

CI-10 DELETED

Future residential developments shall be discouraged from having eements that prohibit the use of home-based offices that meet the criteria of King County Comprehensive Plan and County regulations.

12/22/92

CI-10 A quality commercial and industrial environment development in the East Sammamish area shall be attained through include development requirements which that include measures to:

- a. limiting the commercial uses to those that provide community and neighborhood-scale convenience shopping and services to the surrounding area;
- b. limiting industrial development to light, relatively non-polluting uses that can locate in an industrial/office park;
- c. require new commercial and industrial development to utilize clean air practices;
- d. reviewing building design and choice of building material that reflects the character of the area;
- e. developing a consistent design scheme within commercial centers through tools such as choice of colors, building materials, signage, pathway linkages between developments, etc.
- f. enforce height and setback requirements especially when commercial and industrial development is adjacent to residential uses;
- g. provide open space (excluding parking) adequate buffers and screening through creative use and design of setbacks, berms, pathways, outdoor furniture and artwork and drought-resistant landscaping that help to reduce the visual impacts of impervious surfaces and maintain the character of the area;
- h. screening with suitable drought-resistant landscaping of any portion of an exterior wall that is 30 feet or longer without windows that faces a street or residential lot;
- i. screening required off-street parking and loading bays with drought-resistant landscaping or buildings;
- j. enhancing measures to ensure control of surface water run-off;
- k. ensuring and providing measures to ensure safe pedestrian, bicycle and vehicle access to and within all parts of the development;
- l. providing public access to on-site open space areas and recreational opportunities adjacent public park facilities, lakes and other environmental features where feasible;
- m. enforcing signage sign and lighting requirements that reflect local character and reduces light and glare on the surrounding area; and
- n. Where appropriate, limit hours of operation in order to reduce noise and traffic impacts; and
- o. Require professionally designed drought resistant landscaping

12/22/92

CHAPTER 5 - COMMERCIAL/INDUSTRIAL DEVELOPMENT

CI-13 DELETE

~~The SB-42nd Street Neighborhood Center shall be designed, sited and developed to meet the following:~~

- ~~a. Limiting uses to those that provide neighborhood scale convenience shopping and services. Outdoor Storage, auto-related uses, service marinas, institutions and community facilities are not permitted.~~
- ~~b. Landscaping plan shall maximize public view corridors, public viewing and pedestrian access to the shoreline.~~
- ~~c. Future subdivision of this parcel for commercial development is not permitted.~~

01/30/93

CI-11

A transition area between the designated industrial/office park area south of Southeast 56th Street and the single family area to the north and east shall be provided. This may shall include the provision of using natural vegetation buffers through setback requirements, landscaping, and designating land uses compatible with industrial/office park development and single family neighborhoods.

12/22/92

CI-12

No additional commercial land shall be designated along the Redmond-Fall City Road. The Bear Creek Neighborhood Center on Redmond-Fall City Road provides adequate retail services for the immediate area. Future commercial development shall be focused at the Bear Creek commercial site.

11/10/92

CI-13

The Northwest Pipeline office and maintenance shop is an existing use and is recognized by this plan as providing a needed service to the area. This 6.5 acre site may redevelop for pipeline utility manufacturing park uses that are compatible with the surrounding rural development and agricultural uses. Redesignation of additional properties in the Happy Valley area for manufacturing park uses or other urban uses shall not be permitted.

01/05/93

RL-1	Consistent with the covenants and restrictions attached to their deeds, lands with development rights purchased under the King County Farmlands Preservation Program shall have an Agricultural zoning designation that retains parcels of at least 5 10 acres.	01/16/93
RL-2	Lands located within the Agricultural Production District shall have an agricultural zoning designation of one home per 10 acres.	11/10/92
RL-3	To minimize potential conflicts between rural residential land uses and agricultural activities, new development adjacent to Agricultural Production District boundaries and the Farmlands Program properties in Happy Valley shall be limited to residential land uses at densities consistent with policies R-16 through R-20. Subdivisions in these areas shall be designed and sited to reduce potential conflicts between housing and agriculture, discourage trespass, and protect rural cultural resources.	01/16/93
RL-4	To minimize potential conflicts between urban residential land uses and agricultural activities, where urban lands abut the Agricultural Production District or agriculturally zoned lands and Happy Valley, clustering away from active agricultural activities and associated cultural resources shall be mandatory.	01/16/93
RL-5	Urban infrastructure expansion within the Agricultural Production District and Happy Valley shall be limited to existing corridors. Exceptions may occur only when such actions are consistent with agricultural policies, do not substantially disturb agricultural activities and are necessary to serve urban areas and benefit agricultural activities.	01/16/93
RL-6	The East Sammamish area's active gravel pits should be encouraged to be mined to their full potential within the designated area on the Land Use Map, and shall be restored and reused when extraction operations cease. Residential development at urban densities in conjunction with mixed commercial/residential uses or a master planned development (MPD) shall be the preferred reuse of the mineral sites in the vicinity of the City of Issaquah. Any MDP for these sites shall be reviewed in cooperation with the City of Issaquah.	01/16/93
RL-7	Until reclamation occurs, properties containing gravel pits shall not be subdivided until the area to be subdivided has been reclaimed in accordance with a reclamation plan for the entire site, so that grading, landscaping and other reclamation activities are coordinated for an entire site.	01/16/93
RL-8	Extractive operations, and including reclamation, of the Lakeside-Industries site shall be conditioned and monitored to protect Issaquah Creek and to help implement the Issaquah Creek Basin Plan.	01/16/93
RL-9	Sites with existing and planned mineral extraction and processing operations, gravel pits and mineral processing operations should be annexed or incorporated only when there are policies and regulations in place to assure long-term extraction and processing activities including environmental regulation and reclamation under city jurisdiction. When such sites are included within an incorporation, King County should pursue interlocal agreements to obtain the same assurances.	01/16/93

CHAPTER 7 - TRANSPORTATION

T-1 Metropolitan King County Government should provide a balanced transportation system in the East Sammamish Planning Area by:

- a. Applying demand management and operational management options to make more efficient use of existing vehicle capacity.
- b. Providing Nonmotorized and high occupancy vehicle (HOV) facilities, including median and services; and
- c. Planning for and constructing capital improvements which increase future adequate roadway capacity.

01/20/93

T-2 Metropolitan King County Government, Issaquah and WSDOT and METRO should enter into interlocal agreements for road transportation improvement projects to alleviate congestion at I-90 interchanges in the East Sammamish Planning Area. Road improvement projects shall be based on the recommendations developed in the Issaquah I-90 Access Study, the East Sammamish Access Improvement Study, the Eastside Transportation Program and in the East Sammamish Community Plan Update. Recommendations from the Issaquah I-90 Access Study, East Sammamish Access Improvement Study, Eastside Transportation Program and the East Sammamish Community Plan Update should be considered.

01/20/93

T-3 Consistent with existing countywide policies and in order to accommodate anticipated development and population growth in East Sammamish, provisions transportation improvements Metropolitan King County shall proceed with priorities in the following order of priority:

- a. Employ operational and demand management techniques to better utilize the existing vehicular capacity of roads.
- b. Add general vehicular capacity to the road network when demand management and operational techniques are inadequate to serve demand based on Metropolitan King County Government Level of Service Standards.

- a. Safety
- b. Maintenance
- c. Transit Support
- d. Capacity increases for existing development
- e. Capacity increases for future developments

01/25/93

T-4 Safe equestrian access shall be preserved and/or enhanced within the road right-of-way within established equestrian communities in East Sammamish as identified on the Equestrian Facilities Non-Motorized Improvement 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.

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

01/25/93

T-5 All new development that contains an equestrian trail as identified on the map, East Sammamish Equestrian Facilities Non-Motorized Improvement, or an historically used equestrian trail, shall provide the trail right-of-way as a condition of subdivision off other County permit approval. Trail right-of-way width shall be determined by King County at a width suitable to accommodate equestrian users. 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.

T-6 When if the need for a new transportation corridors has been identified, Metropolitan King County Government shall move quickly in a timely manner to identify and acquire the needed right-of-way.

01/20/93

T-7 King County shall require a contribution for all new development in East Sammamish that pay contribute to for transportation improvements to help mitigate the traffic impacts as required by the Metropolitan King County Government Road Adequacy Standards and Mitigation Payments System.

01/20/93

- T-8 Commercial and industrial land uses in East Sammamish should be located and be served by the intersection of two principal arterials. Neighborhood centers should be located and served by at least a secondary arterial around intersections of principal and minor arterials and around freeway interchanges within the urban activity centers and employment centers. 01/20/93
- T-9 New developments should be designed and constructed with an internal road system to which included a Neighborhood Collector which links-up linking with existing or planned adjacent developments, creating a complete Neighborhood Collector circulation system and such linkages should be design to ensure safe safety of local streets. Through traffic on local access streets should be discouraged. 01/20/93
- T-10 New urban developments taking access via sub-arterial local access streets in existing residential neighborhoods should include design their connecting road to be as compatible as in design possible with the existing neighborhood street while meeting safety standards in the of Metropolitan King County Government Road Standards. Development conditions may include improvements on existing streets in order to insure safety standards. 01/20/93
- T-11 Metropolitan King County Government should work with Metro to increase fixed route transit service frequency, extend routes, and establish new routes and demand responsive services in order to connect the more developed portions of the East Sammamish Community Planning Area. Metro should implement park-and-ride service throughout the day to provide service to downtown Redmond, Issaquah and area Park-and-Ride lots. 1/26/93
- T-12 Metropolitan King County Government and Metro should incorporate bus pullouts, bus shelters and other transit or HOV facilities, as needed, into roadway design and project recommendations. New subdivisions fronting streets with transit service should provide include provisions for transit support facilities as determined through the development review process. 01/20/93
- T-13 Metro Metropolitan King County Government should establish Park and Ride facilities in the East Sammamish Community Planning area. Park and Ride facilities should be built along 228th Avenue Southeast/Northeast and/or adjacent to I-90 and SR 202. The Park and Ride(s) lots should be sited adjacent to and connect with existing or proposed community or neighborhood activity centers. 01/26/93
- T-14 Small joint PERAP park and ride/park and pool lots should be established both publicly and privately in East Sammamish along principle or minor arterials near residential and commercial developments to facilitate transit use and car/van pooling. Preferably, these lots should be associated with existing uses, such as churches, where midweek parking capacity is under-utilized. 01/20/93
- T-15 HOV improvements shall be considered in all major widening and new construction road projects in East Sammamish. Consideration shall be given to HOV lanes, queue bypasses and transit pull-outs. HOV facilities should be a high priority on principal arterials. Metropolitan King County Government should also coordinate with the cities of Redmond and Issaquah and the Washington State Department of Transportation to include consideration of HOV facilities on roadways in their jurisdictions. 01/20/93
- T-16 King County should adopt a trip-reduction ordinance which establishes programs, services and/or facilities to reduce Single Occupant Vehicle trips. 01/20/93
- T-17 Bicycle and pedestrian facilities should be incorporated into all East Sammamish road improvement projects. Special emphasis should be placed on pedestrian and bicycle safety improvements when developing project recommendations or when scheduling maintenance activities. 01/20/93
- T-18 All new residential developments in East Sammamish shall include a system of pathways including sidewalks which maximize internal pedestrian access and circulation. Pathways should be planned on and off-street to provide the most direct access possible, thereby removing barriers and preventing unnecessary circuitous routes this may include on or off street pedestrian routes. This may include providing pedestrian connections between abutting cul-de-sacs and coordinated off-site connections to adjacent existing and planned residential and commercial developments, institutions (including schools and libraries), transit stops, and regional trails. The residential developments shall should maintain their on site pathway system unless Metropolitan King County Government requires their dedication. 01/20/93

