

R-17 Significant vegetation is a diminishing resource in Northshore and one that contributes to environmental quality neighborhood character and the quality of life in there. All new residential development shall retain significant existing vegetation as defined in the Northshore area zoning, and augment this vegetation with new landscaping. Native vegetation shall be utilized wherever possible. In addition, all new development shall provide street trees to augment the natural character of Northshore.

R-18 Along the perimeter of residential uses, landscaping is encouraged rather than fences, walls or other structures that impede pedestrian travel. If fences or walls are planned, breaks for pedestrians shall be included.

R-19 Neighborhood circulation is a critical component in the Northshore Community Plan. New development must provide pedestrian connections to off-site facilities such as existing trails, walkways, community facilities and services, transit, schools and surrounding residential neighborhoods. Major pedestrian and equestrian links are identified through p-suffix conditions. Pedestrian links should be provided internally in all new residential development. Bicycle and equestrian links should be provided where possible.

R-20 New residential development must provide access to transit and school bus stops. Urban high density development must provide a transit management plan which identifies transit options.

R-21 The Northshore Community Plan recognizes the importance of existing mobile home parks in providing affordable housing options. Mobile home parks outside of the Woodinville and Kenmore commercial core areas are designated for mobile home park uses, and shall be zoned appropriately.

King County shall continue to examine the feasibility of funding and developing a replacement mobile home park in north King County for displaced mobile homes on county-owned or privately owned sites.

King County should develop interlocal agreements with the cities of Bothell, Redmond and Kirkland for joint development of replacement parks to accommodate mobile home owners if they are displaced from mobile home parks within cities.



CI-1 Bothell, Kirkland, Redmond, Kenmore, and Woodinville are designated as the activity centers for the planning area. Industrial and major commercial activity should be directed to these activity centers.

CI-2 The expansion of retail/commercial space within unincorporated activity centers, community centers and neighborhood centers should be focused on redevelopment and mixed use development to encourage more cost-effective provision of public facilities and services, and efficient transit and pedestrian travel and to discourage inefficient use of valuable urban lands. Land devoted to commercial and industrial uses within these centers should not be expanded beyond the areas designated in this plan.

CI-3 To ensure that activity centers are compact and conducive to pedestrian activity, further strip commercial development shall be prohibited. Commercial properties on the strip fringes of activity centers should be redesignated to multi-family or high density single family residential uses.

CI-4 Design and layout of new development in Northshore activity centers is a critical component of community character, pedestrian activity and urban vitality. Urban design components are integrated into new commercial and industrial development to achieve the following goals:

1. Promote the concept of a "center" through the use of common design themes such as street and landscape materials.
2. Accentuate the character of the area through the use of style and materials.
3. Emphasize pedestrian components and diminish adverse impacts of automobile access and circulation.
4. Encourage pedestrian shopping throughout the retail area.
5. Facilitate transit use as an integrated element in the activity center core.
6. Integrate urban open spaces for community use.

CI-5 To improve the appearance of the community, to enhance the natural environment and to encourage pedestrian activity, landscaping shall be required in all commercial/industrial developments to screen these uses when they abut or are visible from residential uses. Street trees shall also be required in all commercial/industrial developments.

CI-6 Medium and large scale commercial and industrial developments should implement a Transportation Demand Management Program. This Transportation Demand Management

Program should include the following elements. Additional requirements may be identified through the development review process.

- Distribute ridesharing and METRO transit information to tenants;
- Provide flex-time information to tenants;
- Provide secure, covered bicycle parking;
- Provide preferential carpool/van pool parking locations; and
- Provision of one free one-month METRO transit pass per employee or housing unit.

CI-7 Development of manufacturing, commercial, and office uses within the Northshore planning area should be permitted consistent with countywide regulations regarding the timely provision of adequate public facilities and services in order to reduce impacts on nearby residential areas.

CI-8 The industrial areas in Kenmore and Woodinville, on the west side of the Sammamish Valley, and adjacent to the City of Kirkland should not be enlarged beyond the size designated by this plan.

CI-9 DELETED

CI-10 King County and METRO should coordinate bus pullouts on arterial roads adjacent to industrial property.

CI-11 Pedestrian movement through industrial properties and along adjacent roads should be encouraged. Existing or planned pedestrian corridors should not be eliminated by industrial development.

CI-12 When reviewing development permits in the industrial areas to the south and east of the Sammamish River, the Building and Land Development Division, in cooperation with the Parks Division, should consider measures for the completion of the Sammamish River Regional Park that are identified in the Draft Regional Trail Plan.

CI-13 Fish and wildlife habitat is a diminishing resource in Northshore. Stream bank rehabilitation, and protection of fish and wildlife habitat are important components of the King County Multi-objective River Corridor Management Plan currently under development. The findings of that Plan relative to stream bank rehabilitation and habitat improvements should be considered during the review of any new industrial development permit applications along the Sammamish River.

CI-14 Industrial lands along the Sammamish River should be compatible in uses and scale with adjacent agricultural and recreational areas. Building design for industrial properties east of SR 202 and across the Sammamish River from agricultural lands should be regulated through special zoning conditions to minimize land use impacts on the agricultural lands, and the Sammamish River Trail as well as to maintain views of the river and the agricultural lands from SR 202.

CI-15 Industrial properties adjacent to the Little Bear Creek should rehabilitate the stream and stream channel to a more natural state and take measures to fully mitigate any existing or potential water quality problems originating on-site through the development review process.

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CI-16 Where appropriate, industrial properties north of the Woodinville-Duvall Road, east of the 140th Avenue NE and the Woodinville-Snohomish Road, and west of the 148th Avenue NE grid line should have a tree line around their perimeters, in order to contribute to environmental quality, and soften the land use impact of this substantial industrial area on the surrounding community.

CI-17 In order to visually screen SR 522 from the industrial area, industrial properties adjacent to SR 522 to the east should provide a landscape screen along the highway. This screen is necessary in locations where native trees do not already provide adequate screening.

CI-18 Industrial areas in the Woodinville activity center should incorporate special design criteria, so that the industry will better harmonize with other land uses in Woodinville. These criteria may include additional park, landscaping, or building standard requirements.

CI-19 The Kingsgate Shopping Center is designated as a community center. Its size is limited to the area designated by this plan.

CI-20 The currently built multifamily and commercial properties at the following locations are recognized at their existing developed size but are not designated as neighborhood centers as they do not meet the criteria outlined in KCCP policies C-401 and C-402:

- NE 193rd Street/56th Avenue NE
- 168th Avenue NE/Woodinville-Duvall Road

CI-21 The following locations are designated neighborhood centers:

- 68 Ave. NE/NE 170 St.
- Juanita Drive/NE 122 Place
- 116 Ave. NE/NE 160 St.
- NE 145 St./148 Ave. NE (Hollywood Hill)
- Juanita Drive/NE 153rd Place
- Juanita-Woodinville Way/NE 145th Street
- Juanita Drive/NE 141 St.

These centers should not be expanded beyond the size designated in this plan. New development in these centers should be architecturally compatible with the surrounding neighborhood. Special conditions should be developed to ensure compatibility with existing uses in the center and the surrounding neighborhood. Zoning should be applied which provides for commercial uses consistent with the local shopping and residential needs anticipated in Neighborhood Centers.

CI-21a The following location is redesignated to community business center:

- Juanita-Woodinville Way/100 Ave. NE.

This center should not be expanded beyond the size designated in this plan. Zoning should be applied to provide for commercial uses consistent with the shopping and residential needs anticipated in Community Centers.

T-1 Transportation planning is a significant land use issue in the Northshore planning area. The Northshore Community Plan Update should plan for a balanced transportation system which addresses:

- a. regional and local transportation issues affecting Northshore,
- b. developer participation in transportation improvements,
- c. transportation corridors in which the costs, monetary and other, of increasing general capacity exceed the benefits, and
- d. opportunities to reduce reliance upon the single occupancy vehicle while enhancing non-motorized transit and high occupancy vehicle travel.

T-2 King County, the cities of Bothell, Kirkland, Lake Forest Park, Redmond, and Woodinville, the Washington State Department of Transportation, METRO, Snohomish County, special purpose districts, citizens and private developers should work together in defining, planning and implementing transportation improvements which accommodate planned land use and densities. Planning of new facilities and management of the transportation system should be coordinated with current and future needs of the adjacent Bear Creek and Shoreline planning areas, as well as adjacent jurisdictions. King County should work closely with these jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the Northshore area. King County should pursue interlocal agreements with Bothell, Kirkland Redmond and Woodinville to establish the appropriate level of service standards for areas within the potential annexation areas of the cities.

T-2a Recent federal highway legislation has provisions encouraging electronic toll projects. King County should consider implementing a congestion pricing strategy to include tolls during peak hours on congested roadways such as SR-522. An analysis of the potential for this strategy should include an examination of the available technology, available federal funding and the potential role of congestion pricing in King County's transportation strategy.

T-3 The most intensive and highest density land uses in Northshore should be located in designated activity centers, community centers and neighborhood centers, to achieve the following:

- a. Locating high traffic-generating uses in areas where there are alternative access routes.
- b. Prevention of high density residential and intensive commercial "strip" development along the entire length of a roadway and focusing instead on the development of centers.
- c. Promotion of pedestrian and bicycle travel between residential areas and nearby places of employment, stores and services, thus reducing the number of auto trips.
- d. Preservation, protection and potential enhancement of natural resources such as wooded slopes, waterways or wetlands that are crossed by or located near arterials and freeways, to maintain the scenic nature of these travel routes.
- e. Distinct separation of activity centers to maintain a sense of community and a human scale to each center.

T-3a Residential lands within the urban growth area that lack committed roadway projects to solve existing congestion problems, and that are greater than ¼ mile walking distance of 5 peak hour

transit runs, or are not located within an Urban Activity Center, are placed within an interim urban reserve. These residential lands should be zoned for urban development, with a growth reserve overlay.

By December 31, 1994, the Executive shall transmit a plan amendment study addressing, but not limited to, the following:

1. Timing of actualizing the underlying zoning designations of those areas receiving the growth reserve overlay;
2. Impacts of actualizing the underlying zoning designations of those areas receiving the growth reserve overlay;
3. Assessment of the need to apply minimum density requirements on the portions of the urban area which have outright zoning;
4. The extent of which development in the outright zoned urban areas has utilized the available density on environmentally unconstrained land and the ability and desire to landowners to develop their property;
5. The adequacy of transit and roadway infrastructure and mobility concurrency standards to absorb and mitigate the actualization of the interim growth reserve areas.

**T-4** All new development in Northshore should pay its fair share toward transportation improvements to help mitigate its impacts as identified through King County's Road Adequacy Standards, Mitigation Payment System, the State Environmental Policy Act and development review processes. King County should pursue other innovative funding sources for transportation improvements, while supporting cooperative efforts with other jurisdictions on multi-jurisdictional road improvements.

**T-5** The SR-522 corridor west of I-405 is recognized as being at or above LOS F. Further general capacity improvements to significantly improve roadway LOS in this corridor do not appear feasible. The Northshore Community Plan recognizes that SR-522 congestion will continue and result in future LOS F conditions which exceed the adopted Road Adequacy Standards. A final decision on SR-522 "ultimate roadway section" will be determined as part of the State's route development plan process. In the event that an "ultimate roadway section" designation (by King County, WSDOT, and cities) is made for the SR-522 Corridor, new development which distributes traffic to SR-522 will be required to participate in the implementation of aggressive transit and transportation management measures including capital improvements.

The SR-202 corridor from SR-522 to NE 175th Street is anticipated to be at or over capacity with roadway improvements at land use buildout of the Northshore Plan. A route development plan with ultimate roadway section should be completed by WSDOT in conjunction with King County. New development which distributes traffic to this corridor will be required to participate in aggressive transit and transportation demand management measures as described above.

**T-6** Areas designated as "future urban areas," and areas that are currently urban that are designated with potential zoning according to the Northshore Area Zoning, cannot develop at

potential higher densities or uses until financing is available for identified transportation facility improvements. The following criteria must be met:

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- a. For roadways with a level of service (LOS) E, or better at the time of development, new development should not create LOS worse than E. In addition to constructing necessary roadway improvements, new development should implement mobility options that encourage the use of transit, other high occupancy vehicles, demand management actions, access to transit and non-motorized modes of travel to alleviate roadway congestion. These standards shall be consistent with the requirements of the Commute Trip Reduction Act.
- b. Roadway operations cannot be lowered to LOS F. The potential zoning cannot be activated until roadway LOS is projected at LOS E or better for all affected roadways except those outlined in policy T-5.

T-7 King County should emphasize operational and maintenance improvements within Northshore for safety and efficiency of existing roads (including traffic control and intersection modifications). These improvements should be assigned the highest priority for public spending. New construction or major widening of arterials should occur only when operational improvement can no longer provide adequate safety or service.

T-8 King County should focus improvements in existing corridors in an effort to improve traffic circulation within those areas which are already experiencing significant traffic volumes. New transportation corridors should only be pursued when other alternatives are not physically, economically or functionally feasible. When new corridors are determined necessary, King County should emphasize identification and acquisition of right-of-way at the earliest possible time. Establishment of new rights-of-way and acquisition of additional rights-of-way in existing corridors should emphasize protection of natural systems and adequate buffering of existing and anticipated land uses. Potential zoning designations may be activated only on condition that the property owners provide right-of-way for adjacent streets that meets King County Road Standards. Design of roadway improvements should provide adequate storm water runoff treatment, particularly when adjacent to sensitive area buffers or the agriculture production district.

T-9 Roadway improvements addressing the transportation needs in the Sammamish Valley from the south Woodinville bypass to Northeast 124th Street should carefully preserve the rural character of the valley as indicated by this and other adopted land use plans. Incorporating roadway design characteristics, such as open drainage swales, tree windbreaks and shoulders instead of curb and gutter, will enhance this rural atmosphere. Access from adjacent properties to the proposed Willows Road extension shall be discouraged. Where access is necessary from adjacent properties, access shall be consolidated.

T-10 The Northshore Community Plan transportation element should improve motorized and non-motorized transportation circulation east and west across the I-405 corridor to provide relief in the congested Totem Lake and Kingsgate areas. The transportation element should also improve north/south across the SR-522 corridor from Bothell to Lake Forest Park.

T-11 New development should be required to minimize and consolidate access points along all principal and minor arterials but especially along SR 522 and any new arterials that may be developed. King County, WSDOT and development proponents should place a high priority on consolidating existing ingress/egress points onto all arterials in Northshore. This effort should be coordinated with local businesses and property owners in conjunction with improvements to the arterial system and redevelopment of adjacent land parcels.

T-12 The Northshore Community Plan supports the construction of a grid system for the Woodinville Activity Center. King County should retain the currently established grid until the Woodinville incorporation is complete and work with the new city to ensure adequate circulation in and around Woodinville. The plan also supports the efforts to develop a circulation plan for the Kenmore activity center, consistent with policies in Chapter 10, Kenmore activity center.

T-13 King County should identify and complete any missing portions of the roadway functional classification including neighborhood collectors within the Northshore community. Local circulation guides should be prepared in growing residential areas to identify a complete transportation system for the areas.

T-14 King County should identify through the development review process impacts of new developments on existing local street systems and should have the developer participate in improving local circulation problems or missing roadway portions identified in the applicable local circulation guide or Northshore Community Plan. Where there is an identified need, new neighborhood collector streets or missing sections of existing ones should be provided on site by new development. Circulation patterns to be considered include pedestrians, equestrians, bicycling and motorized vehicles.

T-15 King County should discourage external traffic from travelling through local access streets by making convenient neighborhood collector routes to provide the easiest access to the arterial system.

T-16 King County should discourage the use of barriers across access points for subdivisions and require thorough evaluation by the barrier proponent of effects on traffic circulation and emergency access needs.

T-17 This plan identifies transit and transportation demand management (TDM) as critical components of a congestion reduction strategy for the Northshore planning area. Where possible, transit and TDM support should occur through consistent regulations and programs implemented countywide. Until such regulations and programs are implemented, these items should be implemented through P-suffix conditions. King County should work with transit providers, adjacent jurisdictions and private development to:

- a. Encourage commuters to use car/vanpool programs, public and/or private transit and non-motorized transportation as alternatives to the single occupant vehicle.



b. Develop ridesharing, transit use and incentive programs through the development review process and/or in accordance with state and local legislation for residential and commercial development.

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c. Establish a better link between transit service and new development to facilitate transit use.

d. Encourage transit providers, paratransit operators and private purveyors to provide service for elderly, disabled, low and moderate income, youth, and other mobility-disadvantaged residents in the Northshore and surrounding community.

T-18 King County should work with METRO to increase service frequency and Northshore-to-eastside routes while encouraging Northshore residents to take advantage of them. Service should be improved in the more developed portions of Northshore (such as Kenmore, Woodinville, Totem Lake and Juanita) by extending existing transit routes or creating new routes. King County should also work through METRO with Community Transit to achieve increased service from Northshore to Snohomish County.

T-19 King County should encourage and work with METRO and Snohomish Community Transit to establish one or more transit centers in the central Northshore area to facilitate transit options for local and through-traffic and to shift dependence away from automobile travel.

T-20 Additional park-and-ride lots should be located along major transit corridors and near areas where urban density residential development is planned in order to intercept trips close to their origin and to make use of effective transit/HOV facilities. Additional park-and-pool lot locations should be planned and implemented in low density neighborhoods as the need occurs to facilitate ridesharing where transit is not effective or efficient. Consideration should be given to utilizing park-and-pool lots as joint use lots.

T-21 Improvements to existing park-and-ride lots are encouraged to maximize their use. This includes improving facilities at the park-and-ride lots to include bicycle facilities, security, lighting, and lot expansion where appropriate.

T-22 This plan strongly supports ridesharing for its ability to reduce traffic congestion in Northshore, and its benefits to air quality and the environment. King County, neighboring jurisdictions, the development community, and Northshore businesses should pursue active public education on the benefits of carpooling by assisting public transit providers and employers in providing information on carpool/vanpool services and in assisting in matching riders.

T-23 Transit improvements and HOV treatments on I-405 and SR 522 should be given highest priority. This may include developer contributions to these improvements as part of the development review process.

**T-24** The Northshore Community Plan encourages King County to work with public transit providers and WSDOT to develop transit and ridesharing road improvements such as bus pullouts, HOV lanes, HOV priority treatment at major intersections and preferential treatment of HOV's. The addition of HOV lanes and HOV priority provisions at major intersections on the arterial street system should be pursued as projects are identified.

**T-25** King County should support in the goals of the Eastside Transportation Program (ETP) continue its active participation in the Program and consider the recommendations of the ETP Steering Committee. The County should work closely through the ETP with METRO, Snohomish Community Transit, WSDOT, and the cities of Bothell, Kirkland, and Redmond as well as Snohomish County in planning for HCT. This regional HCT system should be integrated with the planning for the rest of the transportation system serving the Northshore area. Planning for HCT should not detract from the immediate need for other high occupancy vehicle facilities and improvements in Northshore. King County should plan for the land use and infrastructure needs that will accommodate HCT as soon as the type and corridor location have been selected.

**T-26** The Northshore Community Plan supports development of a transportation demand management ordinance. Once adopted, the provisions of this legislation should be applied to appropriate properties within the planning area through the use of p-suffix conditions or in accordance with specifications of the ordinance.

**T-27** Public and private developments in Northshore that meet minimum thresholds shall provide public transportation facilities (such as bus pullouts, bus stop shelters and improving park and ride lots) as a condition of development approval. The County shall consult public transit providers during the permit process regarding existing and future routes near the site design considerations and the extent to which this policy is fulfilled. Design of parking facilities should encourage transit use and pedestrian access by locating building entrances and transit facilities near each other.

**T-28** Development in Northshore should identify pedestrian/transit design considerations and provide access through barriers, particularly fences, that enclose developments and isolate them from transit routes and principal pedestrian pathways. The County shall consult public transit providers during the permit process regarding existing and future routes near the site.

**T-29** The design and development of transportation projects in Northshore should recognize and incorporate the role of non-motorized travel modes as a viable and legitimate element of the overall transportation system. Transportation projects in Northshore should accommodate the needs of non-motorized transportation by incorporating a network of facilities:

1. Within the road right-of-way,
2. In an enhanced trail network, and
3. In improved design and review of development features which can improve non-motorized access and safety.

All new development shall include walkways and other facilities which encourage safe non-motorized circulation, enhance non-motorized access within the development and connect with off-site shopping, transit and community facilities. These requirements should be implemented through a combination of design review and development standard techniques.

T-30 Safety and access are primary components in the development of a non-motorized transportation plan element in Northshore. Existing nonmotorized facilities should be examined for their ability to meet these policies, and improvements recommended to the existing system where necessary. New facilities should achieve safe and effective nonmotorized design standards.

T-31 Transportation projects in Northshore should incorporate bicycle friendly design, utilizing a variety of design techniques appropriate to the particular project and right of way characteristics, including but not limited to bicycle lanes, wide outside travel lanes, paved shoulders, bicycle sensitive signal detectors, and appropriate signing.

Existing bicycle facilities should be preserved or enhanced when general road improvements are made.

Secure parking for bicycles should be provided at activity centers throughout Northshore.

T-32 Pedestrian uses are an important component of all new public and private development in Northshore. Special P-suffix conditions will require pedestrian circulation. Particular emphasis should be placed on:

1. Reducing pedestrian/motor vehicle conflict at activity centers such as schools, commercial centers, recreational facilities, transit facilities, and residential developments.
2. Handicapped accessibility of pedestrian facilities.
3. The removal of barriers to effective pedestrian circulation and access, such as those presented by freeways and interchanges.
4. All new development shall include walkways and other facilities which encourage safe pedestrian circulation, enhance pedestrian access within the development and connect with off-site transit, shopping and community facilities and other neighborhoods.

T-33 Safe equestrian access shall be preserved and/or enhanced within the road right-of-way within established equestrian communities in Northshore as identified on the Equestrian Facilities map. A widened gravel or dirt shoulder may be preserved or expanded as needed to enhance safe equestrian circulation within these communities. Such facilities and techniques should serve to maintain access to either the public or established private trails system in these areas.

If right of way, traffic volumes/speed, and user demand indicate the need, a separated parallel facility in the road right-of-way may be constructed outside of the ditch line, or as a trail on an independent alignment.

All roadside equestrian facilities should be coordinated with the off-street network to provide access and route continuity.

King County should preserve identified equestrian trails through the development review process where possible and consider legislation to expand its ability to do so.

T-34 Multipurpose separated trails represent a transportation resource to the Northshore community. Opportunities for expansion to this system should be pursued, particularly if a pro-

posed addition to the system would serve activity centers or destinations such as colleges and schools, commercial and industrial centers, recreational facilities, and residential developments.

Linear rights of way such as utility corridors, abandoned railroad rights of way, and major limited access highways should be investigated for their potential to serve nonmotorized transportation needs through the inclusion of a separated trail facility.

Growth in trail usage should be addressed through a combination of increased enforcement and education efforts and a re-evaluation of trail design standards. Access to the trail system should be enhanced through the provision of increased parking at key access points.

U-1 King County and affected utility service providers should plan for the urban growth areas to have urban levels of utility service.

U-2 Utilities should be designed, located, and constructed to avoid sensitive environmental areas. Any exceptions to this policy shall be consistent with the Sensitive Areas Ordinance.

U-3 All of the Northshore planning area is designated a water service area and is within the east King County critical water supply service area. Any new development within the planning area should be required to be served by public water systems as defined by WAC (248.54) and provided for consistent with the coordinated water system plan for the area.

U-4 The existence of public water service in designated rural areas shall not result in or be justification for higher residential density than anticipated by the Northshore Plan. Therefore, in designated rural areas, water purveyor comprehensive plans must:

- a. Design system improvements for a rural level of service consistent with the design standards of the East King County Coordinated Water System Plan, and
- b. State that such expansion shall not require increased densities to finance planned facilities.

U-5 Public sewers are the preferred method for wastewater treatment in urban growth areas.

U-6 The Northshore Plan recognizes certain areas within Norway Hill areas that are within the local service area as unsewered, due to severe environmental constraints such as steep slopes, and erosive soils, conditions. These areas should be allowed the continued use of on-site systems, if soil conditions permit.

U-6a If sewer lines are extended to the Swamp Creek area, they should be designed and located to avoid impacts to environmentally sensitive areas such as floodplains, and stream crossing should not be allowed.

U-7 In accordance with Northshore policy R-10, King County recognizes on-site wastewater disposal systems as the permanent means to wastewater disposal in low density urban areas (areas of one d.u. per acre) and rural and resource areas. No extensions of the sewer local sewer area (LSA) should be permitted in these areas, unless the stipulations of policy U-8 are met.

U-8 If on-site sewage disposal system failures occur in urban areas located outside the sewer local service area or low density urban areas within the local service area of Northshore Community Plan, septic tank management and/or alternative methods of sewage disposal shall first be considered. If these alternatives are not feasible and a sewer tightline must be placed through a low density urban area, sewer service shall be geared to only serve the specific problem area which has experienced failures in existing disposal systems and King County shall prohibit any other connections within the low density urban area.

U-9 This plan supports a school mitigation system which requires new development to offset the impacts of new students on the existing school system.

A-1 Consistent with the covenants and restrictions attached to their deeds, lands with development rights purchased under the King County Farmlands Preservation Program should have an agricultural zoning designation that retains large parcels of 10 acres.

A-2 Lands located within the agricultural production district that were included in the 1989 resource area zoning should retain an agricultural zoning designation of one home per 10 acres or greater.

A-3 DELETED

A-4 To minimize potential conflicts between residential land uses and agricultural activities, new residential development adjacent to Agricultural Production District boundaries should be limited to land use designations at rural densities consistent with policy R-3. Subdivisions in these areas should be designed and sited to reduce potential conflicts between housing and agriculture, and to discourage trespass.

A-5 New recreational facilities shall not be permitted within the Agricultural Production District, however completion of the Sammamish River Trail and expansion of existing recreational facilities shall be allowed. Any expansion of existing recreational facilities should be consistent and compatible with the long term preservation and protection of agricultural uses within the Agricultural Production District. Any such expansions shall be reviewed pursuant to a Conditional Use Permit.

A-6 Nonresidential uses adjacent to the Agricultural Production District which are not related to agriculture should be limited to protect the integrity and character of the agricultural area. P-suffix conditions for these adjacent uses shall establish development criteria, limit uses that are not compatible and establish buffers adjacent to agricultural lands.

A-7 The importance of wineries and similar agricultural related tourism uses within the Sammamish Valley is recognized. Wineries are complementary to agricultural uses; however, they contain a manufacturing component which does not conform to the criteria for lands within the Agricultural Production District. Therefore new wineries should be located outside the Agricultural Production District, and within industrial areas.

A-8 DELETED

A-9 Infrastructure expansion within the agricultural production district should be limited to existing corridors. Exceptions may occur when such actions are consistent with King County Comprehensive Plan policies governing the extension of public services and facilities within agricultural production districts

## **CHAPTER 7, NATURAL RESOURCES**

NR-1 King County should prevent development on lands where it would pose a hazard to life, property, important ecological functions or environmental quality. Due to severe natural constraints, steep or erodible slopes, wetlands, wetland buffers and stream corridors should remain undeveloped and undisturbed.

NR-2 King County should not permit vegetation removal under a Class IV General Forest Practices application or under a Class III FPA in shorelines of the state until stream corridors, wetland buffers, slope setbacks and other environmentally-sensitive areas are mapped and their protection assured. No clearing should be allowed in the sensitive areas or their buffers.

NR-3 The Northshore area has experienced ongoing environmental degradation from clearing operations. Clearing as part of site preparation should be limited to roads and drainage facilities until building construction permits are approved. Cleared areas should be revegetated or protected from erosion within 15 days. Clearing should not be allowed during fall and winter October 1 through March 31.

NR-4 Protection of natural vegetation coverage at levels sufficient to moderate surface water runoff and erosion and to protect the integrity of stream channels should be required through special zoning requirements, critical drainage basin requirements, or Countywide ordinance. When revegetation is required, appropriate native vegetation should be used.

NR-5 Clearing and grading operations should be kept to a minimum during development. When grading does occur, topsoil should be stockpiled and reused on site.

NR-6 Riparian vegetation along the Sammamish river should be reestablished through bank rehabilitation, bioengineering techniques, and through aquatic habitat enhancement projects.

NR-7 The Daniels Creek sub-basin, identified as a locally significant resource area in the Proposed Bear Creek Basin Plan, should be protected through the adoption of rural densities.

NR-8 Until such time as the Sammamish River Basin Plan is adopted, special attention should be given to the Reconnaissance Report #10 during the development review process. The Northshore Community Plan should be amended, if analysis through the Sammamish River Basin Plan indicates a need to modify adopted land uses in order to protect water resources of the Sammamish Basin.

NR-9 Unique geologic conditions in Northshore have resulted in hillsides that have a high risk of large scale erosion. Current County regulations are not adequate to mitigate the impacts of development in these Erosion Problem Areas. Increased on-site retention/detention requirements



in areas draining over steep and erosive slopes should be adopted and implemented as special zoning requirements.

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NR-10 Wetlands, streams, and other sensitive areas important for control of surface water runoff should remain undisturbed, or rehabilitated if they have already been degraded by human activity or grazing animals.

NR-11 A stream corridor wide enough to maintain the natural biologic and hydraulic function of streams in the Northshore planning area's drainages should be preserved in all development proposals by use of native growth protection tracts or other appropriate mechanisms. The natural drainage systems of the Sammamish River, Swamp, Juanita, Daniels, Little Bear, North, and other area creeks should be restored, maintained, and enhanced to protect water quality, preserve existing aquatic habitat, reduce public costs and prevent environmental degradation.

NR-12 Zoning, special zoning conditions, and development regulations should be used to assure the continued viability and health of the Northshore planning area's stream systems and the fisheries and wildlife resources dependent on them.

NR-13 Public improvements and private developments should not alter natural drainage systems without mitigating measures which eliminate increased risk of flooding and erosion, negative impacts on surface and ground water quality, reductions in ground water recharge, and loss of aquatic of riparian habitat.

NR-14 New development should rehabilitate degraded wetlands, stream channels and stream banks in the Northshore planning area's drainages to prevent further erosion and water quality problems. Where conditions permit, the banks and channels should be restored to a natural state.

NR-15 Unique or significant wildlife habitat and corridors connecting important habitat areas should be identified and preserved. Development proposals should identify unique and significant wildlife habitat areas on or nearby the site and ensure that buildings, roads, and other features locate on less sensitive portions of the habitat. These considerations may result in a reduction of density from that otherwise allowed by zoning.

NR-16 The heron rookery and feeding areas of Northshore are wildlife areas of regional significance. The Great Blue Heron has been identified by the State of Washington as a Species of Concern. The heron rookery and feeding area located in the Swamp Creek and Sammamish River wetland systems, the shoreline of Lake Washington, and wetlands within the heron's feeding range are designated as a natural resource protection area. Special zoning conditions are necessary to ensure the protection of the rookeries and feeding areas.

NR-17 Ground water recharge areas shall be identified and protected when sufficient information is available.

NR-18 Public access to waters of the state should be aggressively pursued during the Shoreline Management Program permitting process.

P-1 Park and recreation facilities should be provided which are designed and located to serve a broad spectrum of the Northshore population and which will preserve and protect unique natural features where possible.

P-2 Park and recreational facilities should adequately support the existing and projected growth in the planning area. In particular, when allocating funds for the Northshore planning area, King County should give high priority to recreation facilities to meet this existing and projected demand. Development of active recreation sites should be encouraged.

P-3 The allocation of resources for traditional park and recreation facilities for the Northshore planning area should place early emphasis on the acquisition of land for park sites while it is still available. Property should be sought in locations which are not currently served by existing facilities. Prospective sites should contain substantial areas of well-drained level ground suitable for development of active recreation facilities such as athletic fields, tennis courts, and other similar facilities.

P-4 Level of funding should at all times be sufficient to assure adequate maintenance of existing park and recreation facilities.

P-5 Trail opportunities should be available to a wide range of users, should be developed to safely accommodate different users and should avoid disruption of environmentally sensitive areas. King County should put a high priority on the acquisition and development of the regional trail system linking the Northshore planning area to other parts of the County.

P-6 A community wide trail system for pedestrians, equestrians, and bicyclists should be developed. This trail system should connect regional trails with local trails and walkways.

P-7 The establishment and design of a community oriented local trail system should include: routes which connect residential areas with recreation areas including parks and open space; routes which provide access to public shoreline areas; routes which incorporate views and other special features of scenic, historic, or architectural interest; and routes which provide access to and connect schools and activity centers.

P-8 Right-of-way or easements along utility corridors, abandoned railroads, and other former transportation corridors are potential trail corridors and should be pursued by the county for future

**P-9** When the development of properties occurs in the Northshore planning area, public access or easements should be required to complete the development of a local trail system. Adequate right-of-way should be provided for trail use. Trails should connect to existing and proposed schools, parks, riding stables, recreation areas and neighborhoods.

**P-10** King County should work closely with other jurisdictions and public agencies to seek appropriate trail links between elements of the open space system including, but not limited to the Burke-Gilman Trail, Sammamish River Trail, and the Tolt Pipeline Trail.

**P-11** Existing public access points to the Sammamish River should be maintained and additional access points provided or acquired and developed to ensure the use of this river as a trail corridor and fishing area.

**P-12** The Northshore Plan should support the goals and recommendation policies of the Open Space Plan as well as the protection or preservation of the open space sites proposed for acquisition by the Open Space Bond.

**P-13** Consistent with the King County Open Space Plan, the County should encourage establishment of an open space system in Northshore and give priority to protecting shorelines access, wildlife habitat and scenic vistas.

**P-14** King County, Bothell, Kirkland, Redmond, school districts and other agencies should coordinate the development of park and recreation facilities to avoid duplication of facilities and services and maximize recreational opportunities at all levels. King County may seek to involve youth and adult sport organizations as partners in the selection, acquisition and development of park and recreation facilities serving their needs.

**P-15** King County should encourage private sector involvement in the provision of public recreation facilities.

**P-16** Consistent with the King County Open Space Plan, the County should encourage use of various mechanisms to provide and protect parks, open spaces and trails.

**P-17** As a condition of development, park, open space and trail mitigation should be required of all development except individual single family residential building permits. Adequate park, open space and trails facilities should be identified and provided concurrent with development.

**P-18** In addition to required mitigation, the County should include provisions for lot clustering, density bonuses and other incentives to developers who preserve valuable open spaces and trails.

P-19 King County should transfer ownership of county-owned property located north of NE 145th, south of 148th street, west of 124th avenue NE and east of 119th avenue NE to the cities of Bothell and Kirkland in order to preserve it for park and open space purposes.

P-20 Undeveloped properties in King County ownership shall be retained to preserve open space and future park opportunities within 1/4 mile of residential development. In addition, land exchanges with other public agencies should be considered in order to preserve open space and future park opportunities.

P-21 King County Park Division as a public service should coordinate and assist Northshore Park and Recreation Service Area (PRSA) governing board in providing leisure time activities and recreational facilities.

## **CHAPTER 9, CULTURAL RESOURCES**

CR-1 King County should conduct a survey of existing cultural facilities throughout the county, including the Northshore area, to assess their condition, level of use, need for expansion, and feasibility of providing additional facilities. Planning for new community college facilities in the area should respond to needs for additional arts and heritage facilities.

CR-2 Historic and archaeological resources not previously identified in Northshore should be surveyed. These resources should be added to the Historic Resources Inventory and considered with other inventoried properties for acquisition as open space or for other public uses. King County should coordinate preservation of historic resources located in urban growth areas with the cities of Bothell, Kirkland and Redmond and the future City of Woodinville.

CR-3 The Community Plan should label all inventoried historic resources on the area zoning maps and attach special development conditions to them to assure land uses compatible with protecting their historic characteristics.

CR-4 Special effort should be made to involve property owners when identifying and nominating historic resources for landmark status.

CR-5 King County should pursue interlocal agreements with all cities and appropriate Indian tribal organizations in the planning area. The Cities of Kirkland and Redmond do not have historic preservation programs. The City of Bothell has its own state-certified historic preservation program and is responsible for administering historic resources within its boundaries. Agreements with Kirkland and Redmond would make it possible for the Landmarks Commission to identify and protect historic and cultural resources within the participating jurisdictions and their spheres of influence.

CR-6 Historic resources that meet the criteria for County Landmark status should be nominated for designation. The King County Landmarks Commission, community groups and concerned individuals should initiate nominations.

CR-7 The preservation, restoration and adaptive re-use of historic, archaeological and other cultural resources in the Northshore planning area is encouraged, in order to maintain the character of the community and to preserve tangible reminders of the area's history.

CR-8 King County encourages local historical and arts organizations to work with the cities of Bothell, Kirkland, Woodinville and Redmond, and citizens in the unincorporated area of Northshore to interpret and preserve their heritage and to promote the arts and humanities in the community.

**REVISED PLAN TEXT FOLLOWING POLICY CR-8**

King County's cultural resource programs work best in tandem with existing historical and arts organizations. The County can incorporate interpretive and arts programs into parks; a focus on the area's heritage and arts should be encouraged, King County can research and implement incentives for development which fosters arts and heritage resource protection, including enhancement of facilities and programs.

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CR-9 Additional property owner incentives and regulations should be developed to protect and preserve County Landmarks and other identified historic resources. In addition to continuing current assistance efforts, incentives employed should include the use of existing grants and new grants from Hotel-Motel revenues to preserve eligible resources. Technical assistance from County staff and other sources should be expanded and made more widely available.

CR-10 King County encourages the preservation of historic resources that meet the criteria for County Landmarks or for the State or National Registers of Historic Places. This can be accomplished through zoning, special conditions, development regulations, and other governmental regulation and action.

CR-11 Development of properties in the vicinity of potential or designated historic sites should preserve the aesthetic and visual integrity of the historic resource through the use of landscape buffers, setbacks, and other means identified through the environmental review process. King County should establish procedures to ensure that the impacts of nearby projects upon an historic resource are considered during development review of those projects.

CR-12 Development of public facilities, particularly parks, open space lands and trails, should be coordinated with and contribute to the preservation, restoration, and use of heritage and cultural sites and the establishment of interpretative centers in the Northshore area.

CR-13 King County should continue to provide arts and culturally-based services to the Northshore area through its existing programs, and should provide technical assistance for locally-generated arts programs.

#### REVISED PLAN TEXT FOLLOWING POLICY CR-13

King County can continue to develop 1% for art projects throughout the county, with special priority given to unincorporated areas and areas which have been previously undeserved, such as the Northshore area. The King County Arts Commission encourages residents of the Northshore area to participate in the percent for art idea bank in order to foster more projects in the area.

King County can encourage and provide assistance for developing long range cultural program planning for the Northshore area following development of the countywide Cultural Plan. Such planning can include recommendations for facilities development, expansion of local and regional arts- and culture-related legislation, enhancement of local arts-in-education programming, and forecasting economic impacts of cultural programming on tourism. A community Arts Council could be

formed to assist in this process and to represent the diverse and separate communities in the Northshore area.

**CR-14** Public awareness and appreciation of the benefits of historic preservation should be increased through outreach and educational programs. Use of interpretive signs, roadside markers and other accessible public information on local history and historic resources should be encouraged.

#### REVISED PLAN TEXT FOLLOWING POLICY CR-14

Informational materials and markers inform residents and visitors about the history and historic resources of the Northshore area. Increased awareness is necessary to encourage residents to protect historic resources in their community.

The Historic Preservation Program makes available slide shows on local history, technical assistance presentations, and a series of technical assistance to local museums and historic societies and publishes the Community History Newsletter. Local historic societies and other groups are encouraged to develop interpretive materials and programs. The Historic Preservation Program may also provide grants and technical assistance for such projects.

Additional outreach programs could also be developed. Workshops and other public presentations could be included in the yearly work plan and budget for the County's Historic Preservation Program. King County could conduct "how to" workshops and distribute technical and educational information on local architectural styles, methods for researching historic buildings, and techniques for restoration, rehabilitation and protection of structures landscapes and archaeological resources.

**CR-15** Historic resources and arts and cultural programs should be incorporated into economic development and tourism activities in the Northshore area. Measures should include restoration and reuse of historic buildings, protection of scenic quality in historic farming areas, and historic mainstreet restoration in small communities.



**CHAPTER 10, KENMORE ACTIVITY CENTER**

**K-1** King County should encourage a diversity of uses within the Kenmore activity center to enhance employment, housing, commercial, and recreational opportunities, and to facilitate transit.

**K-2** Public and private sector development in Kenmore should be directed to encourage pedestrian activity, increase a sense of identity for Kenmore, reduce its reliance on the automobile, and to enhance its marine orientation and to encourage a shift in individual travel patterns towards transit and carpooling.

**K-3** The amount of commercially designated land should be reduced in Kenmore to achieve a higher intensity of use and compact development, consistent with the King County Comprehensive Plan.

**K-4** New commercial development should be centered around the 68th Avenue N.E./SR 522 intersection. Existing commercial properties east of the general vicinity of 73rd Avenue NE and west of the general vicinity of 65th Avenue NE should be encouraged to convert to multifamily housing. Commercial sprawl along SR 522 should be discouraged.

**K-5** Office uses should be designated across from the Kenmore Library, fire department, and park and ride and the King County police station, at the intersection of 73rd Avenue N.E. and N.E. 181st Street.

**K-6** Industrial properties adjacent to Lake Washington and the Sammamish River within the Kenmore center should be encouraged to convert to mixed uses. Water dependent uses should remain such as the marina and sea plane harbor.

**New Policy**

The commercial and industrial-designated properties south of SR 522 where it intersects with 68th NE are appropriate for mixed use development. Until all impacts of such a large scale development adjacent to a congested intersection and the Sammamish River can be addressed as defined in Policy K-11, the properties should receive designations that will permit continuation or expansion of existing uses.

**K-7** Multifamily development at densities of up to 48 units per acre should be located in close proximity to the pedestrian oriented commercial/office core. Densities should decrease to provide a transition to nearby single family residential areas.

**K-8** Parcels which are vacant or developed without a consistent single family pattern, are adjacent to the Kenmore activity center, and were designated for single family use under the 1981 Northshore Plan, are redesignated as low density multifamily housing, to provide a transition consistent with policy K-7.

**K-9 DELETED**

**K-10** The commercial core of Kenmore, where redevelopment at high residential densities in mixed use projects is sought, is not an appropriate long-term location for mobile home parks. Existing parks within the pedestrian overlay district should continue until those properties are redeveloped. If the property is proposed for redevelopment, the County should require relocation assistance as permitted by RCW 59.21 and develop a relocation assistance program containing the following elements:

1. Options for relocation funding, and
2. Options for new mobile home sites, including potential new park development. New sites should be:
  - a. within 15 miles of Kenmore;
  - b. within an urban area and compatible with surrounding land uses;
  - c. rented for no more than average market pad rent based on U.S. Department of Housing and Urban Development fair market rent for mobile home parks, and
  - d. close to shopping and within ¼ mile of public transit.

**K-11** This plan supports a Mixed Use Development Area in Kenmore. Issues identified in this plan must be addressed before Mixed Use development can occur. The Mixed Use Development Area is designated Industrial/Commercial, Potential Mixed Use. Mixed Use development shall meet the following conditions before redevelopment can occur:

- A. Provide pedestrian linkages into other parts of Kenmore.
- B. Provide for easily accessible transit hub, and a strong transportation demand management program that facilitates transit use.
- C. SR-522 through Kenmore is currently at LOS F and at ultimate design. Further study is necessary to determine if potential roadway and transit improvements will be sufficient to mitigate roadway congestion to acceptable levels. The study should identify acceptable congestion thresholds based on aggressive transit solutions. King County will determine if potential transit and roadway improvement will be sufficient to meet new transit thresholds. If it is determined that transit and roadway improvement will be sufficient to meet transit thresholds, the new development shall pay a pro-rata share towards these improvements including both roadway and transit capital projects. New development may occur only when transportation impacts are adequately mitigated.
- D. Provide for substantial public access to and use of the Lake Washington and Sammamish River waterfront.
- E. Contribute to any Kenmore business improvement district.
- F. Mitigate for impacts upon affordable housing, as determined by King County.
- G. Provide for community open space.

- H. Provide for fish and wildlife enhancement.
- I. Mitigate for impacts to the shoreline edge through riparian vegetation enhancement.
- J. Provide for easily accessible public viewpoints and project view corridors.
- K. Provide for convenient pedestrian access from the development to link to nearby park facilities.
- L. Development shall provide for thorough environmental review, which should include analysis of available water-based industrial land in the region to support this type of use.

K-12 The Kenmore Urban Design Study provides guidelines for future development to enhance the aesthetics, and build on the character and function of Kenmore. The following elements from the design study should be implemented through zoning P-suffix conditions, the King County Capital Improvement Program and any other identified methods.

- A. Identification of the most desirable placement and orientation of new buildings to improve overall pedestrian activity and improve the aesthetics of the center.
- B. Location of pedestrian linkages to allow maximum mobility and enjoyment of pedestrians in Kenmore.
- C. Identification of potential parks, plazas, and public green spaces which enhance the aesthetics and character of Kenmore.
- D. Specific identification of linkages to the Burke-Gilman Trail.

K-13 Identifying features such as banners should be installed along the Burke-Gilman Trail through downtown Kenmore to increase Kenmore identity.

K-14 Remedies for traffic congestion, in Kenmore including those identified in the Kenmore Traffic Circulation Study, should be aggressively pursued by King County. King County and METRO should work together to provide travel options in Kenmore linked to land use.

K-15 New development areas designated with potential higher land uses should not be permitted to develop until traffic improvements are scheduled which reduce traffic congestion within the Kenmore center, consistent with Northshore Plan policies T-5 through

K-16 New developments adjacent to Lake Washington, the Sammamish River, Swamp Creek, and other sensitive areas should be designed and sited to protect these features.

## **CHAPTER 11, WOODINVILLE ACTIVITY CENTER**

**W-1** King County should encourage a diversity of uses within the Woodinville activity center to enhance employment, housing, commercial and recreational opportunities.

**W-2** In order to maintain the residential character of Woodinville and encourage more efficient and intensive use of the existing commercial, manufacturing and office areas, commercial development should be concentrated along NE 175th Street between 131st Ave. NE and 140th Ave. NE. Commercial development beyond this area should be discouraged with the exception of the existing commercial development located along Bothell-Woodinville road in an area known as old Woodinville.

**W-3** To provide for pedestrian- and transit-oriented high-density employment uses, office uses should be designated close to the commercial core within the general vicinity of 140th Avenue NE and NE 181st Place, 140th Avenue NE and NE 171st Street, as well as along Bothell-Woodinville Road.

**W-4** Building heights in the Woodinville activity center should be limited to three stories maximum.

**W-5** The current balance between multifamily and commercial land uses should be modified to reduce the commercial area and increase the amount of multifamily housing, for greater consistency with the King County Comprehensive Plan. Multifamily development at densities of 18 units per acre should be located within the pedestrian oriented commercial/office core.