CHAPTER 7 - TRANSPORTATION

T-19	<p>New commercial, office, and industrial, and multi family housing developments and public and private institutions (including schools and libraries) in East Sammamish shall should include pedestrian and bicycle access and circulation facilities. Facilities should be designed with special consideration for children, handicapped persons, and the elderly which allow convenient access to and within the site. The utmost attention should be given to safety in design of internal pedestrian walkways in an effort to reduce pedestrian/automobile conflict. The design of the developments shall should not create barriers for bicycle access and shall should provide bicycle parking on these the properties. Existing institutions are encouraged to remove existing bicycle barriers and to provide bicycle parking.</p>	01/20/93
T-20	<p>Metropolitan King County should ensure adequate pedestrian and bicycle access to and support facilities at transit stops and include secure parking for at least one bicycle.</p>	01/20/93
T-21	<p>Metropolitan King County should develop a pedestrian and bicycle circulation plan for all existing or planned community and neighborhood commercial centers and activity centers, existing or planned in East Sammamish during this planning cycle.</p>	01/20/93
T-22	<p>Metropolitan King County shall should preserve existing equestrian access along streets relied upon by the equestrian community as identified in this plan for access to regional trails in East Sammamish. Such roads shall should preserve and/or enhance wide, soft surface shoulder conditions, or establish a parallel soft surfaced equestrian trail outside of the ditch line or curb of the road.</p>	01/20/93
T-23	<p>Equestrian related improvements should be made on arterials only when no other safe and direct option for equestrian trail access exists on either non-arterial streets or dedicated off street feeder trails.</p>	01/20/93
T-24	<p>Metropolitan King County Government should develop Neighborhood Pathways within the road right-of-way along roads which have no existing pedestrian facilities and which has also been identified for equestrian need. Preferably, these multi-purpose pathways should be located outside the ditch line or curb and should be soft-surfaced.</p>	01/20/93
T-25	<p>Establishment of a multipurpose separated trails system in East Sammamish shall should be aggressively pursued, particularly if a proposed addition to the system would serve activity centers or destinations such as schools, commercial and industrial centers, recreational facilities, and residential developments. Access to the trail system shall should be enhanced through the provision of increased parking at key access points be provided.</p>	01/20/93

FS-1	Installation of new water lines should be consistent with an adopted district's or municipal water comprehensive plan and is timed and coordinated, as required by K.C.C. 14.28 with other utility projects which utilize public right-of-ways and easements where possible. This will help to reduce overall public costs, noise and disruption to the local area during construction.	01/16/93
FS-2	New development within the designated water service area should be required to be served by public water systems as defined by WAC 248.54 and provided for in the coordinated water system plan for the area.	11/10/92
FS-3	Water conservation practices are encouraged for new building construction.	11/10/92
FS-4	Long range water utility planning should support and be consistent with existing regulations and planned land use designations. Connection to the Seattle Tolt River Pipeline or a similar regional water source should be established as the long term solution for water needs in the Urban Area.	11/10/92
FS-5	Conversion of Urban Reserve Areas to urban land uses should not be permitted until King County reviews and approves a water district comprehensive water plan amendment that identifies any required new source of water and until the criteria spelled out in GM-4 have been met a connection to the Seattle-Tolt River Pipeline or a similar regional water source is agreed to and a firm date of water availability is established.	01/25/93
FS-6	Water service in Rural Areas may be provided by: <ol style="list-style-type: none"> Direct connection to an approved public water system. If service from existing public water systems will not become available in a reasonable and timely manner at the time of development, then A satellite water system should be established, managed by an approved Satellite System Manager, or Formation of a new public water system, consistent with Coordinated Water System Plan guidelines. 	01/25/93
FS-7	Water mains extended into or through Rural Areas and Resource Production Districts should be sized according to the adopted CWSP to accommodate planned uses and rural densities. Existence of public water service for Rural areas or Resource Production Districts shall not result in or be justification for higher residential densities than anticipated by this community plan. Therefore, purveyor plans for systems in Rural Areas and Resource Production Districts must include a finding that increased density shall not be required to finance such systems.	11/10/92
FS-8	Areas identified in recharge areas should be protected under the Issaquah Creek Valley Ground Water Management plans as vital recharge areas must shall be protected. Methods to be considered should include use of clustered development, maintaining or redesigning the area for low density development conditions, amount of clearing and impermeable area restrictions , and requiring stringent adherence to drainage and surface water runoff protection guidelines.	01/25/93
FS-9	Metropolitan King County Government and affected jurisdictions should implement the adopted final recommendations of the East Sammamish Basin Plan, Issaquah Creek Basin Plan, the East King County Critical Water Supply Study, the Issaquah Ground Water Management Plan and the Redmond-Bear Creek Valley Ground Water Management Plan when completed, as long term solutions for protecting water resources in the East Sammamish planning area.	01/16/93
FS-10	Public sewers are the preferred method for wastewater treatment in Urban Areas, including Urban Reserve Areas.	01/16/94
FS-11	Existing urban areas of one to two dwelling units per acre and may continue to be served by on-site waste water treatment systems , Urban Reserve Areas may continue to be served by on-site waste water treatment systems provided these systems are properly functioning properly.	01/16/93
FS-12	Metropolitan King County Government should oppose any extension of public sewer service into the Snoqualmie drainage basin except to serve Urban Areas, Urban Reserve Areas or existing development being served by a failing on-site system as determined by health department standards. Such extensions will not require, or be justification for, land uses or densities inconsistent with the adopted zoning and King County Comprehensive Plan.	01/10/93

CHAPTER 8 - FACILITIES AND SERVICES

FS-13	King County encourages sewer districts to use latecomer agreements when they extend sewers into the urban reserve areas.	01/30/93
FS-14	DELETE	
FS-14	Where sewer service is extended into low density urban residential areas or Urban Reserve Areas, the extension shall be paid for only by assessments on those properties directly benefiting by the extension, and it must be financially feasible with no increase in densities or changes in uses except as provided in this plan.	01/30/93
FS-14	<p>Within Rural Areas and Resource Production Districts, sewer service should still not be extended and no new sewers systems added, except</p> <ul style="list-style-type: none"> a. Where sewers are shown to be necessary to alleviate a documented health problem, such as pollution of surface or ground water resources and other methods of waste water treatment have been shown to be technically and financially infeasible; and b. the extension of public sewer service in Rural Areas and Resource Production Districts is paid for by assessments on those properties directly benefiting from the extension; and c. the extension is financially feasible with no increase in densities or changes in uses as provided by this plan. 	01/16/93
FS-15	Metropolitan King County Government should work with all local jurisdictions in addressing the need for additional sources of electric power. Interlocal agreements between Metropolitan King County Government, and Redmond and Issaquah should include means of facilitating the siting, design and permitting process of transmission lines, distribution lines and substations. The integrity of the public involvement process of each jurisdiction should be maintained.	01/16/93
FS-16	Land should be designated and set aside for future transmission line corridors and substations and the locations should be compatible with surrounding uses and supports existing and planned future land uses. Development within and adjacent to proposed corridors should be coordinated with and reviewed by King County, Redmond, Issaquah and Puget Power 11/10/92	
FS-17	SEPA review of development permits should include a review of project specific as well as cumulative impacts on the electrical system.	01/16/93
FS-18	King County and Puget Power should continue to work together to develop open space uses in Puget Power transmission line rights-of-way.	01/16/93
FS-19	A "Notification of Electrical Service Needs", provided to Puget Power, should be required as part of a completed development application. This will serve to alert Puget Power of new developments in the area and the impacts of the proposed development on the electrical system.	01/16/93
FS-20	Plans for a New transmission lines and distribution stations should be developed to decrease the number of interruptions and duration of outages to Puget Power's existing electrical system. King County includes for informational purposes only, Puget Sound Power and Light Company's "King County GMA Electrical Facilities Plan", dated December 1992.	
FS-21	Proposed subdivisions within the planning area should notify the local natural gas provider in order to coordinate the provision of this service in the area. Developers proposing new subdivision developments within the planning area should notify local service providers in order to coordinate the provision of needed services in the area.	01/16/93
FS-22	The installation of new natural gas lines should be timed and coordinated with other utility projects which utilize public right of ways and easements where possible. This will help to reduce overall public costs, noise and traffic impacts on the local area during construction.	11/10/92

FS-23 DELETED

~~Access to development located on the type of slopes should be designed to permit emergency vehicle access. Areas where the slope prohibits emergency vehicle access should not be developed.~~ 01/16/93

FS-23 Joint use of public safety facilities should be encouraged as future fire and police service needs are planned for and site plans are developed. 11/10/92

FS-24 King County and the various school districts should identify future school needs based on land use densities, identify available and buildable future school sites and plan for needed infrastructure improvements. 11/10/92

FS-25 King County should reevaluate the current mitigation process for new development on park and open space needs. King County Parks staff should work with the school districts to develop jointly funded, used and maintained playfields (including 90' baseball fields), community centers, gyms and swimming pools. 11/10/92

FS-26 Prior to site preparation, an inventory of vegetation will be conducted to identify significant trees and vegetation. Site designs for new schools and other public facilities, should incorporate native trees and existing vegetation as much as possible. Retention of significant trees and vegetation along roadways is required in order to provide visual buffering of these facilities. 11/10/92

CHAPTER 9 - PARKS AND OPEN SPACE

P-1	<p>Park and recreation facilities shall be provided which are designed and located to serve a broad spectrum of the East Sammamish population and which will preserve and protect cultural resources and unique natural features where possible. (Parks should include active and passive areas and natural areas. Developed parks would include active play fields and passive areas including accessible open space and/or trail systems.) A variety of recreation opportunities should be available including natural areas, passive parks and active developed parks including athletic fields. A network of trail systems should be developed within the planning area.</p>	11/13/92
P-2	<p>King County shall evaluate existing developed areas and areas (identified) designated for future growth, as well as county-owned property throughout the planning area, to identify future park sites. Suitable sites within developed and future growth areas should be given highest priority for new park acquisition and facility development.</p>	11/13/92
P-3	<p>Prospective sites for active recreation parks, shall 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. ((Special emphasis shall be given to providing parks near multi-family housing, as the need for parks is greater there)) Such facilities shall be located convenient to the population they are designed to serve.</p>	11/13/92
P-4	<p>The trading of County property in the planning area for other private property for the purpose of obtaining better parklands or open space is not discouraged encouraged. However, any land to be so acquired must be within the East Sammamish Planning area. A committee of planning area residents shall provide community input into any proposed land swaps. Prior to any such land trade, community meetings shall be held to inform planning area residents and gather community input.</p>	11/13/92
P-5	<p>In phased development, on-site recreation or park sites shall be designated during the initial phases; improvements (such as play equipment) ((may)) should be completed proportionately as buildout occurs.</p>	11/13/92
P-6	<p>Park and recreational facilities shall support the existing population as well as end-projected growth in the planning area at a minimum rate of 10 acres of developed parks per 1,000 population and be in compliance with concurrency standards in state Growth Management Act legislation consistent with countywide park adequacy and concurrency requirements as they are adopted.</p>	01/16/93
P-7	<p>King County shall provide a level of funding which shall at all times be sufficient to assure adequate maintenance of existing park and recreation facilities.</p>	11/10/92
P-8	<p>King County shall give high priority in the allocation of resources to active recreation facilities to meet existing and projected recreation demand in the East Sammamish Community Planning Area. Facilities should include, but are not limited to, lot lots and athletic fields.</p>	11/13/92
P-9	<p>The allocation of resources for ((additional park and recreation facilities for the East Sammamish planning area shall place heavy emphasis on the early acquisition of land for park sites while it is still available)) active parks as well as open space and natural areas shall place heavy emphasis on early acquisition of land for these purposes while it is still available in the East Sammamish planning area.</p>	11/13/92
P-10	<p>The East Sammamish Plan shall support the goals and recommended policies of the King County Open Space Plan as well as the protection or preservation of the open space sites proposed for acquisition by the Open Space Plan. Implementation techniques may include acquisition, establishment of development controls or provision of development incentives. (1/16/93)</p>	11/16/93
P-11	<p>Consistent with the King County Open Space Plan, the County shall encourage establishment of an open space system in East Sammamish and give priority to protecting recreational, cultural and natural and sensitive areas such as shorelines, aquifer recharge areas, wildlife habitat, historic properties, and archaeological sites, properties and scenic vistas and community separators or greenbelts. The County may require lot clustering within or adjacent to open space areas; linkages between open spaces; and/or may provide density bonuses or incentives to developers who preserve significant open space or establish trails beyond usually applied mitigation.</p>	01/16/93
P-12	<p>Existing vegetation buffers shall be maintained along all major thoroughfares within the planning area. These buffers should be as continuous as practicable. Where existing vegetation is not adequate to create a visual buffer additional landscaping shall be provided.</p>	11/10/92