**W-6** Building heights and densities for both commercial and residential uses in the activity center should be required to step down to provide a transition to adjacent single family areas.

**W-7** Those properties in Section 10 that are east of the Woodinville-Snohomish Road and north of NE 175th St and that were designated Industrial by the 1981 Northshore Community Plan, should be redesignated to multifamily housing.

**W-8** Densities of 24 units per acre should be allowed for low income elderly housing projects when consistent with the criteria of the King County Housing Assistance Plan and other applicable King County land use policies.

**W-9** While the Canterbury Estates Mobile Home Park provides affordable, attractive housing, its existence within the an urban activity center is not consistent with KCCP policies CI-201 and R-202B which call for higher density residential uses within activity centers. The property should retain its multi-family designation and be permitted to develop at the same density as abutting multi-family designated lands. If the property is proposed for redevelopment, the County should

require relocation assistance as permitted by RCW 59.21 and develop a relocation assistance program containing the following elements:

1. Options for relocation funding, and
2. Options for new mobile home sites, including potential new park development. New sites should be:
  - a. within 15 miles of Woodinville;
  - b. within an urban area and compatible with surrounding land uses;
  - c. rented for no more than average market pad rent based on U.S. Department of Housing and Urban Development fair market rent for mobile home parks, and
  - d. close to shopping and within ¼ mile of public transit.

W-10 Mixed use developments will enhance the Woodinville activity center by providing convenient living environments and strengthening retail businesses. Mixed use developments which combine housing with office or commercial uses in the same structure or on the same site should be encouraged within the Woodinville activity center. Such developments shall meet the following criteria:

- A. Provide pedestrian linkages between the two uses;
- B. Implement the Woodinville grid system;
- C. Provide additional amenities such as usable public space and landscaping beyond that required by KCC 21.51;
- D. Locate close to public transit; and
- E. Provide both off-street and on-street parking that does not disrupt pedestrian access to commercial uses

W-11 Mixed use developments should be permitted within the commercial area of the Woodinville Activity Center. Within multifamily areas, mixed use should be optional subject to conditions designed to ensure compatibility with residential activity. In order to maximize the opportunities for mixed use developments, only those commercial activities having impacts that are clearly incompatible with the objective of creating a higher-density pedestrian-oriented community should be prohibited in mixed use developments.

W-12 Public and private sector development in Woodinville should encourage pedestrian activity, reduce reliance on the automobile, and strengthen Woodinville's identity as a lively, pedestrian-oriented urban center closely linked to nearby farmlands, recreational facilities and natural areas.

W-13 Development of improved access and linkages between the Woodinville activity center, the Sammamish River Trail, other trails and residential neighborhoods should be encouraged.

W-14 Pedestrian and bicycle linkages are encouraged and should be planned. There should also be a link for equestrian use from Hollywood Hill and NE 171st Street to the Sammamish River Trail in the vicinity of the south CBD bypass.

W-16 The Woodinville Design Study identifies strategies for improving the appearance of Woodinville, building upon the positive elements of its existing character and improving its function as the primary shopping area for surrounding neighborhoods. This plan supports the following elements from the Woodinville Design Study to be implemented through zoning, P-suffix conditions, the King County Capital Improvement Program, and any other identified methods.

- A. Location of pedestrian linkages to allow maximum mobility and enjoyment for pedestrians in Woodinville.
- B. Identification of potential parks and public green spaces which enhance the aesthetics and character of Woodinville.
- C. Specific identification of linkages to the Sammamish River Trail.

W-17 To improve circulation in the central business area, the Northshore Community Plan supports completion of the north and south bypass system, and the development of a Woodinville grid system upon completion of a reassessment of the currently established grid.

W-18 The Northshore Community Plan supports the study of existing and future parking demand, supply and management in the Woodinville business district, including opportunities for shared parking or reduced parking combined with transit availability. Consideration should be given to maintaining and improving the existing Metro park and ride on 140th Ave. N.E. including a possible second level. Metro should also consider locating a second park and ride on the fringe of the business district.

W-19 Natural features within the Woodinville activity center such as scenic vistas, waterways (i.e., Little Bear Creek and the Sammamish River) and adjacent agricultural resource lands should be protected and enhanced. New development and redevelopment of existing sites containing sensitive areas shall mitigate impacts from the proposal.

W-20 Sorenson School should be designated a community facility and recognized for its historical significance and potential use as a community center or civic center.

**The P-Suffix conditions beginning on page 27 of the area zoning document are amended as follows:**

To implement policy NR-9, the following P-Suffix condition applies:

The following enhanced drainage conditions shall apply to all areas as shown on the map entitled, Special Stormwater Retention/Detention Requirements. More stringent regulations may be required through administrative rules.

- a. Stormwater release rate shall be at 70 percent of the predeveloped 2-year/24-hour release rate for design storm events up to and including the 100-year/24-hour design storm event.
- b. A drainage control system, as approved by BALD, shall be installed prior to any unrelated land clearing, vegetation removal, site-grading, road construction or utility installation. Only those activities associated with pre-development exploration, such as surveying and performance of soil tests and limited clearing and grading associated with construction of drainage facilities, will be permitted prior to construction of the drainage control system.
- c. In those situations where features of the drainage system or subsequent development make installation of the final drainage system impossible, a phased drainage control plan shall be developed. This phased plan shall provide the level of retention-detention set forth the applicable detention standard for the entire site at all times.

**The P-Suffix conditions beginning on page 28 of the area zoning document are amended as follows:**

To implement policy NR-5, the following P-Suffix conditions apply:

1. Seasonal restrictions. Clearing and grading shall not be permitted between October 1 and March 31. All bare ground must be fully covered or revegetated between these dates.
2. Exemptions. The following activities are exempt from the clearing and grading seasonal restriction:
  - a. Emergencies that threaten the public health, safety and welfare.
  - b. Routine maintenance of public agency facilities.
  - c. Routine maintenance of existing utility structures as provided in the Sensitive Areas Ordinance, K.C.C. 21.54.030.D.
  - d. Clearing or grading where there is 100 percent infiltration of the surface water runoff within the site in approved and installed construction-related drainage facilities.
  - e. Clearing or grading where all state water quality standards are met including turbidity. SWM shall develop an administrative process before such exemptions are allowed.
  - f. Landscaping of single-family residences.
  - g. Class II and III forest practices.
  - h. Quarrying or mining within sites with approved permits.

- i. Clearing or grading for utility hook-ups on approved residential and commercial building permits.
- j. Completion of any final clearing/grading work for construction activities that meet all applicable permit conditions and best management practices for a period of time, not to exceed two weeks, in the month of November if dry weather conditions are present.

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**The P-Suffix Conditions beginning on page 31 of the area zoning document are amend as follows.**

The following P-suffix conditions implement policy R-17 and shall apply until such time as equivalent or more stringent countywide regulations are adopted:

On all public streets which are either created as part of or are on the perimeter of a commercial or subdivision permitted development, street trees should be provided in accordance with the following specifications:

1. Trees shall be planted in accordance with Drawing 23 of the King County Road Standards.
2. One tree shall be provided on both sides of residential and commercial access streets for every 30 feet of access streets contained within the development. One tree shall be provided on the improved side of the roadway for every 30 feet of residential and commercial access streets on the perimeter of the development, where the development is required only to improve only part of the full roadway section. The trees shall be evenly distributed throughout access streets in the development, taking into account driveways, intersections, etc. The requirement for street trees on access streets does not apply to public parks. Street trees planted back of sidewalk may be included in the calculation for the required number of trees in perimeter buffers.
3. One tree shall be provided on both sides of arterial roads for every 40 feet of arterial roadways contained within the development. One tree shall be provided on the improved side of the roadway for every 40 feet of arterial roadway on the perimeter of the development, where the development is required only to improve part of the full roadway section. The trees shall be evenly distributed throughout arterial roads of the development, taking into account driveways, intersections, etc..
4. On arterial roadways, and residential and commercial streets, only trees on the list of approved street trees, as provided by the BALD arborist may be planted.
5. A street tree plan shall be provided by the developer in order for BALD to determine if the above requirements will be met. The plan is subject to the review and approval of BALD.
6. Planted trees shall be healthy. Deciduous trees shall have a minimum trunk diameter of one and three-quarter inches at the caliper at time of planting; evergreen trees shall be a minimum of four feet tall at time of planting.



**The P-Suffix conditions beginning on page 34 of the area zoning document are amended as follows:**

The following P-suffix conditions implement policy R-17 and shall apply until such time as equivalent or more stringent countywide regulations are adopted.

1. Significant trees shall be retained on grading permits, subdivisions and apartment, commercial, industrial or institutional developments as follows:
  - a. All significant trees located within required perimeter landscaping area;
  - b. Five percent of the significant trees in the remaining site area including sensitive area buffers, of a commercial or industrial development;
  - c. Ten percent of the significant trees in the remaining site area including sensitive area buffers, of a formal subdivision multifamily or institutional development;
  - d. Ten percent of the significant trees on individual lots for single detached dwellings, if any portions of such lot contains erosion hazard areas.
  - e. Utility developments shall be exempt from the tree retention requirements of this chapter;
  - f. Fifty percent of the significant trees within sensitive areas or surface water management bio-filtration system areas may be used to satisfy the tree retention requirement;
  - g. Except as provided in subsection H, significant trees to be retained shall not include significant trees that are:
    - 1) Damaged or diseased;
    - 2) Safety hazards due to potential root, trunk or limb failure.
  - h. At the discretion of the County, damaged or diseased or standing dead trees may be counted toward the significant tree requirement if the applicant demonstrates that such trees will provide important wildlife habitat.
2. Significant tree retention plan. A tree retention plan should be submitted concurrent with a grading or building permit or preliminary subdivision application, whichever is reviewed and approved first. The tree retention plan shall consist of:
  - a. A tree survey that identifies the location, size and species of all significant trees on a site. The tree survey:
    - 1) Shall not include significant trees that are:
      - a) Damaged or diseased;
      - b) Safety hazards due to potential root, trunk or limb failure.
    - 2) May be conducted using standard timber cruising methods to reflect general locations, numbers and grouping of significant trees.
    - 3) Shall show the location and species of each significant tree of 18 inches or greater in diameter, regardless of survey method used.
  - b. A development plan identifying the significant trees that proposed to be retained, transplanted or restored.
  - c. For subdivisions with individual lots containing erosion hazard areas, the face of the plat map shall further stipulate for such lots that development plans consistent with KCC 21.14.130.Care to be submitted by each lot owner at the time of development, if lot clearing is to be deferred until individual lot development occurs.

3. Incentive Criteria for retaining significant trees. Each significant tree that is retained and located outside of the area for perimeter landscaping, sensitive areas and sensitive area buffers, and that meets one or more of the following criteria may be credited as two trees in complying with the retention requirements.
  - a. Exceeds 60 feet in height or 24 inches in diameter;
  - b. Located in groupings of at least five trees with canopies that touch or overlap;
  - c. Provides energy savings through winter wind protection or summer shade due to their location relative to buildings;
  - d. Belongs to a unique or unusual species of native or non-native tree not usually found locally; or
  - e. Are located within 25 feet of any required sensitive area buffers.
  
4. Protection of Significant Trees. To provide the best protection for significant trees:
  - a. No clearing shall be allowed on a site until approval of tree retention and landscape plans.
  - b. A limit of disturbance generally corresponding to the drip line of the significant tree shall be identified during the construction stage with either a:
    - 1) Temporary five-foot high fence, or
    - 2) Line of five-foot high, orange colored two-by-four inch stakes placed no more than ten feet apart.
  - c. No impervious surfaces, fill, excavation, or storage of construction materials shall be permitted within the area defined by such fencing or stakes.
  - d. A rock well shall be constructed if the grade level around the tree is to be raised by more than one foot. The inside diameter of the well shall be equal to the diameter of the tree trunk plus five feet.
  - e. The grade level shall not be lowered within the larger of the two areas defined as follows:
    - 1) The drip line of the tree(s), or
    - 2) An area around the tree equal to one foot diameter for each inch of tree trunk diameter measured four feet above the ground.
  - f. Alternative protection methods may be used if determined by the manager to provide equal or greater tree protection.
  - g. If significant trees as described in KCC 21.14.160.A and B were previously located in a closed, forested situation, an adequate buffer of smaller trees shall be retained or replaced on the fringe of such significant trees.
  
5. Restoration of significant trees. When the required number of significant trees cannot be retained, significant trees that are removed shall be restored with:
  - a. Transplanted significant trees;
  - b. New trees measuring three inch caliper or more at a replacement rate of one and one-half (1.5) square inches for every one square inch of basal area; or
  - c. New trees measuring less than three inch caliper at a replacement rate of two square inches for every one square inch of basal area.
  
6. Performance bonds or other appropriate security (including letters of credit and set aside letters) should be required for a period of one year after the planting or transplanting of vegetation.

7. Definition of significant tree:

Significant tree: an existing healthy tree which, when measured four feet above grade, has a minimum diameter of:

- Eight inches for evergreen trees, or
- Twelve inches for deciduous trees.
- A grouping of 3 or more existing trees, each having a diameter of at least 3" measured at 4' above grade, may be substituted for each required significant tree.

The P-Suffix conditions beginning on page 37 of the area zoning document are amended as follows:

To implement policy R-16, the following P-suffix conditions apply until such time as equivalent or more stringent countywide regulations are adopted:

All multifamily development permit applications over 15 units shall provide a fenced play area on-site. This play area shall be a minimum of 1,000 square feet in developments with 15-30 units, 1,500 square feet in developments with 30-60 units, and 2,000 square feet in developments of greater than 60 units. Play areas should meet Consumer Products Safety Standards for equipment, soft surfacing, and spacing.

The P-Suffix conditions beginning on page 41 of the area zoning document are amended as follows:

To implement policy T-17, the following P-suffix conditions shall apply until such time as equivalent or more stringent countywide regulations are adopted:

All new commercial and industrial developments that are in B-N-P, BC-P, C-G-P, M-L-P, M-P-P, and M-H-P zoned areas and all new multifamily housing developments that are in RD-3600-P, RM-2400-P, RM-1800-P, or RM-900-P zoned areas that generate more a minimum number of peak hour, peak-direction trips, shall develop a transportation demand management plan. Until superseded by provisions of a future revision to King County's Road Adequacy Standards, that minimum number shall be 10 trips. The required TDM plan shall include the following elements:

1. An overall site plan that addresses public transportation needs and facilitates employee and resident access to transit and ridesharing.
2. A parking management plan for commercial sites that includes:
  - a. carpool and vanpool parking with convenient access to building entrances.
  - b. secure covered bicycle and motorcycle parking with convenient access to building entrances.

3. Prominent and permanent display of commuter information to explain transit, ridematch, and carpool commute opportunities available to the site. The display shall be installed prior to issuance of the building certificate of occupancy. Display design shall be subject to the transit provider approval. Up-to-date transit and rideshare information should be provided by the building owner in conjunction with the transit providers on an on-going basis.
4. Other programs and activities necessary to reduce SOV trips to and from the site such as a free one month, one or two zone transit pass, shall be provided for each new employee or residential unit at the time of building occupancy. Responsibility for distribution of the passes shall rest with the building owner.

In addition to meeting the above requirements, all new developments that are in B-N-P, BC-P, C-G-P, M-L-P, M-P-P, and M-H-P zoned areas and all new developments that are in RM-2400-P, RM-1800-P, or RM-900-P zoned areas that generate 30 or more peak hour, peak direction trips shall provide for the following transit-related facilities, if deemed appropriate by the transit provider and by King County Public Works:

1. Landing pads and shelter footings at nearby bus stops, if appropriate.
2. Paved pedestrian walkway connecting bus stop and major buildings.
3. Bus pull-out, if required for layover or safety reasons.

The transit provider and King County shall consider the proximity of the site to existing transit routes, the potential for future new routes or reroutes being located close to the site, safety, and other pertinent factors when evaluating the need for the bus stop improvements listed above.

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**The P-Suffix conditions beginning on page 48 of the area zoning document are amended as follows:**

To implement policy T-14, the following P-suffix condition applies:

As a condition of approval for any short subdivision, subdivision, land use or commercial permit, properties containing rights-of-way established by King County Ordinances 8115, 8075, 8070, 8144, 8074, 8071, 8114, 8073, and 8072 shall improve the right-of-way as required by the County Road Engineer, based on the expected level of roadway classification, as defined by the King County Road Standards, King County Transportation Plan and the Woodinville Urban Design Study (attached to this plan).

Additional right of way alignments in Woodinville beyond those established by ordinance have been identified through the community planning process. They are shown conceptually on the Woodinville Pedestrian Overlay District and Design Requirements map and are labelled "Woodinville Right-of-Way Alignment". These streets shall be in a 60-foot public right-of-way and improved to the design standards shown in the Woodinville Urban Design Study and to the requirements of the King County Road Engineer. The actual roadway alignment may be varied slightly from that shown on the map if necessary for design or traffic safety considerations.

Development and land-use permits on tax lots 005 and 0079, in STR 11-26-4, tax lots 0457, 0453, 0451, 0423 0425, 0606, 0663, 0480 and 0475 in STR 12-26-4, and tax lots 0046, 0078 and 0167 in STR 1-26-4 shall meet the following P-suffix condition (Applicable tax lots show in the Kenmore Right-of-Way Dedication area on the Kenmore Right-of-Way Dedication, SR-522 Access Restriction map.)

The development shall dedicate and build NE 185th Street to collector arterial standards on the property frontage.

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**The P-Suffix conditions beginning on page 49 of the area zoning document are amended as follows:**

## **VI. Kenmore Activity Center Design Review**

### **A. Pedestrian Oriented Areas (pages 49-59, Proposed Area Zoning)**

To implement these policies CI-4, K-2, and K-12, ~~a Pedestrian Overlay District (District)~~ is P-Suffix Conditions are attached to all properties shown in the Pedestrian Oriented Areas Boundary (North) and Mixed Use Pedestrian Oriented Areas areas on the Kenmore Pedestrian Oriented Areas and Design Requirements maps A and B. For purposes of specifying conditions and guidelines in the areas, the following roads (portion lying within or on periphery of areas) are designated as primary pedestrian streets: N.E. 181st Street; 73rd Avenue N.E.; and 68th Avenue N.E. The routes shown in the Mixed Use Pedestrian Oriented Areas are designated as primary pedestrian routes.

The following conditions apply to all areas within the North Pedestrian Areas and the Mixed Use Pedestrian Oriented Areas, unless otherwise specified in the language of the specific condition:

#### **1. Permitted Uses**

- Permitted uses shall include those uses permitted in the various zones within the Pedestrian Oriented Areas, except the following:
  - a. Gasoline service stations
  - b. Drive-through restaurants or banks
  - c. Retail nurseries
  - d. Car washes
  - e. Stores with outdoor storage
  - f. ~~Laundromats (applies only to North District)~~
  - g. ~~Athletic clubs (applies only to North District)~~
  - h. ~~Other auto-oriented uses~~

~~For properties that include frontage on a primary pedestrian street, retail and service uses only are permitted on the ground floor may front on the sidewalk.~~

Along the primary pedestrian street, the sidewalk frontage shall be constructed in such a way as to accommodate retail office or service uses. Retail, office, service, and residential uses only are permitted fronting the sidewalk.

## 2. Building Development

### Orientation on Site

- For properties with frontage on a primary pedestrian street and primary pedestrian routes, the following building setback requirements shall apply:

Street Setback: maximum of 5 feet; larger setbacks shall be allowed if arcades, streetside outdoor cafes, patios, parks, plazas, or other public spaces are provided along the street.

Interior Setback: minimum side setbacks are waived, and there shall be no setback from at least one side of a lot line.

- For properties with frontage on a primary pedestrian street or route, the primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, and parks.
- For development located on primary pedestrian streets or routes, a minimum of 75% of the street or route shall be fronted by buildings. This standard may be varied only for rear building access.
- Public pedestrian access to the rear of buildings shall be provided a minimum of every 300 feet of street frontage.

### Street Facade Requirements

- The building facade of ground floor retail uses that front the street or route shall include windows and overhead protection. The use of blank walls (such as undecorated concrete cinder block) without facade ornamentation is not permitted along primary pedestrian streets or routes.
- Building materials such as brick, masonry, glass, tile, stone, or wood is required on the building facade. Sheer, uninterrupted glass curtain walls and all mirrored glass is not permitted.

## 3. Parking

### Amount and Location

- ~~Off street parking shall be no greater than 50% of the minimum amount required in the King County Zoning Code. (North District only)~~
- ~~Off street parking shall be no greater than 75% of the minimum amount required in the King County Zoning Code one space for every 400 square feet of floor area. (Mixed Use District only)~~

- Parking shall be located in the rear of buildings that front primary pedestrian streets or routes. Any parking which cannot be accommodated in the rear of the building may be provided on the side of the building.
- On-street parking shall be provided along the primary pedestrian street.
- ~~On site surface parking shall consume a maximum of 30% 50% of the total site area; the remaining off street parking requirements shall be accommodated using one or a combination of the following:~~

- ~~On site parking structure~~
- ~~On street parking spaces~~
- ~~Off site common parking facility~~

~~A maximum of 60 parking stalls are permitted in any one surface parking lot. At a minimum, parking lots must be separated by buildings, streets, or 20 feet of type two landscaping. (North District only)~~

Design

- All parking areas that front sidewalks shall be screened by a streetwall and landscaping
- ~~Retail uses shall be provided on the first floor of the streetside edges of parking structures. (North District only)~~

4. Pedestrian Circulation

- Pedestrian walkways shall be provided in accordance with the Commercial Permit Pedestrian Circulation section of this Area Zoning. Walkways to abutting properties shall be provided at the rear of buildings.

5. Landscaping and Public Amenities

- All properties that front primary pedestrian streets must provide sidewalk landscaping and other amenities (street furniture, special lighting) in accordance with the general guidelines found in the Kenmore Urban Design Study. Site specific design of the sidewalk and landscaping detail shall be subject to the approval of King County. (North Area only)
- All properties shall provide interior or exterior public space(s) in an amount that covers no less than ~~10%~~ 5% of the site area (excluding area for pedestrian walkways). Individual public spaces shall be a minimum of 1000 square feet, and at least one half of the required space shall be provided in one defined area. A clear, visible pedestrian route shall be provided from the open space area to adjacent primary pedestrian streets. Public spaces may consist of parks, plazas, arcades, or other pedestrian oriented amenities. Public spaces shall include seating, landscaping, works of art, fountains, or other aesthetic pedestrian-oriented features. (North District only)

- For properties with less than one acre of site area, two alternatives shall be permitted in lieu of providing the minimum public space requirement (North Area only):
  - a. A park acquisition fee may be paid, with the amount of payment calculated in accordance with Chapter 21.12.260 of the proposed King County Zoning Code.
  - b. Adjacent property owners may enter into a joint agreement to provide the minimum public open space through clustering buildings and/or parking within multiple sites. Under such an agreement, the minimum public open space requirements shall be 10% of the combined site area.
- Standard landscaping requirement as found in the County Code are hereby waived.