P-13	King County should encourage retention of significant views. Scenic vistas should be protected by using a variety of residential development strategies such as clustering, use of siting of buildings, height restrictions and zoning. Properties with significant vistas should be considered for acquisition.	01/16/93
P-14	King County should adopt review and, where appropriate, implement the recommendations of the Mountains to Sound Greenway plan.	
P-15	Existing public access points to Lake Sammamish should be maintained and additional access points provided or acquired and developed to ensure public access to the lake.	11/10/92
P-16	Sites providing shoreline access opportunities should be high priority for acquisition. Shoreline sites should incorporate facilities for picnic activities and other passive recreational uses. Where physical access would disrupt environmentally sensitive areas, visual access the provision of viewpoints should be preferred over physical recreational uses.	11/10/92
P-17	Urban separators should be established in the area designated in the community plan map through zoning regulation to provide visual relief from continuous development, provide important linkages for wildlife habitat, and maintain a visual identity separation between distinct communities. The East Sammamish Area Zoning will implement the Urban Separators. 01/16/92	
P-18	There are areas within the Urban Separators that are especially suitable for trail connections for recreational use by present and anticipated population. King County should develop a trail and/or parks system utilizing the preserved open space within the Urban Separators.	01/16/93
P-19	Trail opportunities shall be available to a wide range of users. Trails should be avoid degradation developed to safely accommodate different users and should avoid disruption of environmentally sensitive areas. King County shall put a high priority on the acquisition and development of the regional trail system linking the East Sammamish planning area to other parts of the County.	01/16/93
P-20	A community wide trail system for pedestrians, equestrians, and bicyclists shall be developed. This trail system shall connect regional and city trails with local trails and walkways.	01/16/93
P-21	The establishment and design of a community oriented local trail system (shall) should include: routes which connect residential and areas with recreation areas including parks and open spaces ; routes which provide access to public shoreline areas; routes which incorporate views and other special features of scenic, historic, ((or)) architectural or other cultural interest, and routes which provide access to and connect schools and activity centers.	11/13/92
P-22	King County shall acquire Open Space Plan rights-of-way or easements along utility corridors, abandoned railroads, and other former transportation corridors as potential trail corridors, while the planning area should be acquired and shall be pursued by the county for future trail use. 01/16/93	
P-23	When the development of properties occurs in the East Sammamish planning area, public access or easements shall be required to complete the development of a local trail system for those properties where existing trails have historically been used by the public, or where the King County Open Space Plan identifies proposed trail alignment for regional and local trails. The Parks Division should shall reviews the applications during the development review process.	11/10/92
P-24	Adequate right-of-way shall be provided for trail use. Trails shall connect to existing and proposed schools, parks, riding stables, recreation areas and neighborhoods. Trail corridors shall be of adequate width to be screened from adjacent development.	11/10/92
P-25	King County shall work closely with other jurisdictions, public agencies and user groups to seek appropriate trail links between elements of the open space system.	11/10/92
P-26	Wildlife corridors shall may include trails wherever feasible appropriate. The Environmental Division shall review and approve all trails proposed in wildlife habitat corridors.	
P-27	King County and other jurisdictions shall should implement a regional equestrian trails network.	11/10/92
P-28	Off-Road-Vehicles (ORV) should be strictly prohibited from areas not specifically designated for ORV use. Separate ORV trails should be located where environmental impacts can be minimized.	11/10/92
P-29	King County shall encourage private sector involvement in the provision of public recreation facilities.	11/10/92

CHAPTER 9 - PARKS AND OPEN SPACE

P-30	<p>((Consistent with the King County Open Space Plan, the King County shall encourage use of various mechanisms to provide and integrate parks, open spaces and trails into all existing and new development. Park and recreation facilities should be accessible to the general public.</p>	11/13/92
P-31	<p>As a condition of developments, park, open space and trail mitigation shall be required by of all new residential development. Such mitigations should be identified and in place prior to, or concurrent with, development. Adequate park and recreation facilities should be identified and in place prior to or concurrent with development.</p>	01/25/93
P-32	DELETED	
P-33	<p>In addition to required mitigation, the County shall include provisions for lot clustering, density bonuses and other incentives to developers who preserve valuable open spaces and King County, the state, the cities of Issaquah and Redmond, school and library districts and other agencies shall coordinate the development of park and recreation facilities and programs to maximize services and 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>	01/16/93

CR-1	King County shall conduct a survey of existing cultural facilities on the East Sammamish plateau, to assess their condition, level of use, and the need for and feasibility of providing additional facilities.	11/10/92
CR-2	Historic and archaeological resources not previously identified in East Sammamish shall be surveyed. These resources should be added to the Historic Resources Inventory and considered with other inventoried properties for acquisition and protection as open space or for other public use.	11/10/92
CR-3	Most of the area's historic resources identified to date are found in two areas: west of 228th Avenue SE, and along the Paterson Creek/Redmond-Fall City Road. The Community Plan shall 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 qualities.	11/10/92
CR-4	Special effort shall be made to involve property owners when identifying and nominating historic resources for landmark status.	11/13/92
CR-5	King County shall pursue interlocal agreements with all cities and appropriate Indian tribal organizations in the planning area. The cities of Issaquah and Redmond do not have historic preservation programs. This would make it possible for the Landmarks and Heritage Commission to identify and protect historic and cultural resources within the participating jurisdictions and their spheres of influence.	11/10/92
CR-6	Historic resources which meet the criteria for County Landmark status should be nominated for designation. The King County Landmarks Commission, community groups and concerned individuals may initiate nominations.	11/10/92
CR-7	The preservation, restoration and adaptive re-use of historic, archaeological and other cultural resources in the East Sammamish planning area is encouraged, in order to maintain the character of the community and to preserve tangible reminders of the area's history.	11/10/92
CR-8	King County encourages local historical and arts organizations to work with the cities of Issaquah and Redmond and citizens in the unincorporated area of East Sammamish to interpret and preserve their heritage and to promote the arts and humanities in the community.	11/10/92
CR-9	Additional property owner incentives and regulatory safeguards 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.	11/10/92
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.	11/10/92
CR-11	Development of properties in the vicinity of potential or designated historic sites shall preserve the aesthetic, visual and historic integrity of the historic resource through the use of landscape buffers, setbacks, and other means identified through the environmental review process. King County shall establish procedures to ensure that the impacts of nearby projects upon an historic resource are considered during development review of those projects.	11/10/92
CR-12	Development of public facilities, particularly parks, open space lands and trails, shall be coordinated with and contribute to preservation, restoration, and use of heritage and cultural sites and the establishment of interpretative centers in East Sammamish area.	11/10/92
CR-13	King County should continue to provide arts and culturally-based programming to the East Sammamish plateau through its existing programs, and should provide technical assistance for locally-generated arts programs.	11/10/92
CR-14	Public awareness and appreciation of the benefits of historic preservation should be increased through outreach and educational programs. Use of interpretive signs, road side markers and other accessible public information on local history and historic resources should be encouraged.	11/10/92

CHAPTER 10 - CULTURAL RESOURCES

CR-15 Historic resources and arts and cultural programs should be incorporated into economic development and tourism activities in the East Sammamish 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.

11/10/92

PROGRAMMED AND PROPOSED TRANSPORTATION IMPROVEMENT PROJECTS

PROJ # PROJECT NAME & LOCATION PRIORITY 1992 COST AGENCY CIP # PROJECT DESCRIPTION

ES - 2.2	E Lake Sammamish Trail from SE 56 St to Redmond city limits	Medium	\$1,307,000	King County	TNR	Construct multi-purpose off-road trail.
ES - 2.3	E Lk Samm Pkwy from Sr - 202 to Redmond city limits	High		Redmond	TNR Rescoped	Widen roadway to 5 lanes, construct bikeway on road shoulder, construct NB HOV Lane.
ES - 2.4	E Lk Samm Pkwy Intersections/Shoulder Louis Thompson Rd to Redmond C/L	High	\$383,000	King County	200181	Signalize and channelize intersections at Thompson, and Inglewood Hill Rds. Pave shoulders and stripe class II bikeway. Replace bridge, and install pedestrian signal at Inglewood Hill Rd.
ES - 5.1	SE 56 St from Issaquah east C/L to East Lake Sammamish Parkway	High	\$12,400,000*	Issaquah - lead King County*	200889	Construct WB HOV lane, widen curb lane for bicycle use. Reconstruct bridge.
ES - 6.2	E Lake Sammamish Pkwy (Design) from SE 56 St to I-90	High	\$2,776,000	King County	200690	Widen East Lake Sammamish Parkway to 5 lanes from SE 56 St to Vaughn Hill Rd with NB HOV lane, and 7 lanes from Vaughn Hill Rd to I - 90 with NB and SB HOV lanes. Construct curb-gutter-sidewalk and const. bike lane. Interconnect traffic signals.
ES - 6.3	E Lk Samm Parkway (Const) from SE 56th St to I - 90	High	\$2,468,000	King County	New	Widen East Lake Sammamish Parkway to 5 lanes from SE 56 St to Vaughn Hill Rd with NB HOV lane, and 7 lanes from Vaughn Hill Rd to I - 90 with NB and SB HOV lanes. Construct curb-gutter-sidewalk and bike lane. Interconnect traffic signals.
ES - 6.5	Front St from I-90 to Sunset Way	High		Issaquah	TNR	Interconnect traffic signals.
ES - 7.1	SE 56th St from SR - 900 to Issaquah east C/L at 221 Ave SW	High		Issaquah	TNR	Widen to 5 lanes plus WB HOV lanes. Install new traffic signals at SR - 900, 10th Ave NW, 11th Ave NW and 221 Ave NW. Widen curb lane for bikes, and construct northside walkway/pathway.
ES - 7.3	Sunset Interchange Improvements	High		WSDOT	TNR	Reconstruct interchange to full diamond interchange.
ES - 10.2	228th Ave NE/SE (EIS/Design Construct) from Inglewood Hill Rd to Issaquah - Pine Lake Rd	High	\$9,455,000	King County	200295	Widen to 4 lanes with turn channels construct Class II bike lane, construct curb-gutter-sidewalk. Add equestrian trail access from SE 4 - SE 6, & SE 20 - SE 24.

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PROJECT DESCRIPTION

CIP

AGENCY

1992 COST

PRIORITY

PROJECT NAME & LOCATION

PROJ #	PROJECT NAME & LOCATION	PRIORITY	1992 COST	AGENCY	CIP #	PROJECT DESCRIPTION
ES - 12.1	Iss - Pine Lk Rd - Phase I (ES) from 228 Ave SE to Black Nugget Rd	High	\$1,000,000	King County	200291 Amended	Determine corridor needs for widening, intersection improvements right-of-way, bike lane, walkways, and equestrian access.
ES - 12.2	Iss-Pine Lake Rd - Phase I (Const.) from SE 43rd to Iss-Fall City Rd	High	\$4,593,000	King County	200291 Amended	Widen to 3 lanes. Signalize intersections as needed. Construct Class II bike lane, and curb-gutter-sidewalk.
ES - 12.3	Iss-Pine Lk Rd - Phase II (Design) from Klahanie Blvd to 228 Ave SE	High	\$1,056,000	King County	200494 Amended	Safety improvements including: Turn channels as needed, traffic signal at SE 32 St; construct curb-gutter-sidewalk class II bike lane, and construct equestrian trail access path from proposed Laughing Jacobs Creek trail to Klahanie Loop Trail
ES - 12.4	Iss-Pine Lk Rd - Phase II (Construction) from Klahanie Blvd to 228 Ave SE	High	\$5,360,000	King County	200494 Amended	Safety improvements including: Turn channels as needed, traffic signal at SE 32 St; construct curb-gutter-sidewalk... class II bike lane, and construct equestrian trail access path from proposed Laughing Jacobs Creek trail to Klahanie Loop Trail
ES - 13	Iss - Fall City Rd from SE 58th St to Black Nugget Rd	High	\$24,000	King County	new	Intersection/operational improvements at SE 58th St. Construct turn channels between intersections. Improve sight.
ES - 15.1	Iss - Fall City Rd (EIS/design/ construction) from Klahanie Blvd to Issaquah - Pine Lake Rd	High	\$5,833,000*	King County Private	200195	Widen to 4 lanes, turn channels, widen curb lane for bikes, construct C-G-S on north side, and neighbor- hood pathway on south side of road.
ES - 15.2	Iss - Fall City Rd/Duthie Hill Rd from Klahanie Blvd to 272nd Pl SE	Low	\$4,813,000*	King County Private	TNR Rescoped	Turn channels as needed, pave shoulders, and construct neighborhood pathway on south side of road.
ES - 15.3	Duthie Hill Rd (SE 27 St) from 272nd Pl SE to SR - 202	Low	\$3,775,000	King County	No	Add hill climbing lane, pave shoulders, add left turn channel.
ES - 19.1	Sahalee Ring Rd from NE 37th Way to NE 19th Pl	Low	-	Private	TNR	Construct new 2 lane neighborhood collector road with C-G-3.
ES - 21	228th Ave SE/SE 43rd Way from E Lk Samm Pkwy to Iss - Pine Lake Rd	High	\$6,059,000	King County	TNR	Widen roadway to 4 lanes, widen curb lane for bikes, and construct C-G-S.
ES - 25.1	SE 32nd St at Duthie Hill Rd	Medium	\$132,000	King County	New	Intersection/operational improvements, install traffic signal.
ES - 26	Sahalee Way at NE 37th Way	Medium	\$168,000	King County	TNR	Install traffic signal.

PROJ #	PROJECT NAME & LOCATION	PRIORITY	1992 COST	AGENCY	CIP #	PROJECT DESCRIPTION
ES - 29	SE 8th, SW2 18th Ave SE/SE 4th St from 228th Ave SE to 212th Ave SE	Medium	\$300,000	King County	New	Reconstruct 2 lane road, and construct neighborhood pathway
ES - 31	SR - 202 from E Lk Samm Pkwy to Sahalee Way	High	-	WSDOT	TNR Rescope	Widen roadway to 4 lanes with turn channels, and pave shoulders for bikes. Construct HOV lanes.
ES - 32	SR - 202 from Sahalee Way to Bear Creek MPD Arterial (236 Ave NE)	Medium	-	WSDOT	New	Widen to 4 lanes with turn-channels, pave shoulders for bikes Construct HOV facilities
ES - 36	Inglewood Hill Rd at 216th Ave NE	Medium	\$300,000	King County	TNR	Intersection/operational improvements, and signalize.
ES - 38	228th Ave SE at SE 20th St	High	\$112,000	King County	TNR	Intersection/operational improvements, and install pedestrian/equestrian activated crossing signals.
ES - 39	Sahalee Way at NE 25th Way	High	\$414,000	King County	TNR	Signalize Intersection. Construct turn-pockets.
ES - 44	Issaquah - High Point Trail	High	-	WSDOT	TNR	Construct multi-purpose off-road trail.
ES - 45.1	• Laughing Jacobs Creek Trail	Low	-	Private	TNR	Construct multi-purpose off-road trail, and provide equestrian facilities.
ES - 45.2	Beaver Lake Trail Trestle #442-A	High	\$1,408,000	King County	200389	Reconstruct bridge, construct walkway/pathway.
ES - 46	Northwest Pipeline Trail	Low	-	Private	TNR	Construct multi-purpose off-road trail, and provide equestrian facilities.
ES - 47	Puget Power Powerline Trail	Low	-	Private	TNR	Construct multi-purpose off-road trail, and provide equestrian facilities.
ES - 48.2	Sammamish Access Arterial (EIS and Const) from I - 90 to Iss-Pine Lake Rd	High	\$26,752,000	King County	New	Prepare EIS, design and construct a new principal arterial with class II bike lane, curb-gutter-sidewalk, and HOV lanes.
ES - 48.3	Beaver Lake Loop Road (Study) from Duthie Hill Rd to 244 Ave NE Ext.	High	\$20,000	King County Private	New	Feasibility study for new road.
ES - 49	244th Ave NE Extension from NE 8th St to SE 24th St	Medium	\$20,739,000	King County Private	TNR Rescope	Construct 2 lane minor arterial, widen curb lane for bikes, C-G-S, and intersection improv. at NE 8th St.
ES - 50	SE 8th St Extension from 228 Ave SE to 244 Ave SE Ext.	Medium	\$3,221,000	King County Private	New	Construct 2 lane minor arterial with Class II bike lane Construct curb-gutter-sidewalk on south side and Neighborhood Pathway on north side from 228 Ave SE to Powerline Trails.

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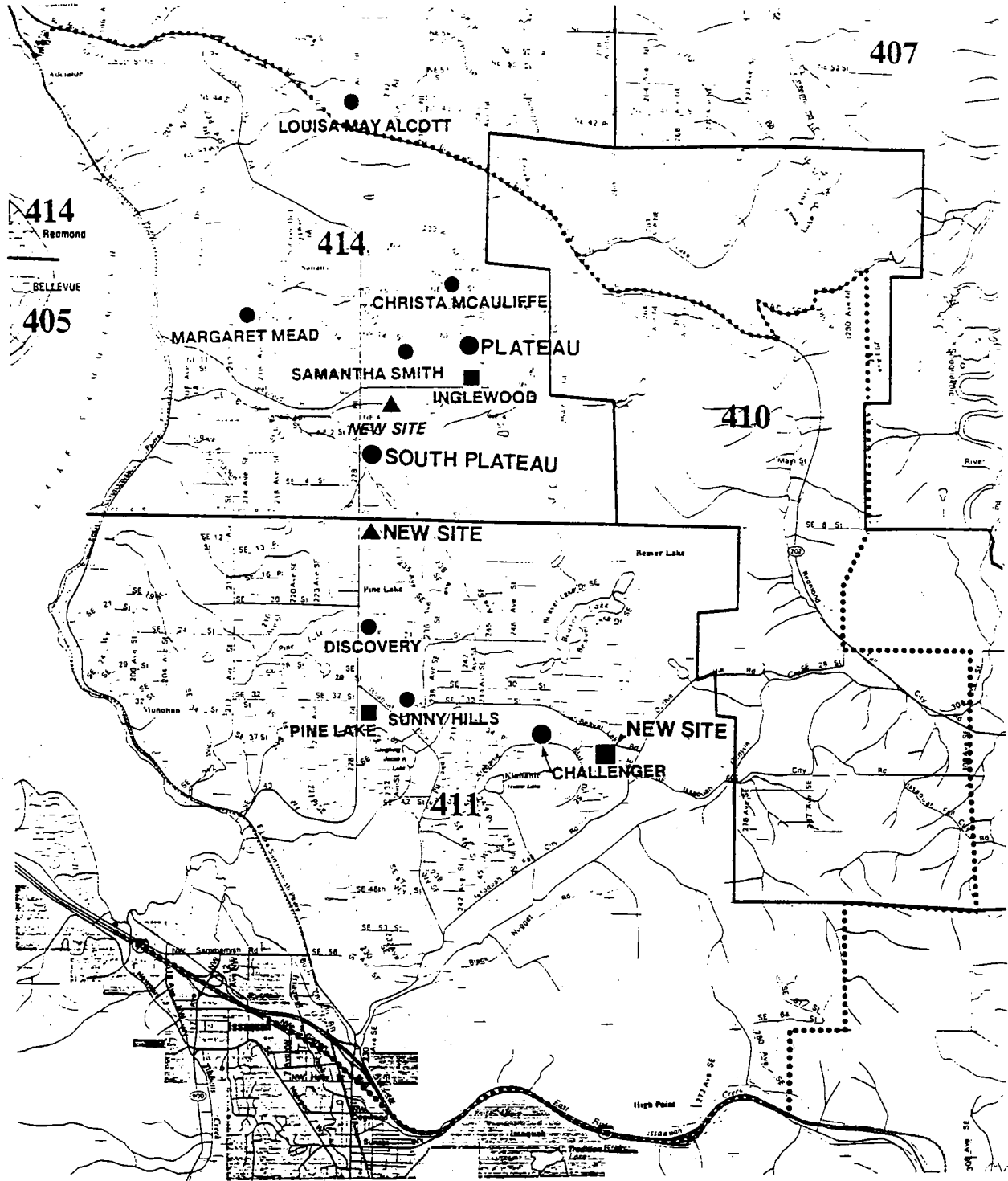
PROJ #	PROJECT NAME & LOCATION	PRIORITY	1992 COST	AGENCY	CP #	PROJECT DESCRIPTION
ES - 53	SE 20th St from 212th Ave SE to 228th Ave SE	Low	\$1,406,000	King County	TNR	Reconstruct roadway, pave shoulders, and construct neighborhood pathways.
ES - 56.2	SR - 520/SR - 202 Interchange (Design)	High	\$250,000	WSDOT King Co. Redmond	100889 Amended	Preliminary design study to construct full interchange
ES - 56.3	SR - 520/SR - 202 Interchange (Construction)	Medium	-	WSDOT	New	Construct interchange.
ES - 61.1	I - 90 at SR - 900 Interchange	High	-	WSDOT	TNR	Reconstruct interchange ramps, construct turn channels, and install traffic signal on WB ramps, improve signal timing/phasing, and construct HOV.
ES - 61.2	SR - 900 at SE 56th St	Low	-	WSDOT Issaquah	TNR	Realign intersection, construct and install turn channels and traffic signal.
ES - 61.3	SR - 900 from SE 50th to Newport Way SE	Medium	-	Issaquah WSDOT	TNR	Interconnect traffic signals
ES - 66.1	Inglewood Hill Rd from E Lk Samm Pkwy to 212th Ave NE	High	\$2,055,000	King County	201191	Add hill-climbing lane, reconstruct and pave shoulders.
ES - 66.2	Inglewood Hill Rd from 212 Ave NE to 228 Ave NE	Medium	-	King County	New	Pave shoulders for non-motorized safety.
ES - 69	244th Ave NE from NE 8th St to SR - 202	Medium	\$2,033,000	King County	TNR Rescoped	Add hill-climbing lane near SR - 202, construct C-G-S, and widen curb lane for bicycles. *Note: Project is subject to change pending findings in North Plateau Access Study [ES-81]
ES - 70	NE 8th St from 228th Ave NE to 244th Ave NE	Medium	\$3,221,000	King County Private	TNR	Add turn-channels, construct C-G-S, and widen curb lane for bicycles.
ES - 72	228th Ave SE at SE 24th St	Medium	\$134,000	King County	200592	Intersection/operational improvements, install signal.
PROJECT DONE						
ES - 73	SE 24th St from 228th Ave SE to 244 Ave SE	Medium	\$718,000	King County	New	Pave shoulders and construct neighborhood pathway.
ES - 74	212th Ave NE/SE from SE 4th St to SE 34th St	Medium	\$592,000	King County	New	Pave shoulders and construct neighborhood pathway for equestrian/pedestrian use.