#### 6. Vehicular Access and Circulation

- No driveways shall be provided on primary pedestrian streets, unless alternative access to the site is unavailable, in which case a maximum of one access point per site is permitted, which shall provide for joint access with adjacent properties. (North Area only)
- On primary pedestrian streets, if an adjacent property has made provision for a shared vehicle entrance, the development shall use the shared access. New developments adjacent to vacant or underdeveloped land shall provide for interior vehicular connections to the adjacent property. (North Area only)
- The on-site vehicular circulation system should contribute to pedestrian movement and safety by including all of the following items that are feasible, considering the overall design of the development:
  - Pedestrian crosswalks at key crossing areas
  - Tight turning radii that reduce vehicular speed (North Area only)
  - Signage that clearly communicate the location of vehicular and pedestrian zones.
  - Designated passenger drop-off areas
  - Parking on interior roads, to slow down vehicular traffic
  - The primary pedestrian route labelled "A" on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map B shall be built as a street. Location of this pedestrian route is conceptual. Actual location may vary based on road and signalization design. However, this pedestrian route should not be deleted. The street shall be built to the general specifications of the illustrative street section in the Kenmore Urban Design Study.

#### B. Office/Civic Core

A key element of the civic/office core concept is the development of a public plaza adjacent to the intersection of 73rd Avenue N.E. and N.E. 181st Street (all four quadrants) that will provide a pedestrian focal point for the office core.

To implement these policies K-12 and K-5, and the office/civic core design concept, the following P-suffix condition applies to all properties in the Office Only Requirement area on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map B.



Public open space and related improvements as generally described in the Kenmore Urban Activity Center Design and Development guidelines shall be provided as a condition of approval of any development permit. Site specific design of the open space is subject to the approval of King County.

### C. Pedestrian Linkages

To implement these policies P-7, P-10 and K-12, the following P-suffix conditions apply to the below referenced properties, which are shown on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map A.

- a. Improvements to the public right of way on 68th Avenue N.E. and 73rd Avenue N.E. (Area labelled Kenmore Pedestrian Linkages - Area A):

Landscape and pedestrian improvements shall be made within the public right-of-way, in accordance with the general standards established in the Kenmore Urban Activity Center Design and Development Guidelines Study, as a condition of approval of any development permit. Site specific design of the improvements is subject to the approval of King County

- b. Dedicated and improved pedestrian right-of-way between 68th Avenue N.E. and 73rd Avenue N.E. (Area labelled Kenmore Pedestrian Linkages - Area B):

As a condition of approval for any development permit, public pedestrian right of way must be provided along the easterly 12 feet of the property. This right of way shall be improved with a six foot wide, durable pathway and shall be landscaped, between 182nd and the Tolt River Pipeline. The walkway may be provided within the landscaping buffer.

### D. Industrial Area Restrictions

To implement these policies K-6, K-11, and K-15, the following P-suffix condition attached to the MPP Potential B-R-P zone shown in the Mixed Use Requirement/Industrial Area Restriction area on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map B applies:

Commercial and industrial uses in existence at the effective date of this area zoning are recognized as legal noneconforming uses, subject to the stipulations and provisions of KCC 21.52. No retail uses with the exception of forest product and building material sales are permitted.

### ~~E. SR-522 Commercial Strip Restrictions~~

~~To implement these policies K-3 and K-4, the following P-suffix condition attached to the CG and BC zones applies to all properties shown on the Commercial Strip Restrictions area of the Kenmore Pedestrian Overlay District and Design Requirements - Map B.~~

~~Commercial uses in existence at the effective date of this area zoning are recognized as legal non-conforming uses, subject to the stipulations and provisions of K.C.C. 21.52.~~

### ~~F. Mixed Use Requirement~~

~~To implement policies K-6 and K-11 listed above, the following P suffix condition applies to all developments in the BR-P zone shown in the Mixed Use Requirement/Industrial Area Restriction on the Kenmore Overlay District and Design Requirements Map B. :~~

~~All development shall be mixed use, with the percentage mix of uses specified in the potential zone actualization criteria.~~

#### GE. Office Only Requirement

To implement policy K-5, Therefore, the following P-suffix applies to all properties in the area shown in the Office Only Requirement map on the Kenmore Pedestrian Oriented Areas and Design Requirements - Map B

Office uses only are permitted.

#### AG. Mixed-Use Pedestrian Oriented Areas (pages 49-59, Proposed Area Zoning)

To implement these policies CI-4, K-2 and K-12, special conditions are attached to the property known as the Kenmore Pre-Mix site, which is included as part of the larger Mixed Use Pedestrian Overlay District. The discussion and mitigation below applies specifically to the Pre-Mix site (shown on Map A-B).

The Mixed-Use District is intended to be a pedestrian-oriented place, where residents and visitors can enjoy an "urban village" extension of Kenmore. The design of the Mixed-Use District is intended to integrate different land uses and activities and minimize the conflicts between vehicles, pedestrians and cyclists. It includes a new "pedestrian street" that will connect the new 175th Street alignment to the waterfront park. Shops and dining establishments will front the street, with residences above.

The Mixed-Use District will provide almost a mile of Lake Washington and Sammamish River channel shoreline public access. A waterfront promenade will be developed for pedestrian use along the existing barge basin, and will include trees, benches, public viewpoints, walking paths and sidewalk cafes. The promenade will lead to a new public waterfront park at the end of the peninsula with a special public gathering place for musical events and other occasions. The park will have unobstructed views down Lake Washington available to residents of the Kenmore community.

Pedestrian improvements will include a new public shoreline park along the Sammamish River channel, which will incorporate a shoreline/wildlife interpretive trail and bike path. Townhouse style homes will be set back from the shoreline to allow for enhancement of this new natural area. The shoreline/wildlife interpretive trail will lead to a new public community shoreline park with public restrooms and a trailhead interpretive center.

Mixed business-residential use is recognized as a viable use in the long term for the Kenmore Pre-Mix site. However, any development in this area requires mitigation of environmental impacts. Therefore, a site-specific mitigation program is incorporated in the P-suffix conditions for this area. The objective of this mitigation plan is to ensure that all impacts of the proposed development are mitigated.

SR-522 in Kenmore is recognized to be at "ultimate design." Roads that are at ultimate design cannot be widened without significant destruction of existing development and potential environmental damage because the land around the roadway is already developed and/or contains natural features. King County recognizes that while some improvement to adjacent roadways is possible, congestion below County thresholds is likely to continue on SR-522.

The King County Department of Public Works has identified potential transportation improvements which will facilitate traffic flow in Kenmore. Preliminary transit improvements have also been identified. The transportation P-suffix conditions outlined in this package ~~are sufficient to mitigate roadway congestion to acceptable levels identify ways to mitigate transportation impacts~~ as a result of mixed use development on the Pre-Mix site. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above. Completion of the Transportation/Circulation Master Plan is necessary to update and clarify mitigation measures when a more detailed development proposal is submitted.

The following conditions apply to the Kenmore Pre-Mix site.

### 1. Permitted Uses

Permitted uses shall include those uses permitted in the various zones within the overlay district, except the following:

- a. Gasoline service stations
- b. Drive-through restaurants or banks
- c. Retail nurseries
- d. Car washes
- e. Stores with outdoor storage
- f. Single retail tenants with a gross floor area in excess of 65,000 square feet

For properties in the Neighborhood Commercial, Waterfront, and Waterfront Subdistricts (described below), the location of residential dwelling units shall be prohibited on the ground floor, and retail and service uses are encouraged on the ground floor. Other ground floor uses (including parking) may be permitted when designed so as to be compatible with the pedestrian orientation of the development.

### 2. Building Development

#### Orientation to Pedestrian Street

For properties with frontage on the primary pedestrian street (shown on Map A), the following building setback requirements shall apply:

**Street Setback:** maximum of 5 feet; larger setbacks shall be allowed if arcades, street-side outdoor cafes, patios, parks, plazas, or other public spaces are provided along the street.

For properties with frontage on the primary pedestrian street, the primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, and parks.

For development located on the primary pedestrian street, a minimum of 75% of the street shall be fronted by buildings at-grade. A minimum of 50% of the street shall be fronted by retail or service uses.

Public pedestrian access to the waterfront located at the rear of buildings located on the primary pedestrian street shall be provided a minimum of every 300 feet of street frontage.

### **Street Facade Requirements**

The building street facade of ground floor retail and service uses that front the primary pedestrian street shall include windows and overhead protection. The use of blank walls without facade ornamentation is not permitted along the primary pedestrian street.

Building materials such as concrete, brick, masonry, glass, tile, stone, metal, or wood is required on the building street facade. Sheer, uninterrupted glass curtain walls, all mirrored glass and cinderblocks are not permitted on the building street facade along the primary pedestrian street.

### **Height**

Maximum heights shall be 92 feet in the northern and central portions of the mixed use development area. A 45-foot height limit shall apply to all development within 200 feet of the channelized edge of the Lake Washington shoreline. The boundary of the channelized edge shall extend to the inner harbor line. A 35-foot height limit shall apply to all development within the first 200 feet, and a 45-foot height limit to all development within the next 100 feet of the Sammamish River shoreline edge and the Lake Washington shoreline edge that is not channelized.

### **175th Street Frontage**

The frontage of the new 175th bypass road shall be designed as to be attractive to passing road users and to screen surface parking adjacent to the roadway. For example, parking areas fronting on 175th Street NE should be screened wither by bermed landscaping or buildings. Street trees shall be provided along the realigned 175th.

## **3. Parking**

### **Amount and Location**

At full build-out, off-street parking shall be no greater than one space for every 400 square feet of floor area in the waterfront, waterfront extension, and residential subdistricts; provided that during initial phases of development, off-street parking standards may be exceeded in anticipation of future development.

In the Neighborhood Commercial subdistrict, minimum parking requirements for office, retail and commercial uses shall be reduced to one space for every 300 square feet of floor area.

Surface parking shall be located to the greatest degree possible in the rear of buildings that front the primary pedestrian street. Any parking which cannot be accommodated in the rear of the building may be provided on the side of the building.

At full build-out, on-site surface parking shall consume a maximum of 50% of the total site area in the Neighborhood Commercial subdistrict, and 25% of the total site area in the Waterfront, Waterfront Extension, and Residential subdistricts. The remaining off-street parking requirements shall be accommodated using one or a combination of the following:

- On-site parking structure
- On-street parking spaces
- Off-site common parking facility

At full build-out, 75% of the parking in the Waterfront, Waterfront Extension, and Residential subdistricts shall be provided in structures or on-street.

In the Neighborhood Commercial subdistrict of the Pre-Mix site, a maximum of 60 parking stalls are permitted in any one surface parking lot. At a minimum, parking lots must be separated by buildings, streets, or 12 feet of type two landscaping.

### **Design**

All parking areas that front sidewalks (except along 175th Street) shall be screened by a streetwall and landscaping.

Retail uses shall be provided on the first floor of the street side edges of parking structures.

## **4. Transit and Transportation Circulation**

Mitigation for development of the Pre-Mix site should emphasize enhancement of transit and non-vehicular use and improvement of local access and circulation within the Kenmore area. Therefore, mitigating conditions (as specified in paragraph 13 below) include dedication and construction of a new 175th bypass road, signalization of the intersection of this road with 68th Avenue, dedication and improvement of a transit hub on SR-522, development of a pedestrian bridge crossing SR-522, construction of a pedestrian street, shared use with Metro of a parking area associated with the transit hub, participation in the cost of intersection improvements at the intersection of the new 175th bypass road and 65th Avenue and/or 61st Avenue (as ultimately determined), and development and enforcement of a transportation management plan on site. Fair share participation in applicable projects listed in the current Mitigation Payment System program as well as transportation projects recommended in the Northshore Plan is also a required mitigation condition.

Furthermore, the requirement that residential development occur throughout the various phases of development of the Pre-Mix site will ensure that transit and transportation linkages occur from the very beginning of development.

## **5. Pedestrian and Bicycle Circulation**

Design of the Mixed-Use District shall emphasize public pedestrian access and linkages to the transit facilities and adjacent sites. This includes development of a pedestrian bridge across SR-522, as specified in Condition 13 below, if approved by King County and WSDOT.

Required primary public pedestrian and bicycle routes are shown on Map B. Other, minor pedestrian routes shall be identified through the Master Planning and building permit review processes.

All pedestrian walkways and connections, including shoreline pedestrian routes, shall be accessible and open to the general public. While public vehicular access may be limited to the Residential area, the Residential area shall be open to the general public.

Bicycle and pedestrian linkages to the Burke-Gilman Trail, and to the transit hub required as part of Condition ~~13~~ 14 below, shall be provided. See Map B. Location of these linkages is subject to the review and approval of King County.

Bicycle parking facilities shall be provided at all major public destination points.

## **6. Landscaping and Public Amenities**

All properties that front the pedestrian street must provide sidewalk landscaping and other amenities (street furniture, street trees, and special lighting).

20% of the entire mixed use development shall be designated as public open space for the general public. Major public activity nodes are identified on Map B. A public gathering place which accommodates a minimum of 50 people shall be provided on the site. See Map F and G. These public open space areas shall be easily accessible to the pedestrian, and shall be considered in the pedestrian circulation plan. Waterfront access areas, public parks and sensitive area buffers may be utilized to calculate the 20% requirement. Internal pedestrian walkways, public streets, and private open space areas shall not be utilized to calculate the 20% requirement. Public access shall be provided around the entire waterfront edge of the site. See Map B. This access may be provided in buffer area as determined by King County Resource Planning and BALD wetland biologists.

Street trees shall be provided in all roads constructed with the development.

## **7. Vehicular Access and Circulation**

Driveways on the primary pedestrian street shall be limited to an average of one for every two hundred lineal feet.

The on-site vehicular circulation system shall contribute to pedestrian movement and safety by including all of the following items that are feasible, considering the overall design of the development:

- Pedestrian crosswalks at key crossing areas
- Signage that clearly communicate the location of vehicular and pedestrian zones.
- Designated passenger drop-off areas

- Parking on interior roads, to slow down vehicular traffic
- The primary pedestrian street shall be built in the Waterfront subdistrict. Location of this pedestrian route as shown in Map B is conceptual. Actual location may vary based on road and signalization design. The street shall be built to the general specifications of the illustrative street section in Map C and Map D.

## 8. Public Viewpoints

Public viewpoints, linked with the pedestrian routes, shall be provided. Public viewpoints shall provide views of the Sammamish River and Lake Washington. See Maps B, E, F and G. Public viewpoints shall be integrated into the pedestrian plan for the site and shall be easily accessible to the public. Development of the public viewpoint areas shall include pedestrian amenities such as seating and signage.

## 9. Shoreline Enhancement.

The shoreline edge of the Sammamish River and Lake Washington shall be enhanced to provide for water quality and wildlife and marine habitat. A wetland and riparian enhancement plan, subject to the review and approval of King County, shall be performed by a qualified wetland biologist. Setbacks shall be subject to the King County Sensitive Areas Ordinance and the Shoreline Master Program with a minimum 100-foot set-back for structures from the river's edge. Variations to adopted setbacks may require off-site mitigation, to be determined in the Master Plan process. No disturbance of the Sensitive Areas Ordinance required buffers is permitted, except at minimum 300 foot intervals, wildlife viewing trails extending into the buffer may be allowed if no significant impact to the wildlife and marine habitat is anticipated to occur. The use of moorage developed in the barge channel shall be limited to private use. Public moorage shall be provided, if feasible, on the Lake Washington frontage of the site, subject to approval under the King County Sensitive Areas Ordinance, the Shoreline Master Program and other agencies with jurisdiction. Approval of all water moorage is subject to mitigation of marine/air conflicts. A special study shall be performed to determine if boat moorage will have a negative impact on salmon runs entering the Sammamish River or feeding at the River mouth. If it is found that moorage and associated boat traffic may have an impact, boat moorage shall not be provided.

## 10. Affordable Housing.

Affordable housing units amounting to 10% of the total number of units in the development shall be provided. Compliance with this requirement shall be required (a) in the development of the start-up phase, described below, based upon the number of residential units in that phase, and (b) thereafter, upon the completion of each additional 260 residential units at the site. Compliance may be achieved through construction of affordable units or provision of adequate security to the County to ensure their future development. The affordable units need not be provided within the development, but must be provided within the Northshore planning area. Units may be either rented or sold. Affordable housing shall be calculated as follows: Rented units shall be provided only to households earning less 80% of the median income. Monthly rents shall be no greater than 30% of the monthly income for households earning 50% of the median income. Sold units shall be sold to first-time buyers (i.e. person not having owned a home in the past three years) earning less than 50% of the median income. Home

prices shall be Affordable based on FHA lending standards. Covenants shall be established which guarantee the fulfillment of this obligation.

### 11. Residential Density.

Residential density shall be calculated at the following levels per acre for the gross land area of each subdistrict in the development:

	<u>Minimum</u>	<u>Maximum</u>
Neighborhood Commercial	12 du/ac	18 du/ac
Waterfront & Waterfront Extension	12 du/ac	24 du/ac
Residential	24 du/ac	48 du/ac

Residential uses in the mixed use area shall not exceed 75% and shall not fall below 50% of the total built floor area of the development at full build-out. Where feasible, buildings with non-residential uses should include residential uses as well.

### 12. Hazardous Waste Removal

Hazardous wastes have been identified on-site by the Department of Ecology. A thorough evaluation of the presence and location of hazardous wastes on-site shall be prepared. Clean-up of these wastes shall proceed as areas within the site are developed.

### 13. Fair Share Mitigation.

In applying the above conditions on individual properties, mitigation shall be at a reasonable level related to each proposed development.

### 14. Phasing/Mitigation Requirements

The approved Master Site Plan for and all approvals for development of phases of the Pre-Mix site, shall satisfy the following requirements for phasing, provision of mitigation, and development by subdistrict.

- a. Subdistrict Development. The Pre-Mix site shall be divided into four subdistricts, as shown on Map A. The location of the subdistrict boundaries may vary somewhat from Map A; the final boundaries for each subdistrict will be determined in the master plan process. Development in each subdistrict is subject to all P-Suffix conditions of the zone set forth above, as well as the subdistrict-specific conditions described below and any mitigations identified through the Master Site Plan approval process. The Residential Subdistrict may overlap with the adjacent subdistricts for the purpose of distributing density across the site, as set forth under the approved Master Plan. This plan contemplates that ultimate development of the entire Pre-Mix District will include approximately 1000 units of residential development and approximately 500,000 square feet of commercial (including office, retail and entertainment) development.
  - i. Neighborhood Commercial (approximately 12-18 acres). This area will serve as the focus of neighborhood-scale retail and commercial development, because of its proximity to



road and transportation infrastructure. It may also include entertainment uses, and will incorporate residential development, though at a lower density than the remainder of the Mixed-Use District.

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- ii. Waterfront (approximately 10-14 acres). This subdistrict will emphasize pedestrian-scale access and development, both at and near the channelized edge of the inner harbor. Development will be mixed-use, with a higher density of residential than in the Neighborhood Commercial Subdistrict. Enjoyment of the urban shoreline environment and pedestrian connections throughout the site will be stressed.
  - iii. Residential (approximately 10-14 acres). The residential subdistrict will be the center of residential development on the site. This area will be linked to the neighboring commercial and waterfront subdistricts, as well as to the transit hub, by pedestrian corridors bridges and other linkages. Residential development will respect the natural shoreline of the Sammamish River, where public access will be provided.
  - iv. Waterfront Extension (approximately 4-8 acres). This future phase will develop after the discontinuation of the existing industrial use.
- b. Phasing Requirements. Initial development of the Pre-Mix site shall be required to satisfy the requirements of this subsection for the "startup phase." Otherwise, there are no restrictions on when or where development may occur within the Pre-Mix site, so long as it is in accordance with the approved master plan.
- i. Startup Phase. Initial development in the Mixed-Use District shall be principally residential in nature and may occur in any subdistrict of the Mixed-Use District. This initial development shall be known as the "startup phase." The startup phase shall be identified in the approved master plan and shall satisfy the following requirements:
    - Development Area: The development area of the startup phase shall be no less than 10 acres and no greater than 26 acres.
    - Minimum Residential Density: The startup phase shall include residential density of no less than 12 du/acre.
    - Mitigation/Linkage: Certificates of occupancy shall not be issued for any development in the startup phase until the startup phase mitigation/linkage requirements (as described below) have been satisfied.
- c. Mitigation/Linkage Requirements. The purpose of identifying mitigation/linkage requirements in the area zoning is to insure that adequate mitigation is in place for development of each portion of the mixed-use development site. These requirements are designed to insure that substantial mitigation for the entire Pre-Mix site shall occur at the startup phase (in excess of that required to mitigate the impacts of the startup phase above), so that infrastructure and amenities will be in place at the end of the startup phase to support additional development in the Pre-Mix site. Certificates of occupancy shall not be issued for subsequent development in a particular subdistrict until the mitigation requirements of that subdistrict have been satisfied.

Mitigation provided under these conditions shall be credited where appropriate against mitigation requirements otherwise applicable to the project through the SEPA process or under County codes. The property owner may fund mitigation improvements based upon agreements for reimbursement of portions of such costs by public agencies or other benefited private parties. Additional transportation mitigation may be added to any phase as a result of completing the Transportation/Circulation Master Plan.

- i. Startup Phase. The following mitigation/linkage items shall be provided in connection with development of the startup phase. Additional mitigation requirements of individual subdistricts shall be triggered to the extent necessary to mitigate the impacts or provide the amenities expected of the individual sub-district.
  - A. Full signalization of the intersection of 68th Avenue and the new 175th bypass road;
  - B. The intersection of 68th Avenue NE and NE 175th Streets shall be realigned;
  - C. Dedication of right-of-way adequate for a five lane arterial on-site for the new 175th bypass road, connecting 68th Avenue to the existing 175th Street at the northwest corner of the Pre-Mix Site;
  - D. Construction of the new 175th bypass road onsite, a five-lane cross-section with landscape median within the dedicated right-of-way, for a distance of up to approximately 1,000 lineal feet, as necessary to provide adequate access to the startup phase at a new signalized intersection;
  - E. The extent of the improvements to the realignment from the main entrance to the west property limits shall be determined in the Transportation Master Plan;
  - F. Conveyance of adequate area on-site, through property exchange or otherwise, and development of a transit hub on the south side of SR-522, the location and design of which shall be approved by Metro;
  - G. An agreement shall be reached with the Washington State Department of Transportation for a fair share contribution to the transit lane improvements planned on SR522;
  - H. Temporary or permanent pedestrian access from the developed area to the transit hub and the 68th Avenue/SR522 intersection;
  - I. Realignment of 65th Avenue NE south of SR522 so that its centerline matches that of 65th Avenue north of SR522; to provide alternative access to SR-522 in order to reduce impacts to the 68th Avenue and SR-522 intersection;
  - J. Adequate access as defined by the County during the development of the Transportation/Circulation Master Plan shall be provided to SR522;
  - K. Provision of other appropriate mitigations identified by the Transportation Master Plan;

L. Provision of the touchdown location on-site for the proposed pedestrian bridge crossing SR-522;

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M. Development of shoreline enhancement, including public recreation and access areas on the Sammamish River shoreline of the Mixed-Use District, extending from 68th Avenue to the inner harbor line. Development shall include parking, public restrooms, trailhead facilities, vehicle turnaround, public viewpoint, construction of shoreline interpretive trail, enhancement of the riparian edge of the Sammamish River, and provision of a public viewpoint.