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PROJ #	PROJECT NAME & LOCATION	PRIORITY	1992 COST	AGENCY	CIP #	PROJECT DESCRIPTION
ES - 75-1	226th Ave NE/Sahalee Way from NE 37th St to NE 8 St.	Medium	\$7,685,000	King County	New	Widen to 3 lanes, construct C-G-S, and widen curb lane for bicycle use. *Note: Project is subject to change pending outcome of North Plateau Access Study [ES-81].
ES - 75-2	Sahalee Way from NE 37th St to SR-202	Medium	\$2,500,000	King County	New	Add hill-climbing lane and pave shoulders. *Note: Project is subject to change pending N. Plateau Access Study [ES-81].
ES - 75-3	Sahalee Way at SR-202	Medium	\$95,000	King County	New	Intersection/operational improvements.
ES - 77	244th Ave SE from SE 24th St to SE 32nd St	Low	\$1,000,000	King County	New	Widen travel lanes, construct C-G-S and parallel multi-purpose off-road trail (part of Puget Power Trail, see ES - 47).
ES - 78	SE Highpoint Rd from 272nd Ave SE to 280th Ave SE	Low	\$637,000	Private	New	Pave road shoulders, and install (1) \$00 bike route sign.
ES - 79	East/West Beaver Lake Dr from 244 Ave SE to Issaquah-Beaver Lk Rd Nonmotorized Options Study	Medium	\$20,000	King County	New	Conduct non-motorized options study for improving safety.
ES - 80	SE 24th St from 212th Ave SE to East Lake Sammamish Parkway	Low	\$500,000	King County	New	Construct neighborhood pathway.
ES - 81	North Plateau Access Study	High	\$250,000	King County	New	Conduct feasibility study to add general capacity to improve north planning area access and Level of Service. Includes consideration of widening East Lake Sammamish Pkwy, Sahalee Way, and 244 Ave NE widening, or new road establish.
ES-82	226 Ave NE @ NE 14 St	Medium	\$95,000	King County	New	Construct Left Turn Pocket.
ES - 84	E Lk Samm Pkwy/Vaughn Hill Rd Access Study from Vaughn Hill Rd to E Lk Samm Pkwy	Low	\$50,000	King County	New	Conduct feasibility/needs study to construct new road.
ES - 85	NE 25th St/Way from end of SE 25th Way near 238th Ave NE to 244th Ave NE	Low	-	Private	New	Construct 2 lane neighborhood collector.
ES - 86	216th/218th Ave SE from SE 4th St to Main	Low	-	Private	New	Construct 2 lane neighborhood collector.

PROJ #	PROJECT NAME & LOCATION	PRIORITY	1992 COST	AGENCY	CIP #	PROJECT DESCRIPTION
ES - 87	Timberline Ridge from NE 42nd subd to E Lk Sammamish Pkwy at NE 50th St and Happy Valley Road	Medium	-	Private	New	Construct 2 lane neighborhood collector.
ES - 88	I - 90 Frontage Rd from E Lk Sammamish Pkwy to Sunset Interchange area	Low	\$2,043,000	King County	New	Construct 3 lane minor arterial with widened curb lane for bicycle use. Construct C-G-S.
ES - 90	E Lk Sammamish Pkwy at SR - 202	High	-	WSDOT	New	Intersection/operational improvements, HOV queue by-pass.
ES - 91	E Lk Sammamish Pkwy from SE 43rd way to SE 212th St	Medium	\$729,000	King County	New	Widen to 4 lanes, turn channels, and reconstruct bike lane on shoulders.
ES - 92	SR - 202 at 244th Ave NE	High	-	WSDOT	New	Intersection/operational improvements, & install traffic signal.
ES - 93	SR - 202 at 27th NE (Duthie)	Medium	-	WSDOT	New	Intersection/operational improvements, & install traffic signal.
ES - 94	E Lk Sammamish Pkwy at SE 58th St	High	\$132,000	King County	New	Intersection/operational improvements for HOV queue by-pass.
ES - 95	Inglewood Hill Rd at 228th Ave NE	Medium	\$132,000	King County	New	Intersection/operational improvements.
ES - 96	SR - 202 from 236 Av NE to 1000 feet east of 244 Av NE	Low	-	WSDOT	New	Widen SR 202 to 4 lanes and pave shoulders.
ES - 97	Non-Motorized Circulation Plans Commercial Areas	Medium	\$45,000	King County	New	Develop non-motorized circulation plan for commercially zoned districts within the East Sammamish Plan Area.
ES - 98	East Lake Sammamish Parkway Safety Study	High	\$300,000	King County	New	Study to determine pedestrian and bicycle safety improvements, driveway access, and street crossings for water access.
ES - 99	East Lake Sammamish Parkway at SE 212 Way	High	\$20,000	King County	New	Install traffic signal.
T/HOV-10009	East Sammamish North Park & Ride Beat Creek II	-	-	WSDOT	New	Conduct location study to Provide transit facilities/operating improvements
T/HOV-10011	East Sammamish South Park & Ride	-	-	WSDOT	New	Conduct location study to: Provide transit facilities/operating improvements

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School Districts and Sites

- Elementary Schools
- Junior High Schools
- ▲ High Schools

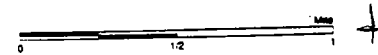
Source: King County Planning and Community Development Division, 1991

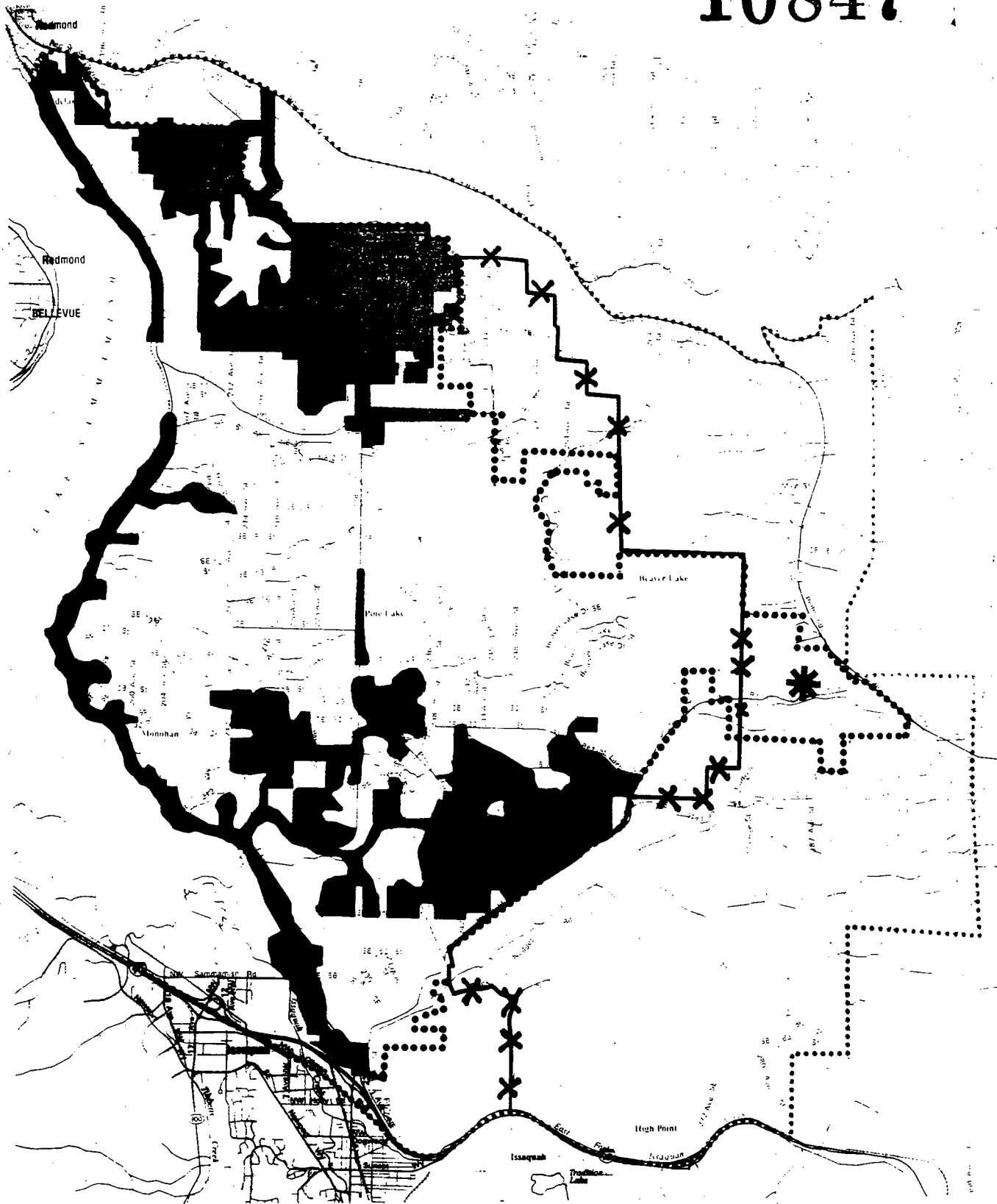
Executive Proposed East Sammamish Community Plan Update 1992

East Sammamish Community Planning Area



King County Planning and Community Development Division
1992





Sewer Local Service Areas and Existing Sewers

- Panel Recommended Sewer LSA
- Sewer LSA
- Existing Sewers

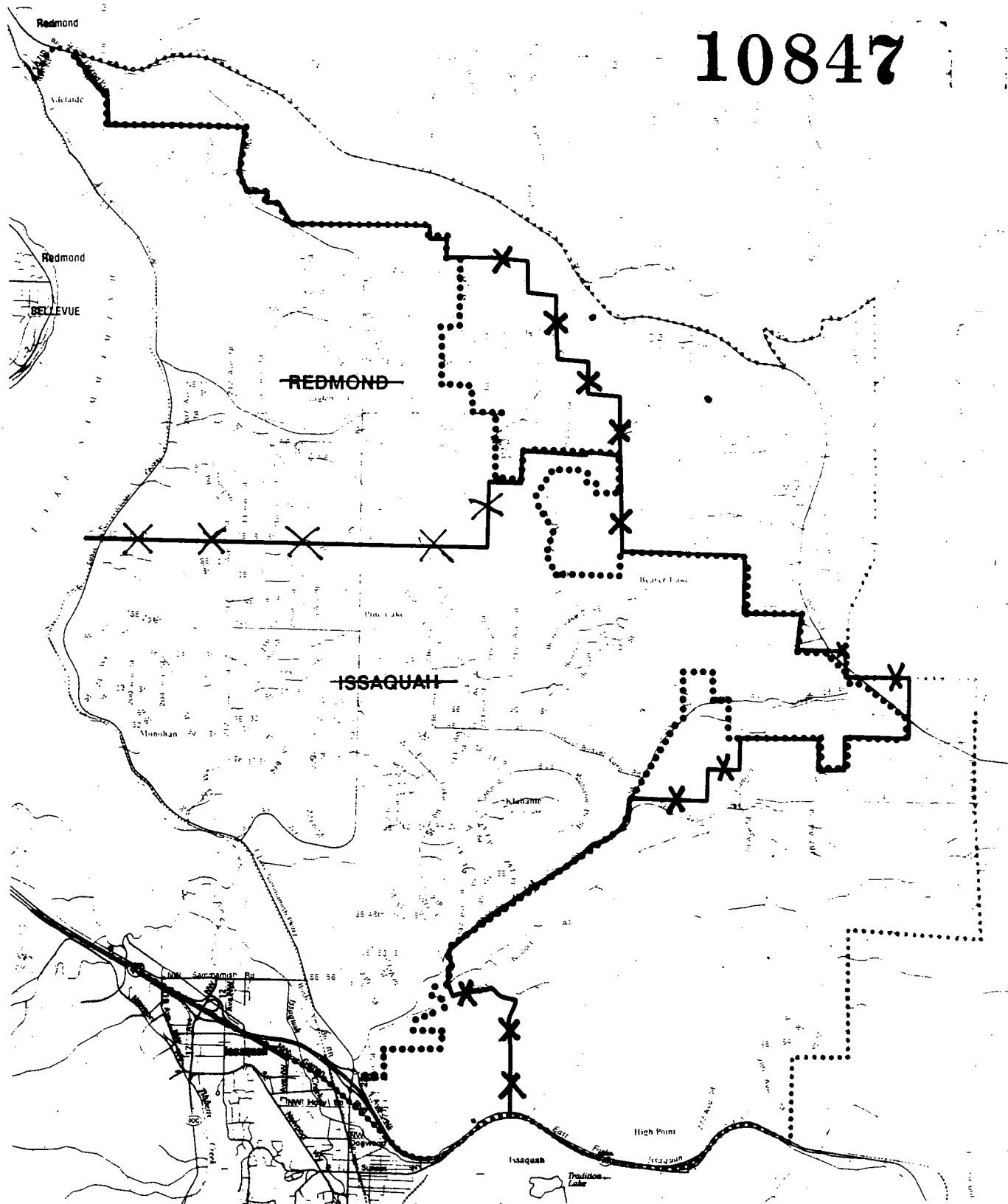
Source: Individual Sewer Districts Provided Information

Executive Proposed East Sammamish

East Sammamish Community Planning Area



King County Planning and Community



Municipal Urban Growth Areas

Source: City of Issaquah and City of Redmond, 1992

Executive Proposed East Sammamish Community Plan Update 1992

 Urban Growth Areas

 Panel Recommended Urban Growth Area

East Sammamish Community Planning Area



King County Planning and Community

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Proposed Ordinance 92-597

Appendix B

Panel-Recommended Revisions to the Executive-Proposed East
Sammamish Area Zoning

P-Suffix development conditions for area zoning requests 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 236, 237, 238, 239, 242, 246, 248, 253, 258, 259, 260 and 262:

Development shall be clustered as far away from the North Fork of Issaquah Creek as possible. The common tract shall be left in undisturbed permanent open space.

P-suffix development conditions for area zoning requests 55 and 58:

Development on this site shall be mixed use with a residential density of not less than 12 units per acre.

P-suffix development condition for the RS-9600-P portion of area zoning request 495:

Subdivision shall be limited to 290 or fewer lots with clustering.

P-suffix development condition for the AR-10 portion of area zoning request 495:

Permitted use limited to golf course or open space; residential development prohibited.

P-suffix development condition for area zoning requests 277, 279, 281, 286, 288 and 291:

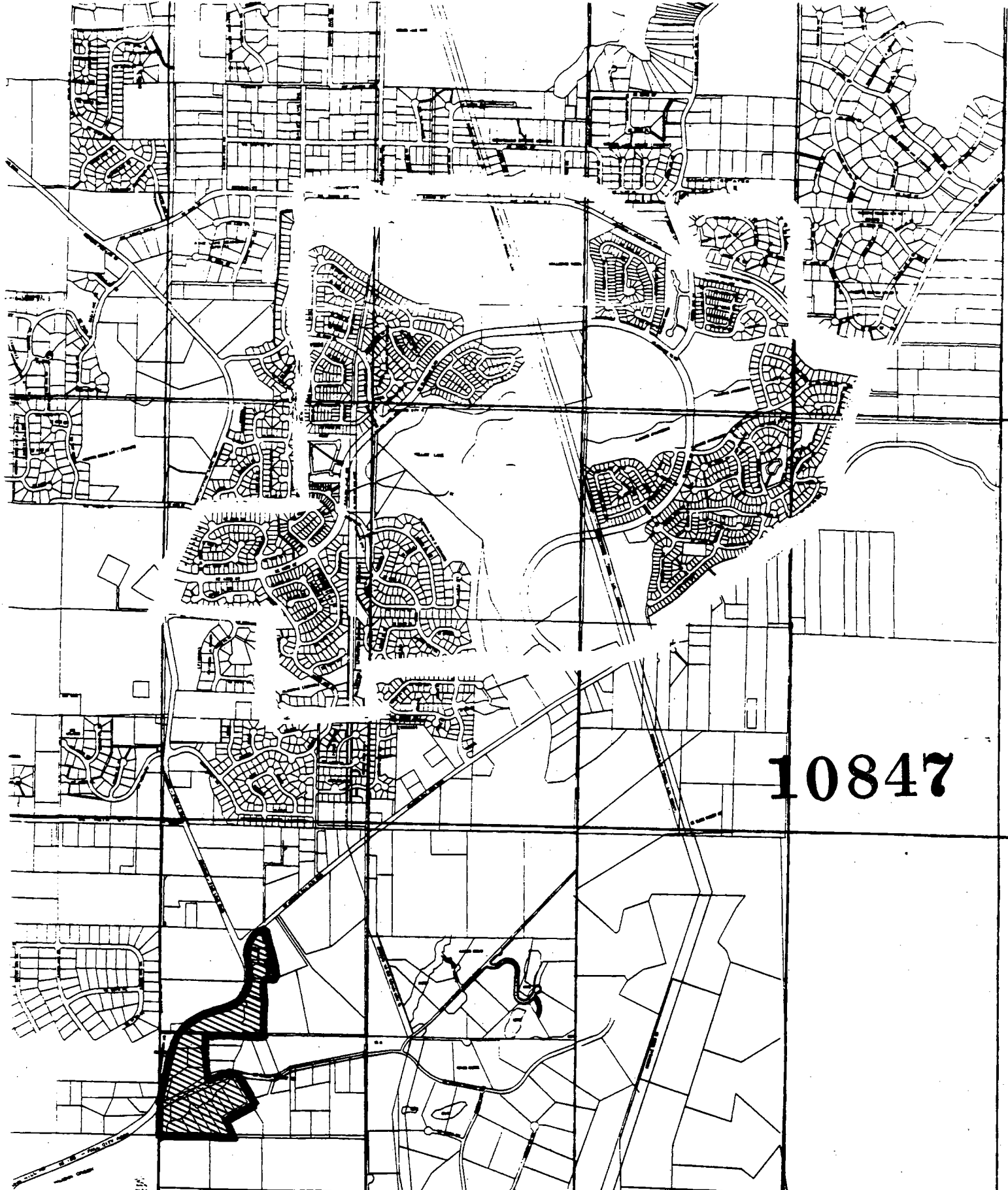
If future modifications to the King County Code narrow or eliminate the combination of uses permitted in the M-P classification, future uses of this site should be primarily industrial.

P-suffix development condition for area zoning requests 233 and 234:

Development shall be clustered to maximize protection for stream corridor and without loss of density beyond that required by Sensitive Areas Ordinance density calculation rules.

P-suffix development condition for area shown on attached map, Black Nugget Rd./Issaquah Creek Required Clustering Area:

Development shall be clustered at least 100 feet away from the North Fork of Issaquah Creek.



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Black Nugget Rd./Issaquah Creek Required Clustering Area

AND REPLACE WITH THE FOLLOWING:

Klahanie Community Business Center Design Conditions **10847**

The proposed location of the Klahanie commercial center to be zoned B-C (potential BR-C) and RM-2400 (potential BR-C) is on the northeast quadrant of the intersection of Klahanie Drive S.E. and the Issaquah-Fall City Road. The Issaquah-Fall City Road is also the local boundary between the Urban and Rural Areas designated by the 1985 King County Comprehensive Plan. The normally preferred land use in Urban Areas abutting Rural Areas is low-density residential development (KCCP policy R-207, ESCP policies R-5 and CI-6); therefore an intensive commercial use in this location requires substantial mitigation to protect the abutting Rural Area. The following conditions are the minimum necessary to provide the needed mitigation.

1. Development of this property shall be subject to the "P"-suffix conditions as part of the approval for rezone No. 134-80-R for the subject and surrounding property.
2. In order to ensure that the Klahanie Commercial Center is developed as and remains a predominantly neighborhood-oriented center, the uses otherwise permitted in the B-C Community Business classification (KCC ch. 21.28) shall be limited to the following (which are uses permitted in the B-N Neighborhood business classification):
 - a. Any on-premises retail enterprise dispensing food or commodities as described and limited in KCC 21.28.020(A);
 - b. Business offices as described and limited in KCC 21.28.020(B);
 - c. Hospitals, limited to small animal hospitals or clinics, provided:
 - (1) The incidental boarding of animals under treatment only is allowed;
 - (2) The portion of the building in which the animals are treated or boarded is sound-proof, and;
 - (3) There will be no burning of refuse or dead animals on the premises.
 - d. Any public utility installation relating directly to the distribution of services as described and limited in KCC 21.28.020(I);
 - e. Public off-street parking facilities, as described and limited in KCC 21.28.020(J);
 - f. Churches;
 - g. Public office buildings, art galleries, museums, libraries, police and fire stations;

- h. On-premise signs as described and limited in KCC 21.28.020(N), and as further limited by the specific conditions of this reclassification;
 - i. Mixed-use business-residential developments subject to a conditional use permit, as described and limited in KCC 21.28.020(Q), and further limited to neighborhood scale mixed-use business-residential development;
 - j. Specialized instruction schools;
 - k. Communication facilities, subject to KCC 21.80.020 - 21.80.190, and further limited to facilities for transmission and/or reception of microwave signals and/or cellular radio signals.
- 3. Development in the Klahanie Commercial Center shall be limited to a maximum of 107,400 square feet of gross leasable floor area of uses, as described in the Final Supplemental EIS for the Klahanie Commercial Center.
 - 4. No building or structure within the Klahanie Commercial Center site shall exceed a height of thirty-five feet.
 - 5. Any uses located within the Klahanie Commercial Center that potentially generate unusual or adverse environmental impacts or hazards, other than gasoline/service stations and laundries or dry cleaning establishments, shall be subject to supplemental environmental review and studies to analyze specific impacts and to identify appropriate mitigation measures, as provided in the SEPA Rules, WAC 197-11-600(1)(b). Gasoline/service stations and laundries or dry cleaning establishments shall be governed by Conditions 15 and 16 below, respectively, and shall not require supplemental environmental review unless required by other applicable law.