N. The site shall have been removed from the Department of Ecology's hazardous site list.

ii. Neighborhood Commercial Subdistrict. The mitigation/linkage requirements for the Neighborhood Commercial subdistrict are associated with the startup phase development and are required to be provided at that time. Therefore, additional mitigation/linkage requirements are not set forth for further development in the neighborhood commercial subdistrict. Development in this subdistrict may proceed following the startup phase as demand warrants, consistent with the adopted master plan. Although single-use commercial buildings are not prohibited in this subdistrict, residential and commercial uses in various structures should be integrated to the greatest degree possible, through the use of walkways and other functional connections between buildings. Further, the prohibition on ground floor residential units will insure that residential structures will include mixed uses. A conceptual plan for a portion of the neighborhood commercial area is shown on Map J.

iii. Waterfront Subdistrict. The mitigation/linkage requirements for the Waterfront Subdistrict are dependent upon completion of the mitigation requirements for the startup phase development. Additional mitigation requirements for the Waterfront Subdistrict, identified below, are focused on enhancing open space opportunities in this portion of the mixed-use district and on emphasizing pedestrian connections within the development. Development in the Waterfront Subdistrict may proceed following the startup phase as demand warrants, consistent with the adopted mater plan. Development shall satisfy the following criteria, in addition to the standards of the underlying zoning:

A. The pedestrian street shall be constructed. See Maps C and D. Construction of the street shall be phased so that the street is constructed in conjunction with development of adjacent buildings. The pedestrian street shall be developed within a dedicated 60-foot right-of-way that includes two 12-foot traffic lanes, two 8-foot parallel parking strips, and two 10-foot sidewalk areas.

B. The harborside promenade shall be constructed. See Map E. Like the pedestrian street, the construction of the harborside promenade shall be phased to occur in conjunction with development of adjoining buildings. The harborside promenade shall be constructed as a 20-foot wide hard-surfaced pedestrian walkway, beginning at the channelized edge, and shall include pedestrian features such as seating, landscaping, sidewalk cafes, and pedestrian amenities.

- C. Upon completion of the pedestrian street, a public parking area shall be developed at the southern end of the pedestrian street. The parking area shall provide parking for approximately 20 vehicles.
  - D. A harborside viewpoint shall be constructed in conjunction with the harborside promenade, at a location identified in the approved master plan. See Map E.
  - E. A lakeside viewpoint shall be developed at the southern end of the site, at a location identified in the approved master plan. Development of the lakeside view point shall occur upon completion of the pedestrian street. See Map B and F.
  - F. A public gathering place shall be developed at the southern end of the pedestrian street, adjacent to the lakeside viewpoint and in a location identified in the approved master plan. See Map F. The major public gathering place shall provide area for gathering of at least fifty people. It shall be developed upon completion of the pedestrian street.
- iv. Residential Subdistrict. The mitigation/linkage requirements for the residential subdistrict depend upon implementation of the startup phase mitigation. Additional mitigation/linkage requirements for the residential subdistrict are geared toward enhancing pedestrian connections within the site, reducing reliance on single-occupancy vehicles, and enhancing transit use. Development in this sub-district may proceed following the startup phase as demand warrants, consistent with the adopted master plan. Development shall satisfy the following criteria, in addition to the standards of the underlying zoning:
- A. A surface parking area of up to 2 acres in size, in a location adjacent to the identified transit hub, shall be made available for use or development by Metro. Use of this parking area shall be shared by Metro and adjoining developments on-site;
  - B. If the surface parking area is not desired by Metro, the developer shall be responsible for a pro rata share of the construction of any new park and ride in the Kenmore area;
  - C. Internal pedestrian connections from the residential subdistrict to the transit hub shall be provided;
  - D. The developer shall provide fair-share participation in the cost of construction of the pedestrian bridge over SR-522;
  - E. A pedestrian bridge over SR 522 shall be provided (subject to WSDOT approval)
  - F. An on-site transportation coordinator shall be appointed for the entire site, and a transportation management plan (TMP) adopted and enforced for all development within the subdistrict;
  - G. The developer shall provide a shuttle service to connect the development with the transit hub, if called for under the approved TMP;

H. The developer shall provide cash incentives, such as transit subsidies, parking fees, or rent abatement for transit use, in residential leases in the residential subdistrict, if called for under the approved TMP;

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I. The developer shall provide fair-share participation in the cost of intersection improvements at the intersection of the new 175th bypass road and 65th Avenue and/ or 61st Avenue (depending upon which intersection is ultimately selected for development);

J. Completion of construction of the new 175th bypass road in a 5-lane configuration to the existing 175th, to coincide with completion by the County of intersection improvements at 65th and/ or 61st Avenue.

v. Waterfront Extension Stage. Mitigation/linkage requirements for the waterfront extension stage are provided in connection with development of the other subdistricts. Therefore, additional mitigation/linkage requirements are not set forth for development in the Waterfront Extension subdistrict. Development in this subdistrict may not proceed until mitigation for the startup phase and Waterfront subdistrict have been provided.

#### 15. Mixed Use Master Plan Submittal Requirements.

Before development can occur, a Master Site Plan shall be completed and approved. The following requirements apply to the process for obtaining Master Plan approval for development of the Pre-Mix site. The Master Plan application shall be subject to review and approval by BALD, Community Planning and King County Department of Public Works, Roads Division, Transportation Planning. The Master Plan application shall establish vehicular, pedestrian and open space connections within the entire development. In addition, a transportation master plan shall further define the transportation requirements associated with each phase of there development. These vehicular, pedestrian and open space connections and transportation mitigations shall be binding. The startup zone proposal shall prepare environmental documents that consider both the impacts of the subject application (phase) and the cumulative impacts of all other phases based on build-out of the Pre-Mix site. Approval of the Master Plan shall assure:

- a. the Mixed Use development area in its entirety meets the goals, policies and criteria of the Northshore Community Plan;
- b. that there is adequate environmental review of the cumulative impacts of all mixed use development in Kenmore;
- c. that there is detailed project level review of environmental impacts of the phase or phases that comprise the development application;
- d. that there is adequate mitigation developed for the project level review;
- e. that specific criteria of the Northshore Area Zoning are met;
- f. that each phase of development will adequately meet the expressed goals for the mixed use area, and adequately mitigate for its impacts at the time of development.

## 16. Required Elements for Master Plan Applications:

The following elements are required of the Master Plan application in the mixed use development area. This application may include development approval for one or more phases of the entire mixed use area.

- a. Environmental documents assessing project level impacts of the development. Appropriate mitigation necessary for site-specific impacts should be identified.
- b. Mixed Use Development Comprehensive Project Description
  - i. Housing units for all phases shall be identified by number and type for each phase including affordable housing requirements of Item 10 of the area zoning. The phase or phases included in the first development application shall also identify location and value of housing units in that phase, if applicable.
  - ii. Retail/Commercial uses for all phases shall be identified by square footage per phase. The phase or phases included in the first development application shall also identify major tenant types and building locations in that phase.
  - iii. Office uses for all phases shall be identified by square footage. The phase or phases included in the first development application shall include building footprints and employment data for that phase.
  - iv. Public and private facility improvements shall be identified for the entire mixed use development area. Appropriate size or capacity, location, operational characteristics and relationship should be estimated or defined in further detail as defined in other sections of the mixed use requirements.
  - v. Open space shall be identified for all phases and broken down by the amount per phase and type of facility. Specific improvements should be identified for the phase or phases of the first development application.
- c. Transportation/Circulation Master Plan
  - ~~i. A Traffic and Circulation report shall be prepared identifying all capital and transit improvements necessary to address the impacts of development of the Pre-Mix site. The report shall include the appropriate costs of each project. King County shall weigh the cumulative impacts of the mixed use development area on the transportation system as part of the Master Plan approval.~~
  - i. A Traffic and Circulation report shall be prepared by the applicant identifying all daily and peak hour transportation impact and required capital and transit improvements necessary to address the impact of development of the Pre-Mix site. The report shall include the appropriate cost of each project. Cumulative impacts of the mixed use development are on the transportation system shall be evaluated as part of the Master Plan approval. The plan will address full build out of the Pre-Mix site.
  - ii. A Financing report identifying public and private funding commitments for identified capital and transit improvements shall be prepared. King County shall ultimately

determine the public/private financing commitments in coordination with the applicant, Metro and WASHDOT.

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- iii. A Phasing report shall be prepared identifying the timing of funding commitments necessary to mitigate impacts for the phase or phases proposed in the development application. This plan shall be consistent with the P-suffix conditions.
- iv. A Parking Study shall be prepared to identify the minimum number of stalls required for commercial and residential development to be economically viable in the Mixed-Use District.

d. Pedestrian/Bicycle Circulation Plan

A map and text identifying pedestrian and bicycle circulation through the entire Mixed Use Development Area is required. Major routes are identified on Map B. Major pedestrian and bicycle connections identified by King County through the staff report shall be binding for subsequent building permits, unless revised. Detailed design of facilities within the phase or phases applying for development approval shall be included for that phase.

e. Open Space Plan

Map and text identifying public and private open space for the entire Pre-Mix site is required. Policy K-11 shall be incorporated. The staff report prepared by King County shall identify acreage and location of open space necessary for the mixed use development area at build-out based on impacts of the proposal and the policies and criteria of the Northshore Community Plan. At least 25% of all the open space necessary for entire Mixed Use Development shall be constructed as part of the Phase I development approval.

f. Mitigation/Recapture Plan

The application shall include a description of how proposed mitigation for the project conforms to the requirements of the P-suffix conditions or, if alternative mitigation is proposed, how such alternative mitigation meets the goals and intent of the P-suffix conditions and the Plan. The County may approve such alternative mitigation if it is warranted, based on changed conditions relating to, for example, transit plans, road alignments, pedestrian connections, or other planning or capital improvement changes, and if the goals and intent of the P-suffix conditions and the Plan are met. If the application proposes funding or construction of improvements in excess of the developer's fair share, the application shall also include a mitigation recapture plan that describes how such excess contributions can be recaptured from public or private sources.

## 17. Subsequent Applications

The following elements are required of subsequent development applications within the mixed use development area:

- a. Environmental documents assessing project level impacts of the phase or phases of the Potential Mixed Use Development Area proposed in the potential zone application shall be prepared. Appropriate mitigation necessary for site specific impacts should be identified.

- b. **Phase Project Description** - A map and narrative shall be submitted describing build-out of all phases proposed in the potential zone application. The narrative shall include:
- i. **Housing units by phase** - number, type, location and value, including the affordable housing component identified in policy K-11 of the Area Zoning for that phase.
  - ii. **Retail/Commercial uses by phase**-major tenant types, square footage and location for that phase;
  - iii. **Office uses by phase**-square feet, building footprints and employment for that phase;
  - iv. **Public/Private facility improvements by phase**-type, approximate size or capacity, location, operational characteristics, relationship to existing facilities and method of financing for that phase.
  - v. **Open Space by phase**-type, area size, improvements.
- c. **Capital and Transit Improvements Phasing Report** that identifies improvements necessary for the phase or phases proposed in the development application based on the Transportation/Circulation Master Plan and the financing report shall be identified. This shall include timing of funding commitments.
- d. **Pedestrian/Bicycle Phasing Report** that identifies detailed bicycle and pedestrian improvements identified for the phase or phases proposed in the development application based on the Pedestrian/Bicycle Circulation Plan.
- e. **Open Space Phasing Report** that identifies detailed open space provisions for the phase or phases proposed in the development application based on the Open Space Plan.
- f. **Mitigation/Recapture Plan**, as described above.
- g. A revised Master Plan may be approved by King County in connection with future development of the site, as long as the revisions to the Master Plan conform to the goals and intent of the P-suffix conditions and the Plan. All revisions to the Master Plan are subject to approval by BALD, Community Planning, and Transportation Planning.



The P-Suffix conditions beginning on page 57 of the area zoning document are deleted as follows:

### Woodinville Activity Center Design Review District

#### ~~A. Pedestrian Overlay District~~

~~Policies CI 3, CI 4, W 2, W 4, W 13 and W 16 state:~~

~~CI 3 Strip commercial development shall be prohibited and compact and convenient centers encouraged.~~

~~CI 4 Design and layout of new development in Northshore activity centers is a critical component of community character, pedestrian activity and urban vitality. Urban design components are integrated into new commercial and industrial development through a Pedestrian Overlay District. The goals of this overlay district are:~~

- ~~1. Promote the concept of a "center" through the use of common design themes such as street and landscape materials.~~
- ~~2. Accentuate the character of the area through the use of style and materials.~~
- ~~3. Emphasize pedestrian components and diminish adverse impacts of automobile access and circulation.~~
- ~~4. Encourage pedestrian shopping throughout the retail area.~~
- ~~5. Facilitate transit use as an integrated element in the activity center core.~~
- ~~6. Integrate urban open spaces for community use.~~

~~W 2 In order to maintain the residential character of Woodinville and encourage more efficient use of commercial, manufacturing and office areas, commercial development should be concentrated along N.E. 175th Street between 131st Avenue N.E. and 140th Avenue N.E.~~

~~W 4 Building heights in the Woodinville activity center should be limited to three stories maximum.~~

~~W 13 Public and private sector development in Woodinville should be directed to encourage pedestrian activity, reduce its reliance on the automobile, and to increase a sense of identity for Woodinville.~~

~~W 16 This plan supports the recommendations of the Woodinville urban design study as a means to enhance the aesthetics and build on the character and function of Woodinville. The study provides guidelines for future development in Woodinville. The following elements from the design study should be implemented through zoning, P suffix conditions, the King County Capital Improvement Program, and any other identified methods.~~

- ~~A. Identification of the most desirable placement and orientation of new buildings to improve overall pedestrian activity and the aesthetics of Woodinville.~~
- ~~B. A review of the amount of parking necessary to encourage a compact center and discourage in-center driving within Woodinville.~~
- ~~C. Location of pedestrian linkages to allow maximum mobility and enjoyment for pedestrians in Woodinville.~~
- ~~D. Identification of potential parks and public green spaces which enhance the aesthetics and character of Woodinville.~~
- ~~E. Specific identification of linkages to the Sammamish River Trail.~~

~~To implement these policies, a Pedestrian Overlay District (District) is attached to all properties within the boundaries shown on the Woodinville Pedestrian Overlay District and Design Requirements map. For purposes of specifying conditions and guidelines in the District, streets within and on the periphery of the District are classified as follows (see the Woodinville Urban Design Study for locations):~~

- ~~Type "A": Primary Pedestrian Streets~~
- ~~Type "B": Secondary Pedestrian Streets~~
- ~~Type "C": Auto-oriented Streets~~

~~The following use designations, development standards and design guidelines shall apply to all properties in the District:~~

~~1. Permitted Uses~~

~~Permitted uses shall include those uses permitted in the various zones within the overlay district, except the following:~~

- ~~a. Gasoline service stations~~
- ~~b. Drive through restaurants or banks~~
- ~~c. Retail nurseries~~
- ~~d. Car washes~~
- ~~e. Stores with outdoor storage~~
- ~~f. Laundromats~~
- ~~g. Athletic Clubs~~
- ~~h. Other auto-oriented uses~~

~~For properties with frontage on Type "A" or Type "B" streets, retail and service uses only are permitted on the ground floor.~~

~~Along the primary pedestrian street, the sidewalk frontage shall be constructed in such a way as to accommodate retail office or service uses. Retail, office, service, and residential uses only are permitted fronting the sidewalk.~~

## ~~2. Building Development~~

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### ~~Orientation on Site~~

~~For properties with frontage on Type "A" and Type "B" streets, the following building setback requirements shall apply:~~

~~Street Setback: Maximum of 5 feet; larger setbacks shall be allowed if arcades, streetside outdoor cafes, patios, parks, plazas, or other public spaces are provided along the street.~~

~~Interior Setback: Minimum side setbacks are waived, and there shall be no setback from at least one side of a lot line.~~

~~For properties with frontage on Type "A" and Type "B" streets, the primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, and parks.~~

~~Buildings shall extend along the frontage of the site in the following minimum percentages:~~

~~Type "A" Street Frontage: 90%~~

~~Type "B" Street Frontage: 75%~~

### ~~Street Facade Requirements~~

~~The building facade of ground floor retail uses that fronts the street shall include windows and overhead protection. The use of blank walls (such as concrete cinder block) without facade ornamentation is not permitted along Type A and Type B streets.~~

~~Building materials such as brick, glass, masonry, tile, stone, or wood is required on the building facade. Sheer, uninterrupted glass curtain walls and all mirrored glass is not permitted.~~

## ~~3. Parking~~

### ~~Amount and Location~~

~~Off street parking requirements shall be no greater than 50% of the minimum amounts required in Chapter 21.16 of the King County Zoning Code.~~

~~Parking shall be located in the rear of buildings that front Type "A" streets; parking shall be located in the rear or side of buildings that front Type "B" streets.~~

~~On site surface parking shall consume a maximum of 30% of the total site area; the remaining off street parking requirements shall be accommodated using one or a combination of the following:~~

~~on site parking structure  
on street parking spaces  
off site common parking facility~~

~~A maximum of 60 parking stalls are permitted in any one surface parking lot. At a minimum, parking lots must be separated by buildings, streets, or 20 feet of Type two landscaping.~~

## ~~Design~~

~~All parking areas that front sidewalks shall be screened by a street wall and landscaping.~~

~~Retail uses shall be provided on the first floor of the streetside edges of parking structures.~~

### ~~4. Pedestrian Circulation~~

~~Pedestrian walkways shall be provided in accordance with the Commercial Permit Pedestrian Circulation section of this Area Zoning.~~

### ~~5. Landscaping and Public Amenities~~

~~All properties that front Type "A" and Type "B" streets must provide sidewalk landscaping and other amenities (street furniture, special lighting) in accordance with the general guidelines found in Appendix C. Site specific design of the sidewalk and landscaping detail shall be subject to the approval of King County.~~

~~All properties shall provide interior or exterior public space(s) in an amount that covers no less than 10% of the site area (excluding area for pedestrian walkways). Individual public spaces shall be a minimum of 1000 square feet, and at least one half of the required open space shall be provided in one defined area. A clear, visible pedestrian route shall be provided from the open space area to adjacent Type "A" and "B" streets. Public spaces may consist of parks, plazas, arcades, or other pedestrian amenities. Public spaces shall include seating, landscaping, works of art, fountains, or other aesthetic pedestrian oriented features.~~

~~For properties with less than one acre of site area, two alternatives shall be permitted in lieu of providing the minimum public space requirement:~~

- ~~a. A park acquisition fee may be paid, with the amount of payment calculated in accordance with Chapter 21.12.260 of the proposed King County Zoning Code.~~
- ~~b. Adjacent property owners may enter into a joint agreement to provide the minimum public open space through clustering buildings and/or parking within multiple sites. Under such an agreement, the minimum public open space requirements shall be 10% of the combined site area.~~

### ~~6. Vehicular Access and Circulation~~

~~The number of vehicle access points provided as part of any new development shall be limited as follows:~~

~~Type "A" Streets: No access points shall be provided, unless alternative access is not available, in which case a maximum of one access point per site is permitted, which shall provide for joint access with adjacent properties.~~

~~Type "B" Streets: A maximum of one access point per site is permitted.~~

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~~Type "C" Streets: A maximum of two access points per site is permitted.~~

~~Developments on Type "B" and Type "C" streets providing new accesses to public streets shall make provision for a shared access with adjacent vacant and underdeveloped properties.~~

~~The on site vehicular circulation system shall contribute to pedestrian movement and safety by including all of the following items that are determined to be feasible by BALD, considering the overall design of the project:~~

~~pedestrian crosswalks at key crossing areas.~~

~~tight turning radii that reduce vehicular speed.~~

~~signage that clearly communicate the location of vehicular and pedestrian zones.~~

~~designated passenger drop off areas.~~

~~parking on interior roads, to slow down vehicular traffic.~~

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**The P-Suffix conditions beginning on page 72 of the area zoning document are amended as follows:**

1. A Master Plan for development of the site shall be prepared. The following elements shall be included:
  - a. A site plan showing land use, internal circulation, open space and landscaping
  - b. A transportation study to determine trips generated and attracted, including peak hour traffic volumes, impacts to the existing street system should be identified.
2. Buildings are to be setback a minimum of 100 feet from the water's edge of the Sammamish River for this first 425 feet from NE 145th Street. The 100 feet adjacent to the river is to be left undeveloped.
3. Buildings are to be setback a minimum of 100 feet from NE 145th Street.
4. The following design standards shall be applied to any buildings on this property.
  - a. Style: Building design should be low profile. Buildings shall not exceed 45 feet in height.
  - b. Materials: Buildings shall be finished in natural materials. The range of natural materials is broad, within this range, stone, brick, and wood are most appropriate. Steel and concrete block are inappropriate.
  - c. Colors: Natural and muted colors blend well with the suggested materials. Emphasis should be placed on earth tones such as browns, tans and greens.. Other colors could be used to highlight entrances, times and details.

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**The P-Suffix condition found on page 75 of the area zoning document is amended as follows:**

Development is required to cluster to the eastern edge of the area defined in Policy E-21, away from the Woodinville-Redmond Road.

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**The P-Suffix conditions beginning of page 75 of the area zoning document are amended as follows:**

To implement policy CR-3, the following P-suffix conditions shall apply to all historic sites identified on the Historic Sites Map as well as to all parcels abutting those historic sites.

1. An environmental checklist shall be prepared for all historic resources on parcels identified with a P-suffix, except where categorically exempt under King County SEPA guidelines.
2. All permit applications and site plans for rezones, development proposals, demolition permits, or other land use actions shall be circulated to the County Historic Preservation Officer for comment on the project's impact on historic resources and for recommendations on mitigation. This includes all permits for alterations to historic buildings, alteration of landscape elements, new construction on the same or abutting lots, or any other action requiring a permit which might affect the historic character of the resource.

Additional information may be required for review, including, but not limited to:

- a. a vicinity map;
  - b. a site plan showing the location of all existing and proposed buildings, structures, and landscape features;
  - c. a brief description of the proposed project together with architectural drawings showing the existing condition of all buildings, structures, landscape features and any proposed alterations;
  - d. photographs of all buildings, structures, or landscape features on the site; and
3. Upon request, the Historic Preservation Officer will provide information about available grant assistance and tax incentives for owners of historic properties. The officer may also provide applicants with examples of comparable projects in which historic resources have been restored, adapted for other uses, or protected in other ways to serve changing purposes.
  4. In the event of a conflict between the development proposal and adopted King County standards for preservation of historic resources, the Historic Preservation Officer may:
    - a. suggest appropriate alternatives to the owner/developer to achieve the goals of historic preservation; or
    - b. recommend approval, or approval with conditions to the Manager of Building and Land Development Division; or
    - c. propose that a resource be nominated for County Landmark designation according to procedures established in the Landmarks Preservation Ordinance (KCC 20.62).

The following P-suffix condition will be applied to known archaeological sites: **10703**

Before any disturbance of this site, including, but not limited to test boring, site clearing or construction and grading activity, the State Office of Archaeology and Historic Preservation (OAHP), and the King County Landmarks Commission (KCLC) and Historic Preservation Program must be notified and approval granted. Appropriate Indian tribal organizations must also be notified and consulted. Approval by the OAHP or KCLC may require that an archaeological survey or other work to determine exact site location, extent and appropriate mitigation be conducted by a professional archaeologist meeting the qualifications set by the Secretary of the Interior. Approval may also require that any archaeological information be shared in written form with OAHP and KCLC and that mitigation measures be implemented.

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**Proposed potential zone requirements beginning on page 80 of the area zoning document are amended as follows:**

**Conditions to Actualize the Potential Zone: MP-P and CG-P Potential BR-P (pages 80-85, Proposed Area Zoning)**

Mixed business-residential use is recognized as a viable use in the long term for the underutilized and vacant land delineated on Kenmore Pedestrian Oriented Areas and Design Requirements, Maps A & B. However, any development in this area requires substantial mitigation for significant environmental impacts to be reduced or eliminated. Therefore, a potential mixed use zone is designated on these properties. Any mixed use development proposed in this area must achieve the following criteria in order for the potential zone to be actualized:

- A. SR-522 in Kenmore is recognized to be at "ultimate design." Roads that are at ultimate design cannot be widened without significant destruction of existing development and potential environmental damage because that land around the roadway is already developed and/or contains natural features. King County recognizes that while some improvement to adjacent roadways is possible, congestion below County thresholds is likely to continue on SR-522.