Drainage

- 6. The site shall be developed in accordance with the approved Klahanie Master Drainage Plan as the same has been revised and approved by King County Surface Water Management Division (SWM) in September 1992 to take into account surface water runoff impacts resulting from development of the Klahanie Commercial Center as proposed. Any subsequent revisions to the Master Drainage Plan shall similarly be subject to review and approval by King County SWM.
- 7. Detention Facility 7 as identified in the Klahanie Master Drainage Plan shall be constructed in compliance with King County requirements to match release rates identified in the Klahanie South Master Drainage Plan Updated, dated March 1992 and approved by King County SWM in September 1992.
- 8. The applicant shall submit a Wildlife Habitat Management Plan, based on the adopted Open Space and Master Drainage Plans for Klahanie. Such plan shall generally describe the planned communities or habitats and wildlife

species currently present on site. Such plan shall include a general assessment of the existing habitat and a function and values analysis of the wetland and upland vegetation that will be disturbed by construction of Detention Facility 7. The revegetation plan for Facility 7 and other areas of Klahanie shall be designed to replace and enhance habitats that have been disturbed. In addition to plantings, such plan shall include actions such as feeding stations and nest box programs, educational brochures for existing and new residents in Klahanie, and interpretive signs. Such plan must be approved by DDES prior to construction of Detention Facility 7.

Traffic and Circulation

9. To ensure the safe operation of Issaquah-Fall City Road prior to implementation of King County's programmed improvements for that road, the following measures shall be undertaken by the Klahanie developer in conjunction with development of the Klahanie Commercial Center. Such measures shall be completed before December 31, 1994, unless a later date for completion of either measure is authorized by the Department of Public Works, and shall be paid for by the applicant.
 - a. Issaquah-Fall City Road shall be widened within its existing right-of-way to add a continuous 12-foot center two-way left turn lane from the intersection of Issaquah-Fall City Road with 247th Place S.E. to its intersection with Issaquah-Pine Lake Road. This improvement shall include four- to eight-foot paved shoulders on both sides to accommodate pedestrians and bicyclists. Such widening within the existing right-of-way shall be an interim improvement until King County constructs its proposed improvement of Issaquah-Fall City Road. Where necessary, existing road ditches shall be filled and storm sewers installed to accomplish the extra road widening.
 - b. A fully-actuated traffic signal shall be installed at the intersection of Issaquah-Fall City Road and 247th Place S.E. Signal installation shall be subject to approval of the King County Department of Public Works.
10. The applicant shall improve the site's Issaquah-Fall City Road frontage (exclusive of the 100-foot buffer) to Urban standards, consistent with the cross section described in Project #200195 of the King County Capital Improvement Program and Project #ES15.2 in the Transportation Needs Report, unless a variance is granted from standards by the King County Road Engineer.
11. Two westerly vehicular access points onto Klahanie Drive S.E. shall be permitted, with a third access point onto Klahanie Drive S.E. subject to approval by the King County Road Engineer. No vehicular access point shall be permitted onto Issaquah-Fall City Road.

12. If at the time of issuance of the first building permit for any building in the Klahanie Commercial Center, Klahanie Drive S.E. has not been improved to full five-lane urban minor arterial standards (over and above the existing interim two-lane road improvement already installed, as permitted by BALD and the Department of Public Works), then such road shall be so improved to such full five-lane standard before issuance of any occupancy permit for any building in the Klahanie Commercial Center.
13. At least 69 park-and-pool spaces shall be provided by the applicant adjacent to the Klahanie Commercial Center, either on the northern boundary of the subject parcel zoned B-C-P, or in the parcel zoned RM-2400-P (potential B-C-P) to the north. The park-and-pool lot shall be posted with designated park-and-pool lot signs as required by Metro, and paid for by the applicant. Development of the park-and-pool lot shall be timed as provided in Condition No. below.
14. The applicant shall coordinate with the King County Roads Division and Metro to determine the most effective pedestrian and bicycle movement to and from the park-and-pool lot and the most effective locations for transit-related facilities as appropriate.

Water Quality Best Management Practices

15. Location of a gasoline/service station within the Klahanie Commercial Center shall be subject to implementation of best management practices ("BMPs") to protect water quality from potential contamination due to spills or improper storage or disposal of materials, as follows:
 - a. Fuel pump islands shall be covered and provided with an approved drainage system to accommodate runoff associated with washing down the fuel islands. This could consist of either a connection to a sanitary sewer system (if approved by the local sewer district and/or fire department), or provision of a dead sump.
 - b. No waste liquids or chemicals of any kind shall be discharged to storm sewers.
 - c. Dangerous wastes shall be segregated, stored, transported, and disposed of pursuant to applicable Department of Ecology (DOE) regulations (WAC ch. 173-303).
 - d. Stormwater from areas where dripping oil or hydraulic fluids are likely to occur shall be treated by appropriately designed separator systems as indicated in "Water Quality Best Management Practices Manual for Commercial & Industrial Businesses" (City of Seattle, Office for Long Range Planning, June 1989). Separators shall be properly maintained.
 - e. Wash water from cleaning of vehicles and equipment shall be discharged only to sanitary sewers.

- f. To minimize the risk of accidental spillage, the gasoline station owner shall prepare a written operations plan that describes procedures for loading/unloading of storage tanks and shall train employees as to its execution.
 - g. Emergency kill switches for fuel pumps shall be provided for use by the station attendant.
 - h. The owner shall prepare an emergency spill cleanup plan.
 - (1) The plan shall be prepared according to the following guidelines and contain the following information:
 - (a) a description of the nature of the business and the general types of chemicals used;
 - (b) a site plan showing the location of storage areas for chemicals, storm drains and the direction of slopes towards these drains, and the location and description of any devices to stop spills from leaving the site;
 - (c) notification procedures to be used in the event of a spill;
 - (d) explicit cleanup procedures; and
 - (e) the designated person with overall spill response cleanup responsibility.
 - (2) Key personnel shall be trained in the use of the plan.
 - (3) A written summary of the plan shall be posted at appropriate points in the business, identifying the spill cleanup coordinators, location of cleanup kits, and phone numbers of regulatory agencies to be contacted.
 - (4) An emergency spill cleanup kit, appropriate to the type and quantity of chemicals liquids stored, shall be located at the business site.
 - (5) Cleanup of any spills shall begin immediately; DOE and Metro shall be notified if the spill reaches sanitary or storm sewers.
16. Location of laundries or dry cleaning establishments in the Klahanie Commercial Center shall be subject to implementation of the following best management practices: businesses generating dangerous wastes shall properly segregate, store, transport and dispose of such wastes as required by DOE regulations (WAC ch. 173-303).

The intent of the following conditions is to make all on-site signage of the commercial center not directly visible (i.e. glare may be visible but not signs or light sources themselves) from any Rural-designated property across the Issaquah-Fall City Road from the commercial center. King County reserves the right to require installed signage or lighting to be modified to meet this intent.

17. Center identification signs shall be limited to three locations, shall consist of low "gateway" type entrance markers with two faces maximum per sign, a maximum of 12 square feet per face, and a maximum height of 10 feet. The sign base shall be a stone, brick, or concrete wall in a landscape area, with identifying signage carefully composed on a back-lit plexiglass face with metal surround. Lighting in signs shall show through the lettering only, with the background face blacked out. Center identification signs shall be limited in height to six feet. Text shall be limited to identification of the Klahanie Commercial Center and major tenants only; no product or sales advertising shall be allowed. No center-related sign shall be allowed on the Issaquah-Fall City Road
18. The southerly-most center-related sign of any kind permitted on Klahanie Drive S.E. shall be located not less than 150 feet north of Issaquah-Fall City Road, measured from the right-of-way edge.
19. Building signs shall be limited in size, placement and construction as follows. Building signs may not be flashing signs, or transparent or translucent canvas awnings. Signs shall be installed in designated spaces on building fascia for each tenant and shall be sized and designed proportionate to its designated area.
20. Tenant directories, signage for deliveries, traffic flow, and other directional signage shall be approved by the shopping center owner for conformance to the design intent of the Klahanie Commercial Center. All such signs shall be unlit and set back 25 feet from Klahanie Drive S.E.
21. Building-mounted signs are not permitted on facades that face either Klahanie Drive or Issaquah-Fall City Road within 150 feet of the north edge of the Issaquah-Fall City Road right-of-way. No building-mounted sign shall extend above wall height or 10 feet above grade, whichever is less. No building shall be designed or lighted in a way that makes it function as a sign.
22. Free-standing single-user buildings may have one monument sign each with a maximum of two faces on Klahanie Drive S.E. Each face shall be limited to 12 square feet, and the signs shall have a maximum height of six feet. These signs shall be subject to the same lighting, locational and other standards as the commercial identification signs.
23. No retail shop signs shall be permitted on the rear of a building.

24. No sign shall be animated, audible, moving, or illuminated by an intermittent, flashing, or scintillating source of light.

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25. Sign text shall be limited to the business name and insignia or logo. Text referring to products sold, sales, etc., shall not be permitted.

Lighting

The intent of the following conditions is to make all on-site lighting of the commercial center not directly visible (i.e. glare may be visible but not signs or light sources themselves) from any Rural-designated property across the Issaquah-Fall City Road from the commercial center. King County reserves the right to require installed signage or lighting to be modified to meet this intent.

26. Exterior lighting shall be of sharp cut-off type high intensity luminaries in a circular or rectilinear housing designed to provide adequate illumination while minimizing potential spillage of light and glare off site.
27. All exterior building and parking area lighting shall be pointed either straight down or directly away from Issaquah-Fall City Road (i.e., along an axis 90 degrees from the road's centerline).
28. Location of lighting shall be as shown on the approved site plan. Light poles within 100 feet of Klahanie Drive S.E. shall not exceed 15 feet in height. All other light poles shall be limited to 25 feet in height.
29. The design for walkway, parking lot and exterior building lighting shall be generally as shown on the approved site plan. No type of lighting that would highlight or wash any building facade or other structure shall be used. The type of light used shall be in the warmer ranges, with high pressure sodium preferred. A combination of sources to achieve that color range is acceptable.

Screening

30. Rubbish/trash receptacles, storage areas and loading areas shall be located and screened so as not to be visible from adjacent residences or to pedestrians within Klahanie Commercial Center.
31. HVAC and other roof-mounted mechanical equipment shall be enclosed, screened, or integrated into building designs so as not to be visible to pedestrians within the Klahanie Commercial Center.

Landscaping

32. A detailed landscape plan for the Klahanie Commercial Center showing the location, species, and size of proposed plantings shall be submitted to King County for review and approval prior to issuance of the first building permit for the Klahanie Commercial Center. The landscape plan shall be consistent with the approved conceptual plan for the Klahanie Commercial Center and shall be prepared by a landscape architect licensed by the State of Washington.
33. Landscaped materials shall generally consist of the type, typical species, size, and spacing shown on the landscaping plan approved by King County.
34. All landscaped areas shall be irrigated by a permanent, underground, automatic water system.
35. The applicant shall submit a bond or other security acceptable to King County to ensure that all required landscaping is installed, and a three-year maintenance bond or other security acceptable to King County to ensure that all required landscaping is maintained (or replaced; if dead or dying) within the first three years after planting.
36. All plant materials and landscaped areas shall be regularly maintained in a healthy and attractive condition and shall be kept free of trash, litter, wastes, and weeds. Maintenance shall include regular trimming, mowing, pruning, fertilization, and replacement of dead or diseased plant materials. The applicant shall indicate to King County the entity (homeowner's association, owner, etc.) that will have responsibility for maintaining landscaping.
37. Herbicides or other regulated chemicals shall be applied only by certified applicators or services.