The King County Department of Public Works has identified potential transportation improvements which will facilitate traffic flow in Kenmore. Preliminary transit improvements have also been identified. The transportation P-suffix conditions outlined in this package are sufficient to mitigate roadway congestion to acceptable levels as a result of mixed use development on the Pre-Mix site. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above.

Mitigation for development of the M-P-P Potential B-R-P site should emphasize enhancement of transit and non-vehicular use and improvement of local access and circulation within the Kenmore area. Therefore, mitigating conditions include dedication and construction of a new 175th bypass road, signalization of the intersection of this road with 68th Avenue, participation in the cost of a improvement of a transit hub on SR-522,

participation in the cost of development of a pedestrian bridge crossing SR-522, construction of a pedestrian street, participation in the cost of intersection improvements at the intersection of the new 175th bypass road and 73rd Avenue, and development and enforcement of a transportation management plan on site. Fair share participation in applicable projects listed in the current Mitigation Payment System program as well as transportation projects recommended in the Northshore Plan is also a required mitigation condition.

Furthermore, the requirement that residential development occur throughout the various phases of development of the site will ensure that transit and transportation linkages occur from the very beginning of development.

~~B. A transit hub should be provided which has easy pedestrian access to the Kenmore commercial core and the mixed use development, and easy vehicular access to NE 175th St. The center should be located adjacent to NE 175th St. and the Burke Gilman trail. This center should provide a minimum of 500 parking spaces. A portion of these spaces may be shared parking, as determined by METRO. Design of transit hub shall be subject to METRO approval. Contracts must be signed for the construction of the transit hub prior to the actualization of potential zoning.~~

**CB.** The general design of the project shall be oriented to the pedestrian. Access by automobile to the interior of the development shall be minimized. A minimum of 75% of the parking shall be in structures, on-street, or off-site in joint use parking facilities. No more than 60 stalls may be provided in one parking lot. Lots must be separated by buildings, open space or roads at a minimum of 30' 12' depth between lots.

**DC.** One pedestrian overcrossing and one at grade pedestrian crossing to the existing Kenmore core should be provided across SR 522. In addition, direct, identifiable pedestrian access to the Lake Washington and Sammamish River waterfronts should be provided by abutting properties. A conceptual alignment for pedestrian circulation through the site is included in the Kenmore Mixed Use Pedestrian Overlay District Section. Pedestrian access must be clearly visible from NE 175th and the SR-522, NE 68th Street intersection. Access to the water and to major pedestrian routes must be open to the general public. Linkages shall be provided to the nearby park facilities of Logboom Park, Swamp Creek Park (South of SR-522) and Kenmore Park.

**ED.** 20% of the entire mixed use development area shall be designated as public open space for the general public. A public gathering place which accommodates a minimum of 50 people shall be provided on the site. These public open space areas shall be easily accessible to the pedestrian, and shall be considered in the pedestrian circulation plan. Waterfront access areas, public parks and sensitive area buffers may be utilized to calculate the 20% requirement. Internal pedestrian walkways, public streets, landscaping and private open space areas shall not be utilized to calculate the 20 % requirement. Public access shall be provided around the entire waterfront edge of the site. This access may be provided in buffer areas as determined by King County Resource Planning and BALD wetland biologists. Any open space areas, including identified improvements, shall reflect recommendations of Kenmore Urban Design Study.



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- ~~FE.~~ A minimum of two view corridors on each side of 68th Ave. NE shall be provided. ~~View corridors should provide unconstructed views from NE 175th Street to Lake Washington.~~ View corridors identified in the Kenmore Urban Design Study are recommended conceptually, subject to further design review.
- ~~GE.~~ At least two public viewpoints, linked with the pedestrian routes shall be provided. Public viewpoints shall provide views of Kenmore and the Sammamish River, ~~and Lake Washington.~~
- ~~HG.~~ Bicycle and pedestrian linkages to the Burke-Gilman shall be provided. ~~The transit hub required as part of B., above, shall also provide bicycle and pedestrian linkage.~~ Location of these linkages is subject to the review and approval of King County.
- ~~HI.~~ The shoreline edge of the Sammamish River ~~and Lake Washington~~ shall be enhanced by the abutting property, to provide for water quality and wildlife and marine habitat. A wetland and riparian enhancement plan, subject to the review and approval of King County, shall be performed by a qualified wetland biologist. Setbacks shall be subject to the King County Sensitive Areas Ordinance and the Shoreline Master Program. Variations to adopted setbacks may require off-site mitigation, to be determined in the Master Plan process. No disturbances of SAO required buffers shall be allowed, except at minimum 300 foot intervals, wildlife viewing trails extending into the buffer may be allowed if no significant impact to the wildlife and marine habitat is anticipated to occur, determined at the time that potential zoning is activated. Adopted setbacks along the Sammamish River may not be modified. For sites located on Lake Washington, public moorage shall be provided, subject to allowances of the King County Sensitive Areas Ordinance and the Shoreline Master Program.
- ~~HJ.~~ Affordable housing units amounting to 10% of the total number of units in the development shall be provided. The affordable units need not be provided within the development, but must be provided within the Northshore planning area. Units may be either rented or sold. Affordable housing shall be calculated as follows: Rented units shall be provided only to households earning less than 50% of the median income. Monthly rents shall be no greater than 30% of the monthly income for households earning 50% of the median income. Sold units shall be sold to first-time buyers (i.e. person not having owned a home in the past three years) earning less than 80% of the median income. Home prices shall be Affordable based on FHA lending standards. Covenants shall be established which guarantee the fulfillment of this obligation.
- ~~KI.~~ In general, commercial and office use should be provided adjacent to the Kenmore commercial core and residential development to the water. Specific exceptions to this may be made if the pedestrian orientation of the project will be improved. (For example, a restaurant, or other pedestrian oriented uses may be located on the waterfront.)
- ~~L.~~ ~~If any Business Improvement District is in existence in Kenmore at the time of plan approval, the development shall contribute to it.~~
- ~~M.~~ ~~The mixed use development area is likely to have significant environmental impacts. The environmental review process shall assess the impacts of the mixed use development.~~

~~The scope of the environmental review shall include impacts to existing water dependent industrial uses.~~

**NK.** King County must adopt and implement a zoning designation which will accommodate mixed use development of the scope anticipated by the Northshore Community Plan Update, and a Pedestrian Overlay District for Kenmore before the potential zoning can be activated.

**OL.** Residential density shall be calculated at a maximum of 24 d.u.'s per acre and at a minimum of 12 d.u.'s per acre for the gross land area of the entire development. Residential uses in the mixed use area shall not exceed 75% and shall not fall below 50% of the total built floor area of the development.

**PM.** Specific requirements from the Kenmore Mixed Use Pedestrian Overlay District P-suffix conditions shall apply to the Mixed Use Development Area, as defined in this Area Zoning.

**QN.** Maximum heights shall be 92 feet in the northern and central portions of the mixed use development area. ~~and the channelized edge of the Lake Washington shoreline.~~ King County shall determine the boundary of the channelized edge. A 45 foot height limit shall apply to all development within 300 feet of the Sammamish River shoreline edge. ~~and the Lake Washington shoreline edge that is not channelized.~~

**RO.** Satisfaction of these conditions may be accomplished through phased development.

**SP.** In applying the above conditions on individual properties, mitigation shall be at a reasonable level related to each proposed development.

### Mixed Use Potential Zone Submittal Requirements

The following requirements apply to the process for actualizing the potential Mixed Use zoning. These conditions apply to all properties designated Potential Mixed Use. If applications are submitted independently on separate parcels, the applications shall be analyzed as phases of the entire mixed use development area. The phase one potential zone application shall establish vehicular, pedestrian and open space connections to all other Potential Mixed Use properties in Kenmore. These vehicular, pedestrian and open space connections shall be binding. The phase one potential zone proposal shall prepare environmental documents that consider both the impacts of the subject application (phase) and the cumulative impacts of all other phases based on buildout of the Potential Mixed Use Zoning. Actualization of the potential zone should assure:

1. the Mixed Use development area in its entirety meets the goals, policies and criteria of the Northshore Community plan;
2. that there is adequate environmental review of the cumulative impacts of all mixed use development in Kenmore;
3. that there is detailed project level review of environmental impacts of the phase or phases that comprise the potential zone application.

4. that there is adequate mitigation developed for the project level review and that mitigation can be achieved for cumulative impacts of all mixed use development in Kenmore.
5. that specific criteria of the Northshore Area Zoning are met.
6. that there is adequate transportation mitigation for each phase of project development to meet the policy direction established by the King County Council for road adequacy in SR-522 corridor.

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#### **Required Elements for Rezone Applications:**

The following elements are required of the first potential zone application in the mixed use development area. This application may constitute one or more phases of the entire mixed use area.

1. Buildout of the mixed use development area is likely to have significant environmental impacts. The environmental review for the entire Potential Mixed Use area should address all relevant elements of the environment from WAC 197-11-444. Mitigation to address probable significant adverse impacts should be identified. Alternatives to buildout of the Potential Mixed Use Area should be analyzed.
2. Environmental documents assessing project level impacts of the phase or phases of the Potential Mixed Use Development Area proposed in the potential zone application shall be prepared. Appropriate mitigation necessary for site-specific impacts should be identified.
3. Mixed Use Development Comprehensive Project Description
  - a. Housing units for all phases shall be identified by number and type for each phase including affordable housing requirements of Item K of the area zoning. The phase or phases included in the first potential zone application shall also identify location and value of housing units.
  - b. Retail/Commercial uses for all phases shall be identified by square footage per phase. The phase or phases included in the first potential zone application shall also identify major tenant types and building locations.
  - c. Office uses for all phases shall be identified by square footage. The phase or phases included in the first potential zone application shall include building footprints and employment data.
  - d. Public and private facility improvements shall be identified for the entire mixed use development area. Appropriate size or capacity, location, operational characteristics and relationship should be estimated or defined in further detail as defined in other sections of the mixed use requirements.
  - e. Open space shall be identified for all phases and broken down by the amount per phase and type of facility. Specific improvements should be identified for the phase or phases of the first potential zone application.

#### 4. Transportation/Circulation Master Plan

- a. A Traffic and Circulation report shall be prepared identifying all capital and transit improvements possible to improve traffic flow through Kenmore. The report shall include the appropriate cost of each project. King County shall weigh the cumulative impacts of the mixed use development area on the transportation system as part of the actualization of the potential zone.
- b. A Financing report identifying public and private funding commitments for identified capital and transit improvements shall be prepared. King County shall ultimately determine the public/private financing commitments in coordination with the applicant, Metro and WASHDOT.
- c. A Phasing report shall be prepared identifying the timing of funding commitments necessary to mitigate impacts for the phase or phases proposed in the potential zone application. The staff report prepared by King County shall recommend to the County Council which road and transit improvements from the Transportation/Circulation Master Plan are necessary for the proposed phases of mixed use development. Policy K-11 and item A from the Conditions to Actualize the Potential Zone shall apply. No potential zoning shall be activated until construction and/or service contracts are signed for capital and transit improvements needed for each project phase.

#### 5. Pedestrian/Bicycle Circulation Plan

A map and text identifying pedestrian and bicycle circulation through the entire Mixed Use Development Area is required. Policy K-11 and items B, C, D, F, G and I from The Conditions to Actualize the Potential Zone shall be incorporated. Major pedestrian and bicycle connections identified by King County through the staff report shall be binding for subsequent potential zone applications. Detailed design of facilities within the phase or phases applying for rezone shall be included.

#### 6. Open Space Plan

Map and text identifying public and private open space for the entire Mixed Use Development Area is required. Policy K-11 and items E, I and K from the Conditions to Actualize the Potential Zone shall be incorporated. The staff report prepared by King County shall identify acreage and location of open space necessary for the mixed use development area at buildout based on impacts of the proposal and the policies and criteria of the Northshore Community Plan. At least 25% of all the open space necessary for entire Mixed Use Development shall be constructed as part of the Phase I potential zone approval.

The following elements are required of subsequent potential zone applications within the mixed use development area:

1. Environmental documents assessing project level impacts of the phase or phases of the Potential Mixed Use Development Area proposed in the potential zone application shall be prepared. Appropriate mitigation necessary for site-specific impacts should be identified.

2. Phased Project Description. A map and narrative shall be submitted describing buildout of all phases proposed in the potential zone application. The narrative shall include:
  - a. Housing units by phase - number, type, location and value, including the affordable housing component identified in policy K-11 and item J of the Area Zoning.
  - b. Retail/Commercial uses by phase-major tenant types, square footage and location;
  - c. Office uses by phase-square feet, building footprints and employment;
  - d. Public/Private facility improvements by phase-type, approximate size or capacity, location, operational characteristics, relationship to existing facilities and method of financing.
  - e. Open Space by phase - type, area size, improvements.
3. Capital and Transit Improvements Phasing Report that identifies improvements necessary for the phase or phases proposed in the potential zone application based on the Transportation/Circulation Master Plan and the financing report shall be identified. This shall include timing of funding commitments.
4. Pedestrian/Bicycle Phasing Report that identifies detailed bicycle and pedestrian improvements identified for the phase or phases proposed in the potential zone application based on the Pedestrian/Bicycle Circulation Plan.
5. Open Space Phasing Report that identifies detailed open space provisions for the phase or phases proposed in the potential zone application based on the Open Space Plan.

Northshore Panel Recommendations on Individual Area Zoning Requests:  
Amendments to the Executive Proposed Area Zoning

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1. Maryjane Jarboe  
**APPROVED: GR-5-P, RS-7200-P**
2. Delmar Farley  
**APPROVED: GR-5-P, potential RS-15,000-P**  
**All buildings shall be setback a minimum of 75 feet from any common boundary with A-zoned property.**
3. Robert Levy  
**APPROVED: GR-5-P, potential RS-7200-P and RS-15,000-P**
4. Delmar Farley for numerous petitioners  
**APPROVED: GR-5-P, potential RS-7200-P and RS-15,000-P**
5. Rod Garrett  
**APPROVED: GR-5-P, potential RS-7200-P**
6. Jerome Crippes  
**APPROVED: RD-3600-P**
7. Charles Brenchley  
**APPROVED: RT-3600-P**
8. Jack W. Wilson  
**APPROVED: GR-5-P, potential RS-15,000-P**
9. George and Patricia Venema  
**APPROVED: GR-5-P, potential RS-15,000-P (potential multi-family study area) Tax lots 33 and 44**
10. James Chumbley for landowner group  
**APPROVED: GR-5-P, Potential RS-15,000-P (potential multi-family study area) on tax lots 90, 100, 108, and RM-1800-P on tax lot 20**
11. Norman Maas  
**APPROVED: BC-P, potential RM-1800-P; GR-5-P, potential RS-15,000-P (potential multi-family study area) tax lot 126 and 188**
12. Charles Asbury  
**APPROVED: GR-5-P, potential RS-15,000-P**
13. A. J. Jennings  
**APPROVED: GR-5-P, potential RS-15,000-P**

14. Robert Davies  
**APPROVED: GR-5-P, potential RS-15,000-P**
15. Herlinda Brown  
**APPROVED: GR-5-P, potential RS-7200-P**
16. Cheryl Freed  
**APPROVED: SE-P**
17. Charlotte Ann Aagaard  
**APPROVED: SE-P**
18. Richard Strand  
**APPROVED: SE-P**
19. Bill Hames  
**APPROVED: SE-P**
20. Anthony Neapert  
**APPROVED: SE-P**
21. J. Craig Lamb  
**APPROVED: SE-P**
22. Bruce Moser  
**APPROVED: SE-P**
23. James Kimbrough for Baranzini Farm Partners  
**APPROVED: RM-900-P Office Only**
24. Suzanne Kazanjian  
**APPROVED: GR-5-P, potential RM-2400-P and RM-1800-P**
25. Louis Fugua  
**APPROVED: GR-5-P, potential RM-2400-P and RM-1800-P**
26. William Knutsen, Sr.  
**APPROVED: GR-5-P, potential RM-2400-P and RM-1800-P**
27. Ray Washburn  
**APPROVED: GR-5-P, potential RM-1800-P**
28. Linda Banken  
**APPROVED: GR-5-P, potential RM-2400-P**
29. Francis Harold MacPheiden  
**APPROVED: GR-5-P, potential RM-1800-P**

30. E. G. and Dorothy Peterson  
**APPROVED: GR-5-P, potential RM-2400-P**
31. Leo Fischer  
**APPROVED: SC-P**
32. Timothy White for Emerald Community Church  
**APPROVED: AR-2.5-P**
33. Gladys Pyke  
**APPROVED: SC-P**
34. Michael Reidy  
**APPROVED: RM-2400-P**
36. Michael Hulse  
**APPROVED: BN-P entire parcel**
37. Richard Seim  
**APPROVED: RM-900-P max. of 12 residents**
38. John Cannon for 405 Partnership  
**APPROVED: RM-2400-P**
47. A. R. Carlile  
**APPROVED: RS-5000-P**
48. Eskandar Mohazzabfar  
**APPROVED: RM-2400-P**
49. Frank Endzell  
**APPROVED: RT-3600-P**
53. Gloria Steberl  
**APPROVED: RS-5000-P**
54. Karla Richardson  
**APPROVED: GR-5-P, Potential RS-5000-P**
55. Myron Smith  
**APPROVED: GR-5-P, Potential RS-7200-P**
56. James O'Rourke, Property Investment Service  
**APPROVED: BN-P**
57. Maxine Pollock  
**APPROVED: GR-5-P**



58. John Radovich  
**APPROVED: AR-2.5-P**
59. Stephen Brown  
**APPROVED: AR-2.5-P**
60. Angelo Toppano  
**APPROVED: AR-2.5-P**
61. Gordon Olsen for Washington Pacific Churches of the Nazarene  
**APPROVED: AR-2.5-P**
62. Joanne Jeppesen  
**APPROVED: AR-2.5-P**
63. Eric Rathbone  
**APPROVED: AR-2.5-P**
64. Ronald Zackrison  
**APPROVED: AR-2.5-P**
65. Arthur Yeoman  
**APPROVED: GR-5-P**
66. Paul Waterman  
**APPROVED: GR-5-P**
67. Richard Chapin for Several Land Owners  
**APPROVED: AR-2.5-P**
68. Robert Paduano  
**APPROVED: M-P-P. A windbreak of poplars or similar fast-growing columnar deciduous trees shall be provided along the eastern and western edges of the property. These trees shall be on eight-foot centers. A twenty-foot wide Type One landscaping buffer shall be provided inside the columnar tree line. No vehicular access may be provided onto future extensions of Willows Road.**
69. Nick and Sue LeClerq  
**APPROVED: M-P-P. A windbreak of poplars or similar fast-growing columnar deciduous trees shall be provided along the eastern and western edges of the property. These trees shall be on eight-foot centers. A twenty-foot wide Type One landscaping buffer shall be provided inside the columnar tree line. No vehicular access may be provided onto future extensions of Willows Road.**
70. Michael Craig for Bellevue Door and Millwork Company  
**APPROVED: M-P-P. A windbreak of poplars or similar fast-growing columnar deciduous trees shall be provided along the eastern and western edges of the property. These trees shall be on eight-foot centers. A twenty-foot wide Type One landscaping buffer shall be provided inside the columnar tree line.**

71. Roger Wahlman  
**APPROVED: M-P-P.** A windbreak of poplars or similar fast-growing columnar deciduous trees shall be provided along the eastern and western edges of the property. These trees shall be on eight-foot centers. A twenty-foot wide Type One landscaping buffer shall be provided inside the columnar tree line.
72. Eugene Mack  
**APPROVED: AR-2.5-P**
73. John Langkow  
**APPROVED: AR-2.5P**
76. Paul Bando for Emerald Pointe Ltd.  
**APPROVED: BN-P**
77. Maxine Keesling  
**APPROVED: M-P-P**
78. Scott Shanks for First Western Development  
**APPROVED: M-P-P**
79. Edmund Quigley  
**APPROVED: M-P-P**
81. Al and Donna DeYoung  
**APPROVED: RM-2400-P**
82. George Whatmore  
**APPROVED: RM-2400-P, potential BR-C-P**
83. Phillip Carter for Lowell and Stella DeYoung  
**APPROVED: RM-2400-P, potential BR-C-P**
84. Alice Lawson  
**APPROVED: RM-900-P**
85. Ryan Yolowicki  
**APPROVED: RM-900-P**
86. Ray Cobley  
**APPROVED: RM-900-P**
87. Rod Ceis  
**APPROVED: RM-900-P & BR-C-P**
88. Dennis Kroeger  
**APPROVED: RM-900-P** Density limited to that allowable in the RM-1800 zone.

89. Ron Wilson for several landowners  
**APPROVED: RM-2400-P N. of Swamp Creek and RS-15000 S. of Creek**
90. A. M. Barmuto  
**APPROVED: RM-2400-P N. of Swamp Creek and RS-15,000 S. of Creek**
91. Thomas Granvold  
**APPROVED: RM-2400-P**
92. Diana McNanee  
**APPROVED: RM-2400-P**
94. Eldon Anderson  
**APPROVED: RM-900-P**
95. Hazel Sarvis  
**APPROVED: RM-1800-P**
96. Ben Holt  
**APPROVED: BR-C-P**
97. Richard Breckinridge  
**APPROVED: B-C-P**
98. Harold Mehrer  
**APPROVED: BR-C-P**
99. Gary Sargeant  
**APPROVED: MP-P, potential BR-C-P. No retail uses are permitted with the exception of the sale of forest products and other building materials. Office uses shall be allowed only as required in support of industrial, wholesale and permitted retail operations on the site. Personal service uses such as banks, service stations, hotels, restaurants and mini-warehouses are not permitted. Residential uses are not permitted.**
100. Stanley Piha  
**APPROVED: CG-P**
101. Craig Knoll  
**APPROVED: ML-P**
102. Glen & Don Strathy  
**APPROVED: ML-P**
103. John Keegan for Frank Hopkins  
**APPROVED: C-G-P, potential BR-C-P. No retail uses are permitted with the exception of the sale of forest products and other building materials. Office uses shall be allowed only as required in support of industrial wholesale and permitted retail poperations on the site. Personal service uses such as banks, service stations, hotels, restaurants and mini-warehouses are not permitted. Residential uses are not permitted.**

104. John Keegan for Ralph Swanson

**APPROVED: C-G-P, potential BR-C-P. No retail uses are permitted with the exception of the sale of forest products and other building materials. Office uses shall be allowed only as required in support of industrial wholsale and permitted retail poperations on the site. Personal service uses such as banks, service stations, hotels, restaurants and mini-warehouses are not permitted. Residential uses are not permitted.**



**Amendments to Area Zoning Document for Commercial Center located at  
Juanita Dr. NE 153rd Pl**

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1. Amend the Executive's Proposed Land Use Map by designating the commercial center located on Juanita Drive NE and NE 153rd Place "Neighborhood Center"
2. Amend the Executive's Area Zoning by Classifying the properties currently commercially zoned be designated B-N-P.
3. Amend Executive's Proposed Land Use Map by designating parcel B multifamily, up to 12 units per acre.
4. Amend the Executive's proposed Area Zoning by classifying parcel B RD-3600.
5. Amend Executive's Proposed Land Use Map by designating Lots 4 & 5 lying south of short plat 577121, single family residential up to 8 units per acre.

**BASIS:**

CI-21 The following locations are designated neighborhood centers:

- 68 Ave. NE/NE 170 St.
- Juanita Drive/NE 122 Place
- 116 Ave. NE/NE 160 St.
- NE 145 St./148 Ave. NE (Hollywood Hill)
- Juanita Drive/NE 153rd Place
- Juanita-Woodinville Way/NE 145th Street
- Juanita Drive/NE 141 St.

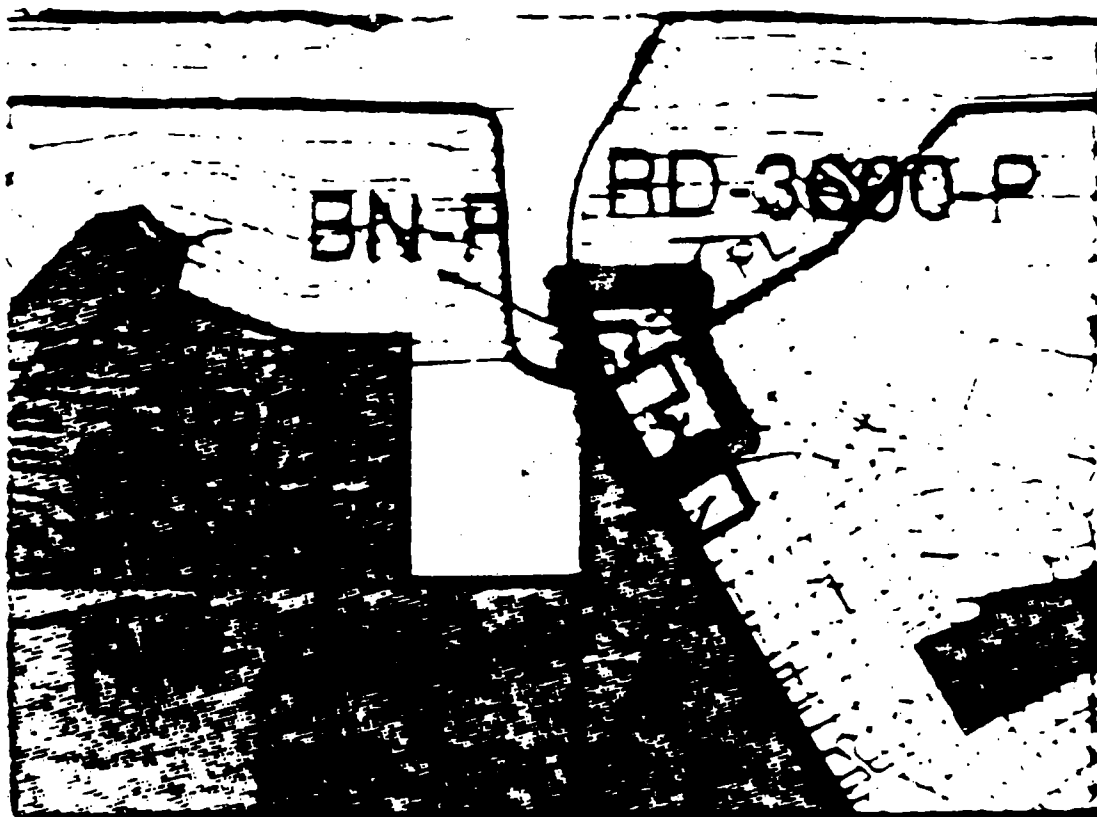
These centers should not be expanded beyond the size designated in this plan. New development in these centers should be architecturally compatible with the surrounding neighborhood. Special conditions should be developed to ensure compatibility with existing uses in the center and the surrounding neighborhood. Zoning should be applied which provides for commercial uses consistent with the local shopping and residential needs anticipated in Neighborhood Centers.

**King County Comprehensive Plan Policies**

CI-401 The Neighborhood Centers should include primarily retail stores and offices designed to provide convenient shopping and other services for nearby residents in Urban Areas. Industrial and heavy commercial uses should be excluded. Neighborhood Centers should include the following mix of uses:

- a. Retail stores and services;
- b. Small scale professional offices; and
- c. Multifamily housing and mixed use developments.

CI-402 Neighborhood Centers should be three to six acres, and should be designed to provide shopping for a nearby population of 8,000 to 15,000.



**Amendments to the Area Zoning Document for Community Center located at  
NE. 132nd St and 100th Ave NE**

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1. Amend the Executive's Proposed Land Use Map by designating the commercial center at NE 132nd Street and 100th Ave NE "Community Center"
3. Amend the Executive's proposed Area Zoning by classifying properties currently zoned B-N-P to B-C-P with the following "P" suffix conditions:

The following uses are not permitted:

Hospitals  
Hotels  
Self-service storage facilities  
Billboards  
Height limited to 35 feet

**BASIS:**

CI-21a The following location is redesignated to community business center:

- Juanita-Woodinville Way/100 Ave. NE.

This center should not be expanded beyond the size designated in this plan. Zoning should be applied to provide for commercial uses consistent with the shopping and residential needs anticipated in Community Centers.

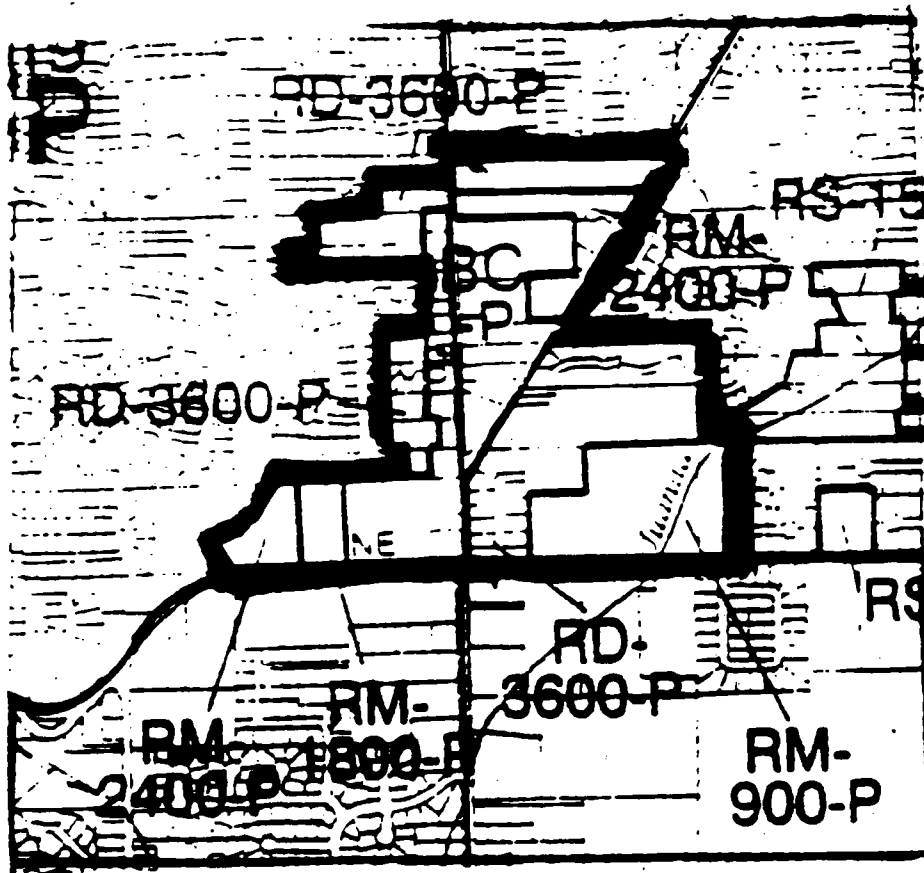
**King County Comprehensive Plan Policies**

- CI-301 Community Centers should include primarily retail stores and offices designed to provide shopping and other services for nearby residents in Urban Areas. Industrial and heavy commercial uses should be excluded. Community Centers should include the following mix of uses:
- a. Retail stores and services;
  - b. Small scale professional offices; and
  - c. Multifamily housing and mixed use developments.
- CI-302 Community centers should be 10 to 20 acres, and should be designed to provide shopping and services for a nearby population of 15,000 to 40,000 persons, as well as including mixed office, retail and residential developments and related parking

The size ranges outlined in Policies CI-301 and CI-302 reflect both national studies of market opportunities for a given market population and the objective of encouraging compact, pedestrian-oriented shopping areas. Within these general ranges, the community planning process will be used to determine the extent of retail zoning for a specific center, based on consideration of desired community character and facility constraints; as well as market opportunities.

Developments combining residential and commercial uses provide a convenient living environment and help make Community Centers lively places in the evening and on weekends. The scale of mixed use developments must be consistent with road and utility capacity and compatible with neighborhood character. In mixed use developments, dwellings above stores and offices is desirable.





**Amendments to Area Zoning Document for Neighborhood Center located at  
Juanita-Woodinville Way and 145th St**

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1. Amend the Executive's Proposed Land Use Map by designating the commercial center located on Juanita-Woodinville Way and NE 145th Street "Neighborhood Center"
2. Amend the Executive's Area Zoning by Classifying the subject properties Tax Lots 21, 80, & 123, B-N-P.
3. Amend Executive's Proposed Land Use Map by designating subject property Tax Lot 2, single family residential.
4. Amend the Executive's proposed Area Zoning by classifying Tax Lot 2 lying south of NE 145th, RS-5000.

**BASIS:**

CI-21 The following locations are designated neighborhood centers:

- 68 Ave. NE/NE 170 St.
- Juanita Drive/NE 122 Place
- 116 Ave. NE/NE 160 St.
- NE 145 St./148 Ave. NE (Hollywood Hill)
- Juanita Drive/NE 153rd Place
- Juanita-Woodinville Way/NE 145th Street
- Juanita Drive/NE 141 St.

These centers should not be expanded beyond the size designated in this plan. New development in these centers should be architecturally compatible with the surrounding neighborhood. Special conditions should be developed to ensure compatibility with existing uses in the center and the surrounding neighborhood. Zoning should be applied which provides for commercial uses consistent with the local shopping and residential needs anticipated in Neighborhood Centers.

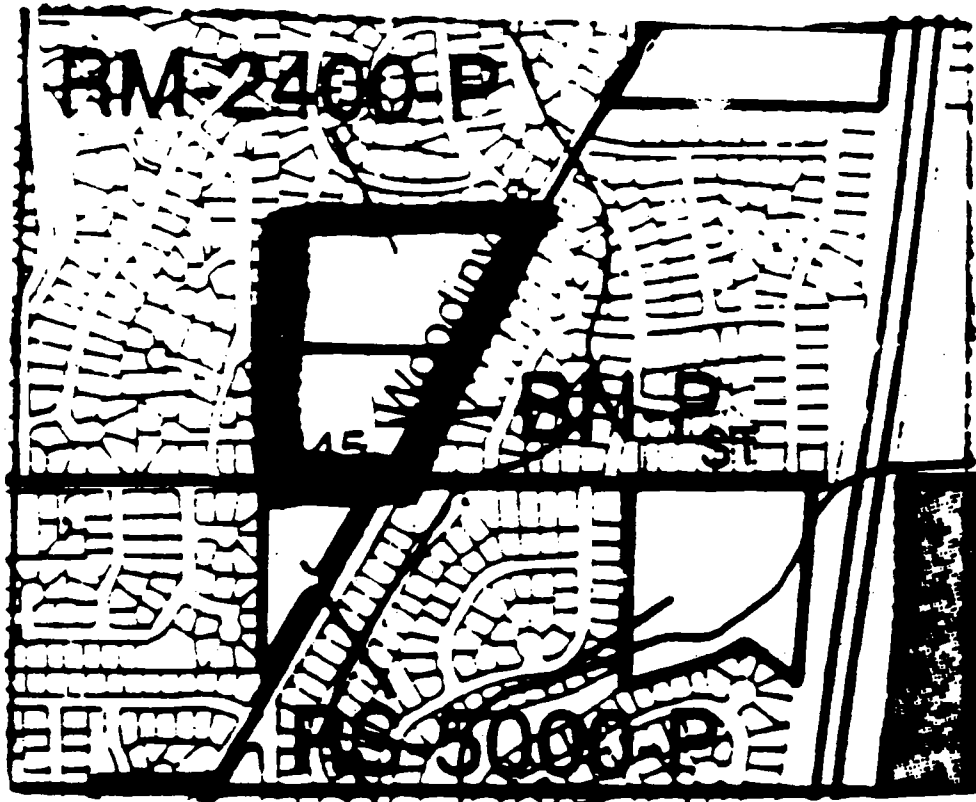
**King County Comprehensive Plan Policies**

CI-401 The Neighborhood Centers should include primarily retail stores and offices designed to provide convenient shopping and other services for nearby residents in Urban Areas. Industrial and heavy commercial uses should be excluded. Neighborhood Centers should include the following mix of uses:

- a. Retail stores and services;
- b. Small scale professional offices; and
- c. Multifamily housing and mixed use developments.

CI-402 Neighborhood Centers should be three to six acres, and should be designed to provide shopping for a nearby population of 8,000 to 15,000.

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**Amendments to Area Zoning Document for Neighborhood Center located at  
Juanita Dr. NE and NE 41st St**

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1. Amend the Executive's Proposed Land Use Map by designating the commercial center located on Juanita Drive NE and NE 141st Street "Neighborhood Center"
2. Amend Executive's Proposed Land Use Map by designating subject property south of NE 143rd Street between 73rd Ave. NE and Juanita Drive NE, single family residential up to 8 units per acre.
3. Amend the Executive's proposed Area Zoning by classifying said property south of NE 143rd Street, RS-5000.

**BASIS:**

CI-21 The following locations are designated neighborhood centers:

- 68 Ave. NE/NE 170 St.
- Juanita Drive/NE 122 Place
- 116 Ave. NE/NE 160 St.
- NE 145 St./148 Ave. NE (Hollywood Hill)
- Juanita Drive/NE 153rd Place
- Juanita-Woodinville Way/NE 145th Street
- Juanita Drive/NE 141 St.

These centers should not be expanded beyond the size designated in this plan. New development in these centers should be architecturally compatible with the surrounding neighborhood. Special conditions should be developed to ensure compatibility with existing uses in the center and the surrounding neighborhood. Zoning should be applied which provides for commercial uses consistent with the local shopping and residential needs anticipated in Neighborhood Centers.

**King County Comprehensive Plan Policies**

CI-401 The Neighborhood Centers should include primarily retail stores and offices designed to provide convenient shopping and other services for nearby residents in Urban Areas. Industrial and heavy commercial uses should be excluded. Neighborhood Centers should include the following mix of uses:

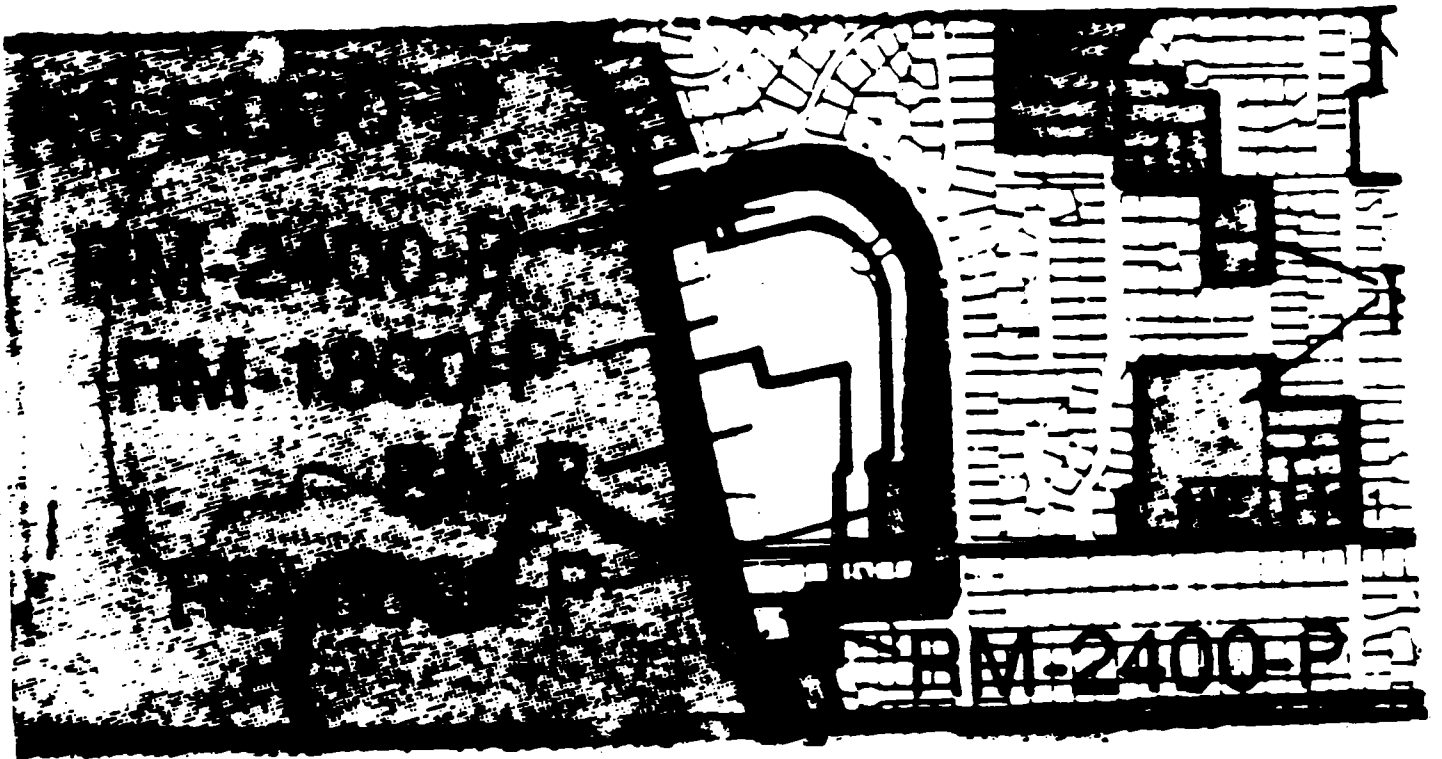
- a. Retail stores and services;
- b. Small scale professional offices; and
- c. Multifamily housing and mixed use developments.

CI-402 Neighborhood Centers should be three to six acres, and should be designed to provide shopping for a nearby population of 8,000 to 15,000.

4. Neighborhood Center - Juanita Drive NE and NE 141st

Street

10703



**Northshore Panel Recommended Amendments to the Area Zoning Document.**

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**1. Sammamish Valley Rural Area**

Amend the Executive's Area Zoning by designating the following properties AR 2.5 P

- Tax Lots 43 and 89, STR 15-26-05
- Tax Lots 06, 11, 12, 15, 20, 21, 30 and 31, STR 14-26-05
- Tract A, The Farm, Div. 4, STR 23-26-05
- Tax Lots 70, 79 and 93, STR 23-26-05
- Tract A, Grousemont Estates, Div, 1, STR 23-26-05
- Tax Lots 18, 33, 35, 38, 39, 46, 49, 75 and 76, STR 26-26-05

**2. Woodinville Mobile Home Park**

Amend the Executives Area Zoning by designating the following property RMHP-P

- Tax Lot 63, STR 03-26-05

**3. I-405/NE 106th St. Area**





Amend the Executive Area Zoning by designating the following properties GR 5-P,  
Potential RM-1800-P

- Tax Lots 5 and 95, STR 17-26-05

Amend the Executives Area Zoning by designating the following properties GR-5-P,  
Potential RM-2400-P

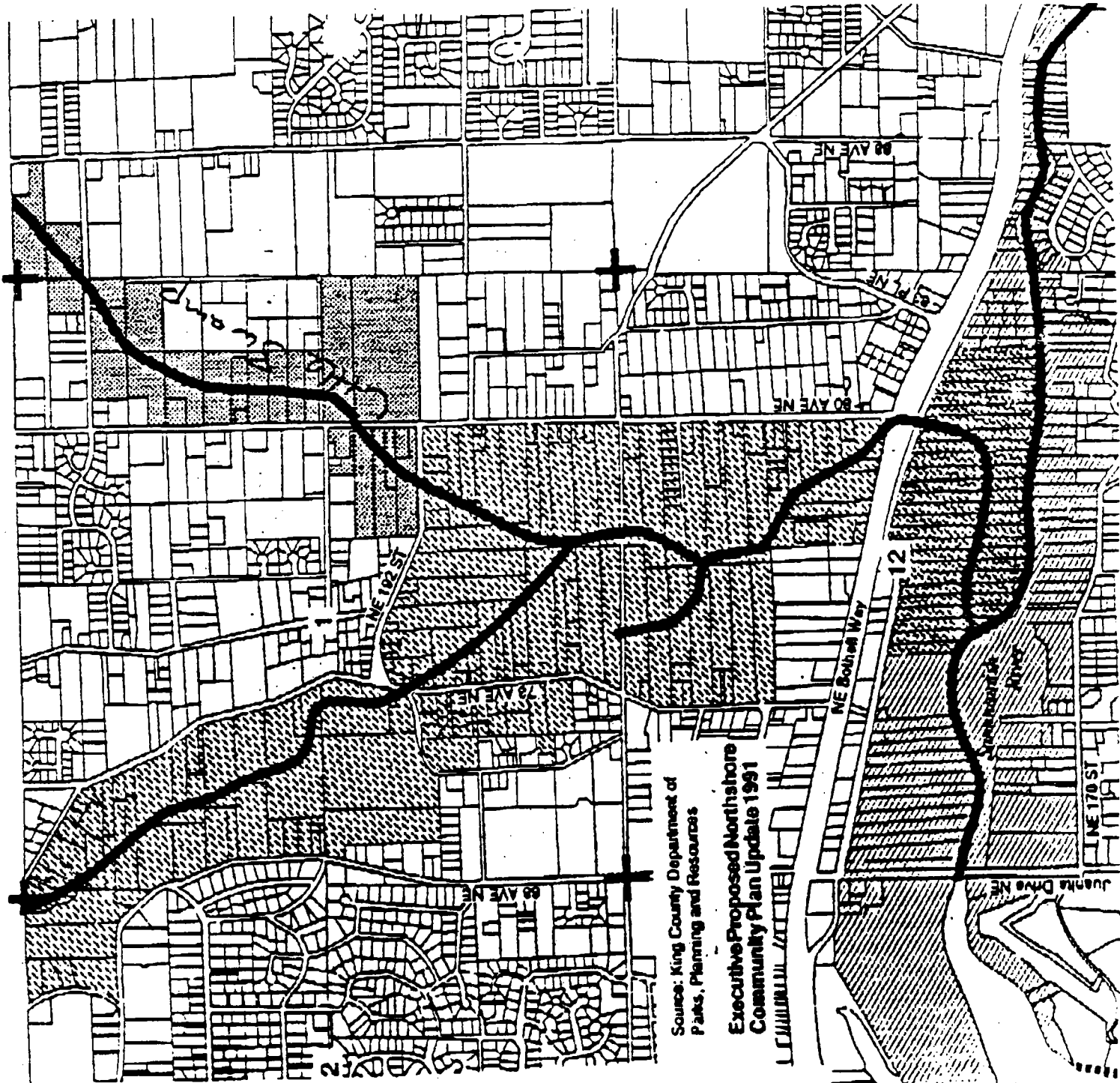
- Tax Lots 74 and 75, STR 17-26-05

# 6. Natural Resource Protection Area

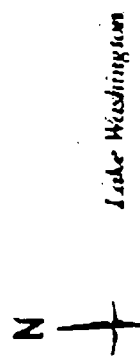
-  Condition 1 - Swamp Creek Floodplain
-  Condition 2 - Swamp Creek Heron Habitat
-  Condition 3 - Sammamish River Corridor Habitat
-  Condition 4 - Lake Washington Shoreline Habitat
- Condition 5 - includes all parcels overlaid by Swamp Creek wetlands 3, 4, and 5; East Lake Washington wetlands 1, 2, and 32 and Sammamish River wetlands 20, 30, 51, 52, and 53.

Conditions 6 and 7 - applies to all areas identified in Conditions 1-5

Natural Resources Protection Area - includes areas identified on this map, parcels abutting the shoreline from Logboom Park to the south border of Denny Park and parcels including wetlands specified in Condition 5.

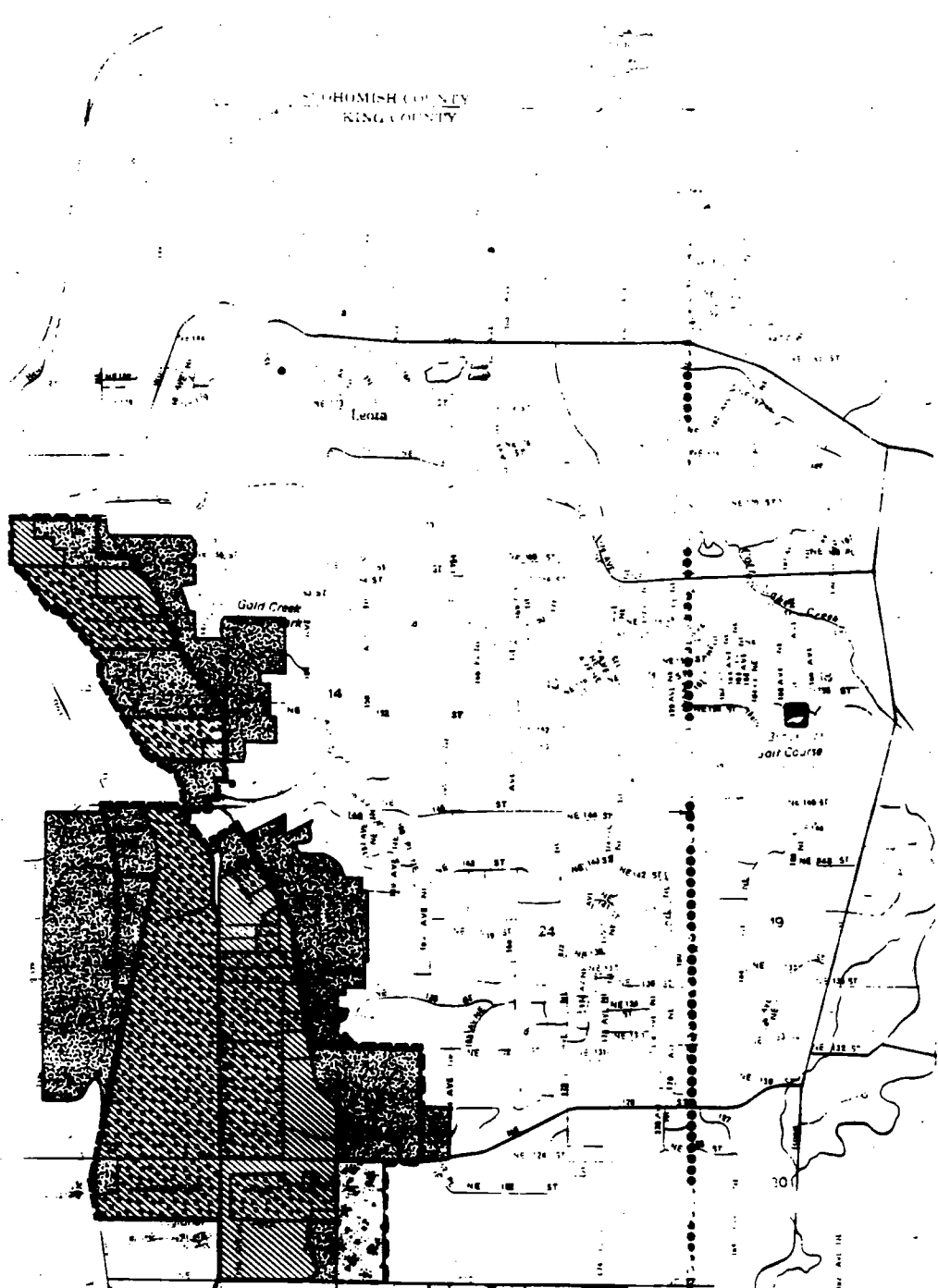


Source: King County Department of Parks, Planning and Resources  
 Executive Proposed Northshore Community Plan Update 1991









See Northshore Area Zoning for detailed information

NORTHSHORE COMMUNITY PLANNING AREA  
KING COUNTY



# Agricultural Production District

-  Lands Purchased Under the Farmlands Preservation Act
-  Northshore Community Plan Update Proposed Agricultural Designation
-  Agricultural Production District - 1985 King County Comprehensive Plan
-  Northshore Community Plan Update Proposed Urban Separator
-  Zoned for Agriculture - 1989 Resource Area Zoning
-  Northshore Community Plan Update Proposed Rural Buffer

Source: King County Department of Parks, Planning and Resources

Executive Proposed Northshore Community Plan Update 1991

Northshore Community Planning Area





Historic Sites

- National, State, and King County Historic Landmarks
- State and King County Historical Landmarks
- King County Historic Landmarks
- Potential Historic Landmark

Historic Sites:

- 0039 Hollyhock School
- 0061 Wold Homestead
- 0084 Hollyhock Farm
- 0090 Ivar Larsen Home
- 0099 Woodinville Memorial Park
- 0184 Woodinville School
- 0185 Johann Koch Blacksmith Shop
- 0186 De Young House
- 0187 Jesse Brown House
- 0188 Stimson-Moore House
- 0191 Anderson-Carberg Farm
- 0379 Miller Log House
- 0388 St. Edwards Seminary
- 0392 Charles Thomsen Estate
- 0796 Boyer Farmhouse
- 0831 Kenmore Bridge

Source: King County Cultural Resources Division

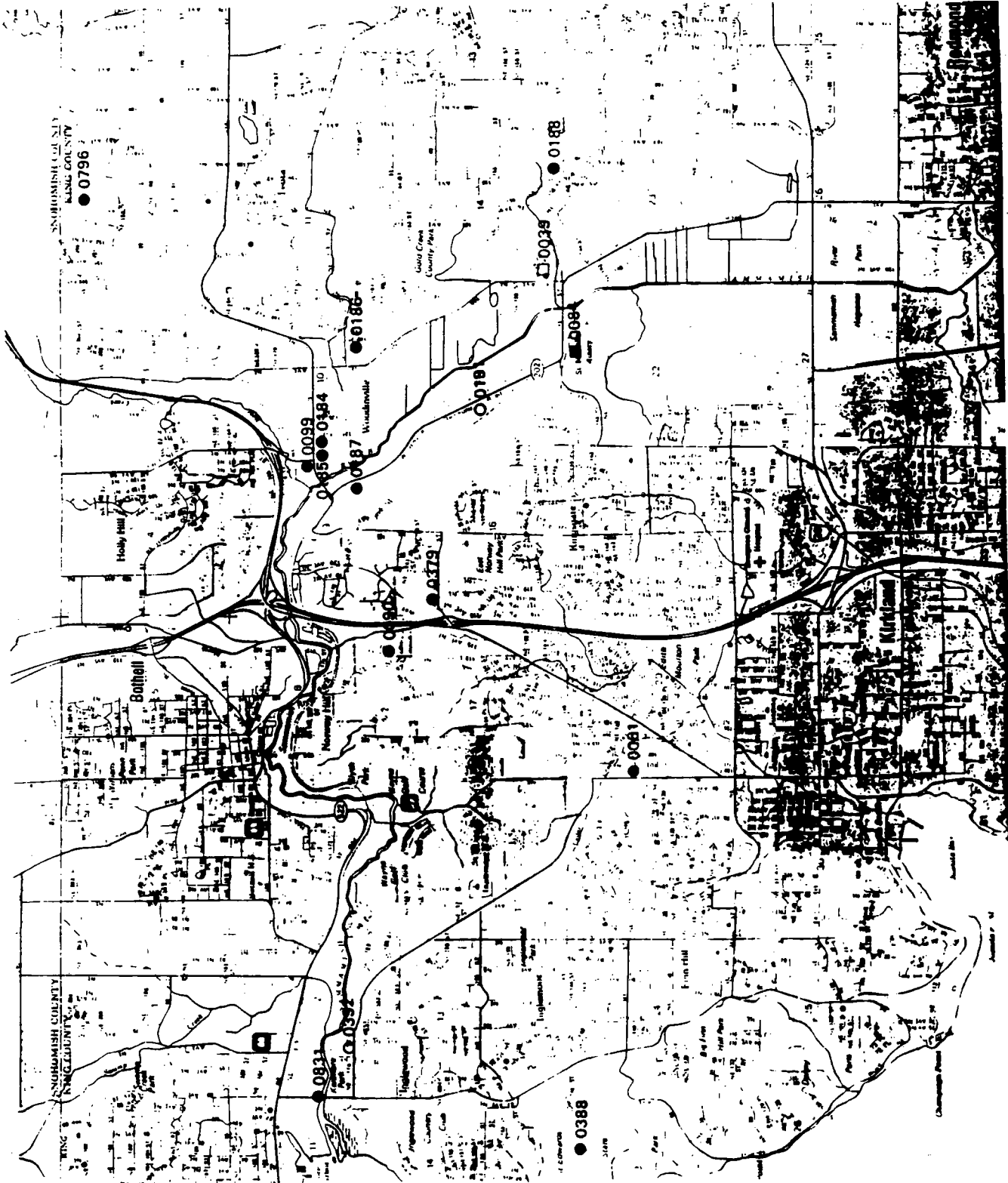
Executive Proposed Northshore Community Plan Update 1992



Northshore Community Plan



King County Planning and Community Development Division 1990

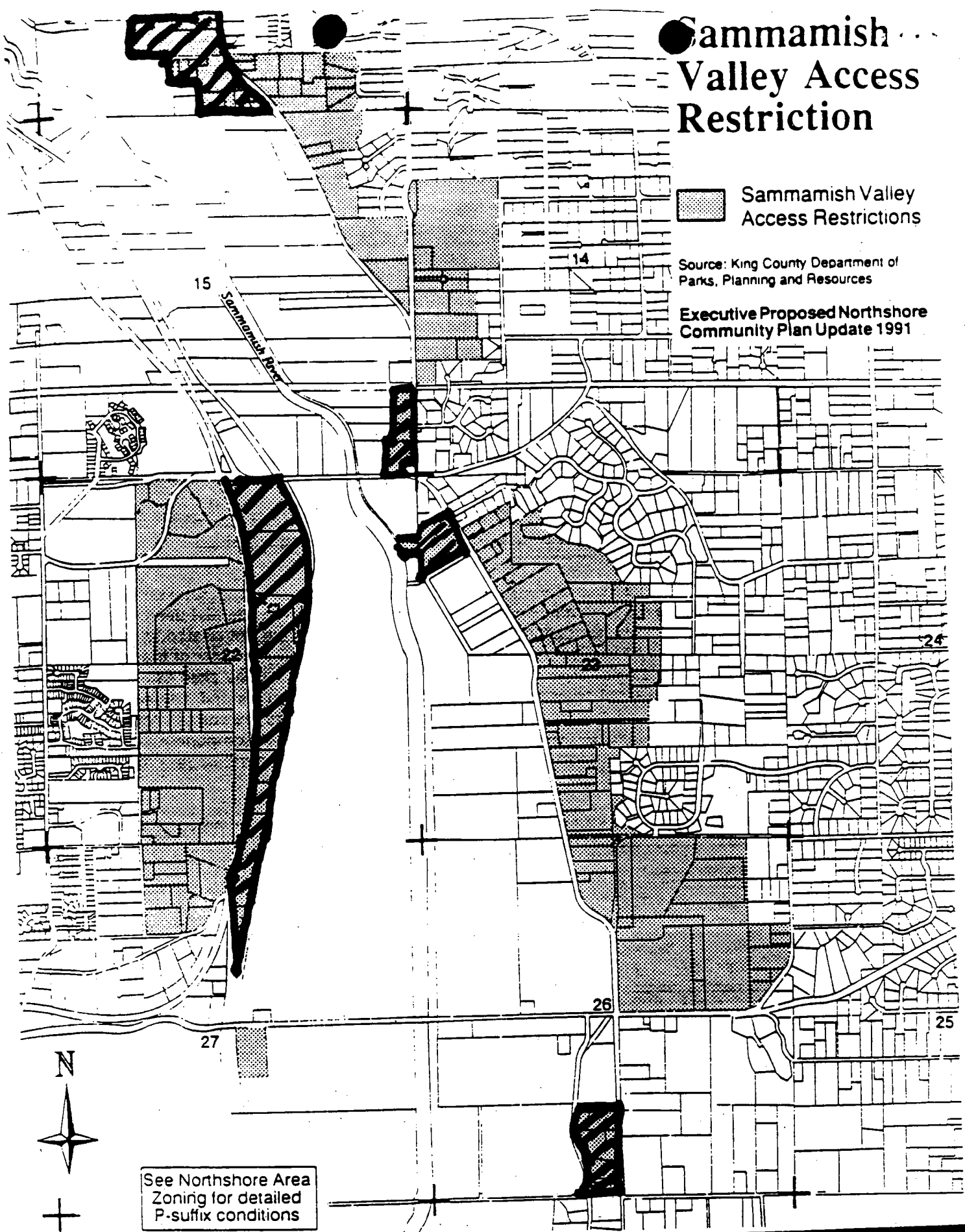


# Sammamish Valley Access Restriction

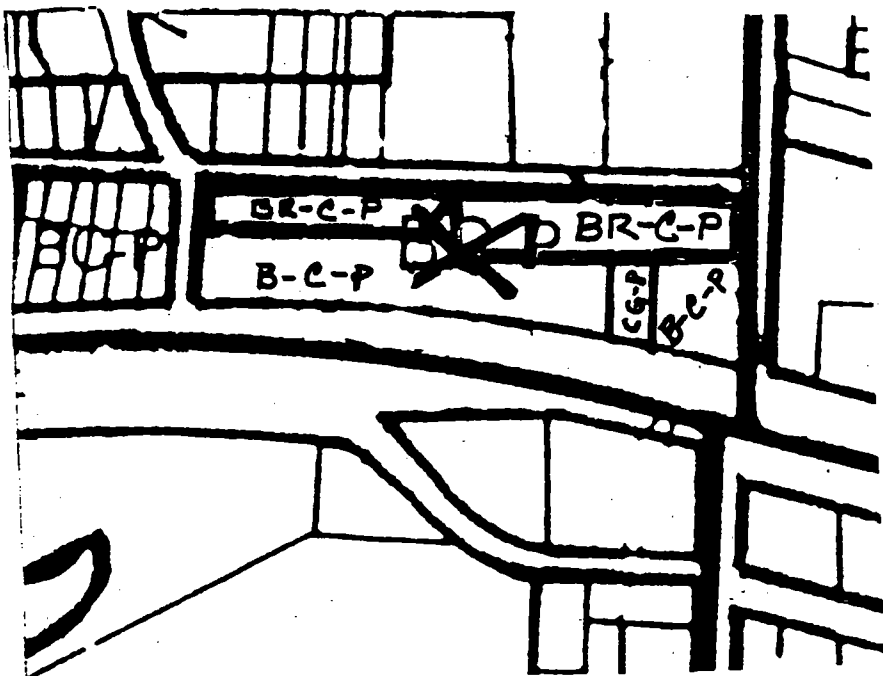
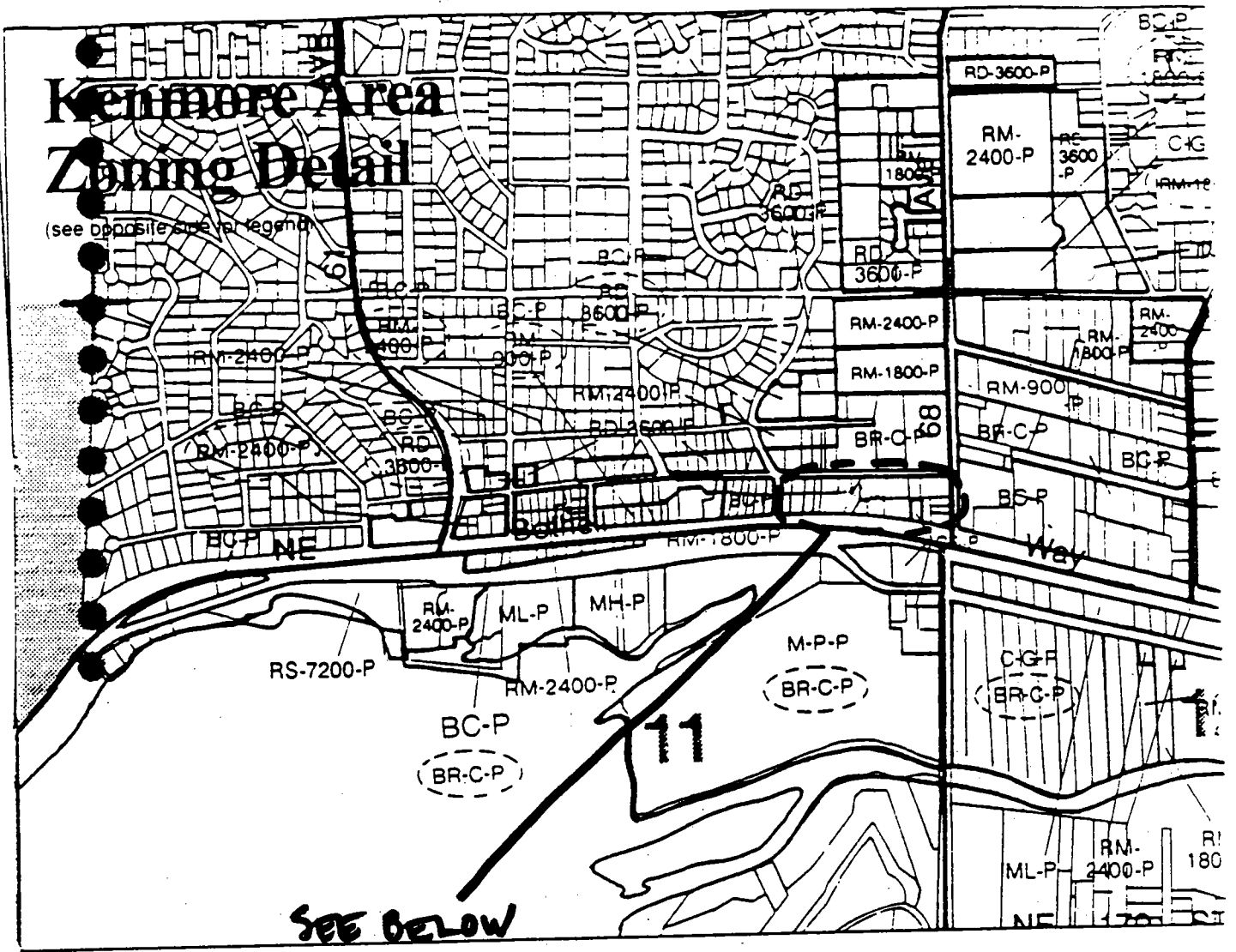
 Sammamish Valley Access Restrictions

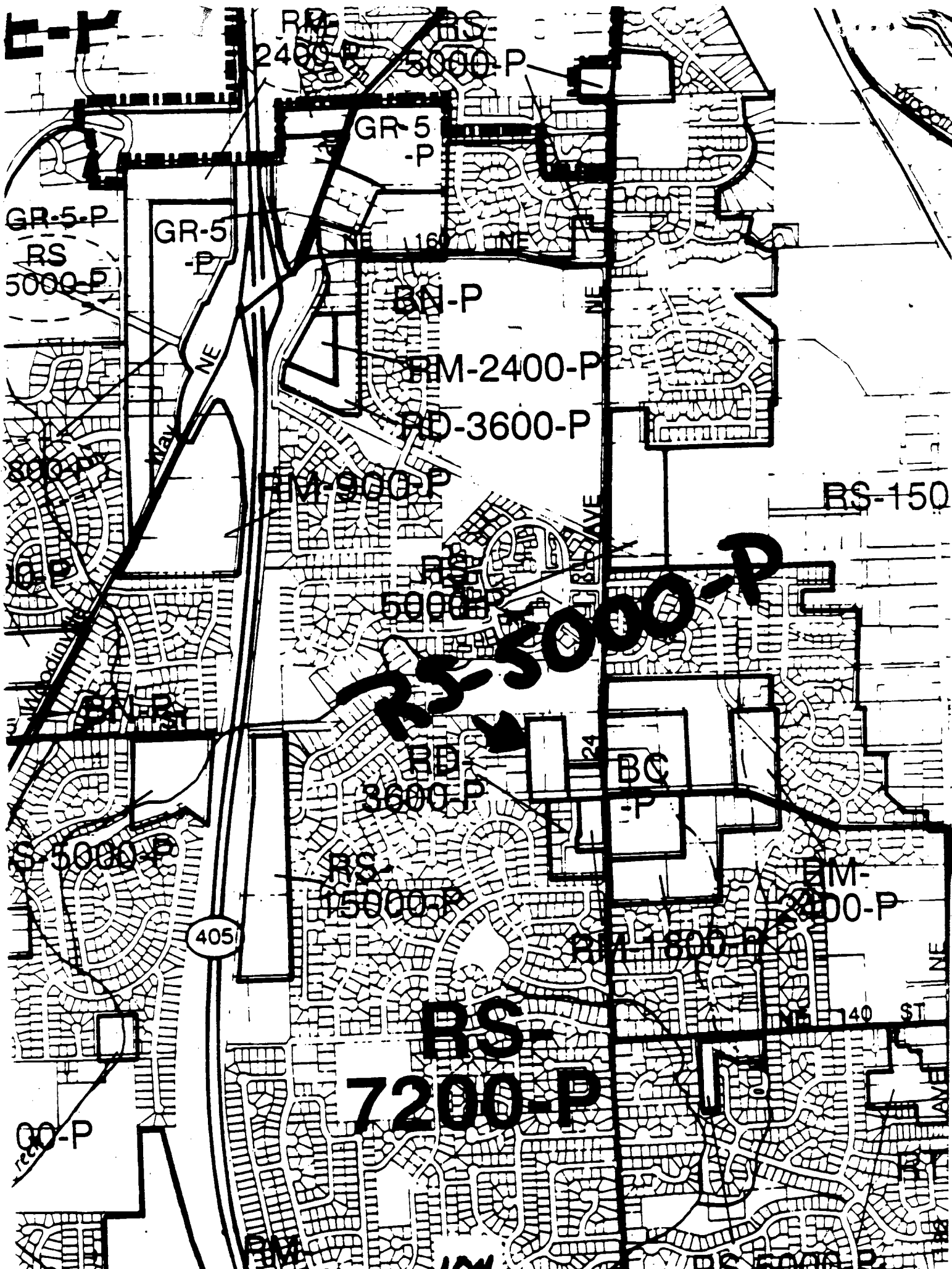
Source: King County Department of Parks, Planning and Resources

Executive Proposed Northshore Community Plan Update 1991



See Northshore Area Zoning for detailed P-suffix conditions





2400  
5000-P

GR-5  
-P

GR-5-P  
RS  
5000-P

GR-5  
-P

BA-P

M-2400-P

PD-3600-P

BS-150

**RS-5000-P**

3600-P

BC

-P

405

15000-P

M-1400-P

RS

**7200-P**

140 ST

800-P

W

RS-5000-P