Open Space

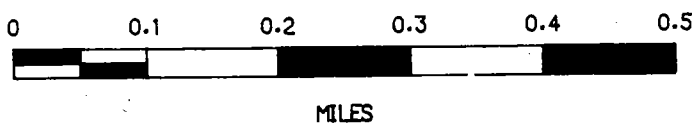
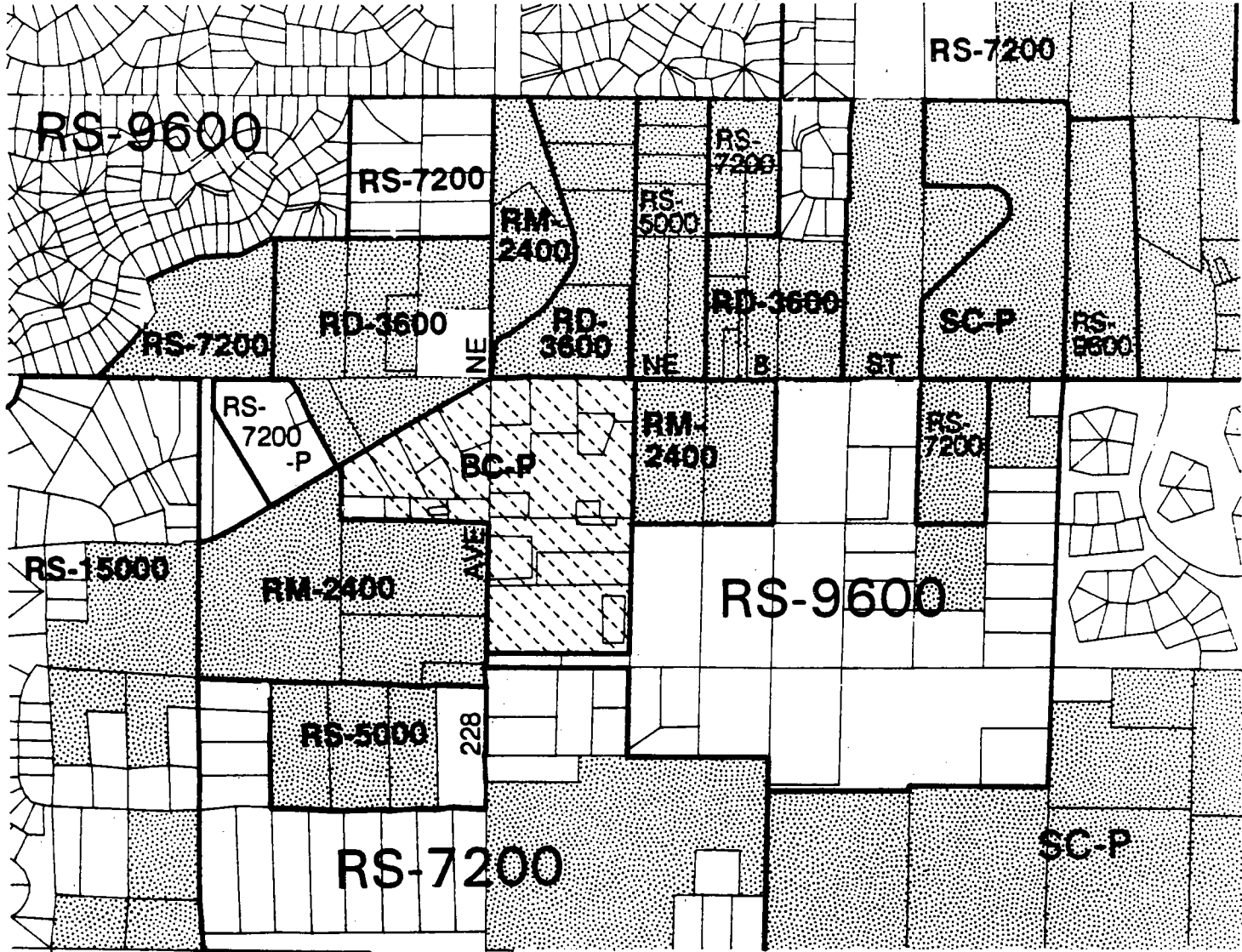
38. The applicant shall set aside land to develop a 0.5-acre park/open space area on a site adjacent to the proposed Klahanie Commercial Center. This park -- shown on the applicant's proposed site plan as the "festival glade" -- shall be designed and improved to create a functional pedestrian link between the Klahanie Commercial Center and Klahanie's park and open space system, and an amenity for visitors to the shopping center. Prior to improvement of the festival glade, the applicant shall submit detailed landscaping and improvement plans for development of that area.
39. A fully-vegetated natural buffer of at least 100 feet shall be retained along Issaquah-Fall City Road between Klahanie Drive S.E. and the eastern property line.

40. The 100-foot buffer shall be augmented by a planted berm on its northern boundary to create an opaque screen between the Klahanie Commercial Center and Issaquah-Fall City Road. The berm shall generally vary from 10 feet (west end) to 40 feet (east end) in width, and from 2 feet (west end) to 8 feet (east end) in height. A screen of conifers 6 feet tall at time of planting shall be installed along the top of the berm.
41. A landscaped strip along Klahanie Drive S.E., generally 50 feet wide, shall be retained.
42. The design of Klahanie Drive S.E. at its intersection with Issaquah-Fall City Road shall include a planted median capable of accommodating a screen planting similar to that of the 100-foot native growth protection easement on the site's southern boundary. At its southern end, the median shall be 25 feet wide and taper gradually to 15 feet wide, over a minimum length of 200 feet. The median shall include a berm that is at least six feet high for its southernmost 100 feet, and shall be planted with a mix of at least two tree species, three tall shrub species, five shrub species, three grasses and three forbs. Evergreen trees shall make up 90 percent of total tree quantity. The berm design and plantings may be modified from the specific requirements set forth in this condition only to meet King County sight distance requirements for the intersection. Maintenance of the median plantings shall be the responsibility of Lowe Enterprises or its successors in interest in the commercial center.
43. Subject to approval by the Bonneville Power Administration, the proponent shall install a berm with a minimum height of 4 feet, adjacent and parallel to Issaquah-Fall City Road, within the BPA powerline easement and along the entire width of the easement fronting on such road. The berm shall be designed and located to maximize screening of the shopping center site from Issaquah-Fall City Road. A screen 6 feet in height at time of planting, of species with the maximum mature height allowed by BPA, shall be installed on top of the berm, pursuant to a landscaping plan approved by DDES.
44. A fully-vegetated natural buffer of at least 25 feet in width shall be retained between the proposal and the residential area to the north. Such buffer may be developed on either the subject property or the northerly adjoining property. The "Festival Glade" shall be connected to the existing Klahanie trail system by developing a trail through this buffer consistent with King County trail standards.
45. Design and construction of the park-and-pool shall maximize vegetative buffering on the north side of the Klahanie Commercial Center.

46. The existing natural vegetation in the area west of the public trail on the easterly edge of the site shall be retained, north from Issaquah-Fall City Road to the south-easterly corner of the proposed Puget Power substation. Routing of power lines to and from the Klahanie substation shall be designed so as to minimize vegetation removal. If vegetation removal is required for installation of such power lines, Puget Power should be required to replant affected areas pursuant to a landscaping plan approved by DDES.

Noise

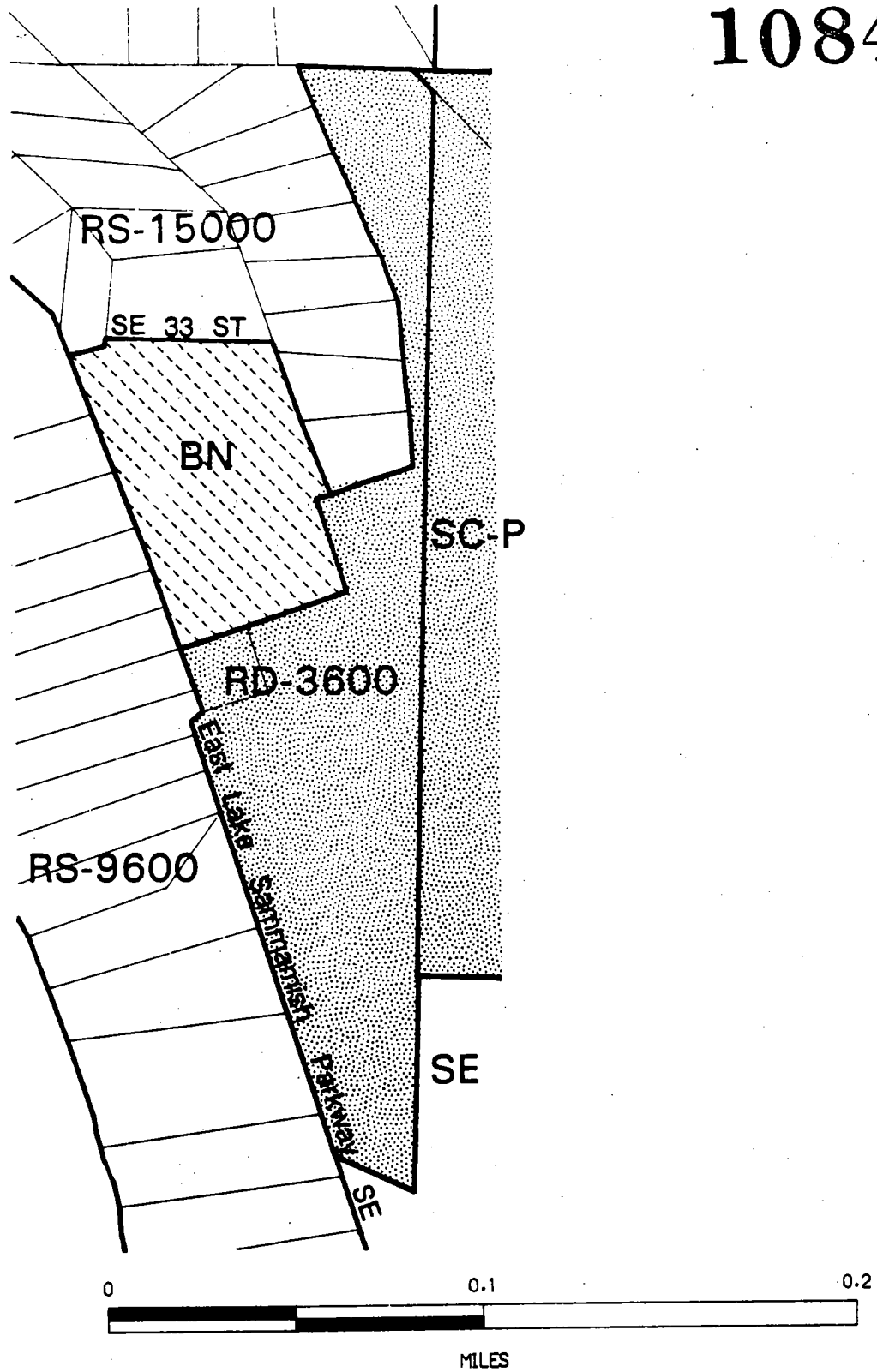
47. If a 24-hour supermarket is developed on the site, refrigeration units, compactors, and mechanical equipment associated with supermarket operation shall be constructed to ensure that King County noise level limits are not exceeded at the property boundary.
48. If a 24-hour supermarket is developed on the site, no deliveries by truck shall be allowed between 10:00 p.m. and 6:00 a.m.



1. Sammamish Highland/ Inglewood Plaza Center

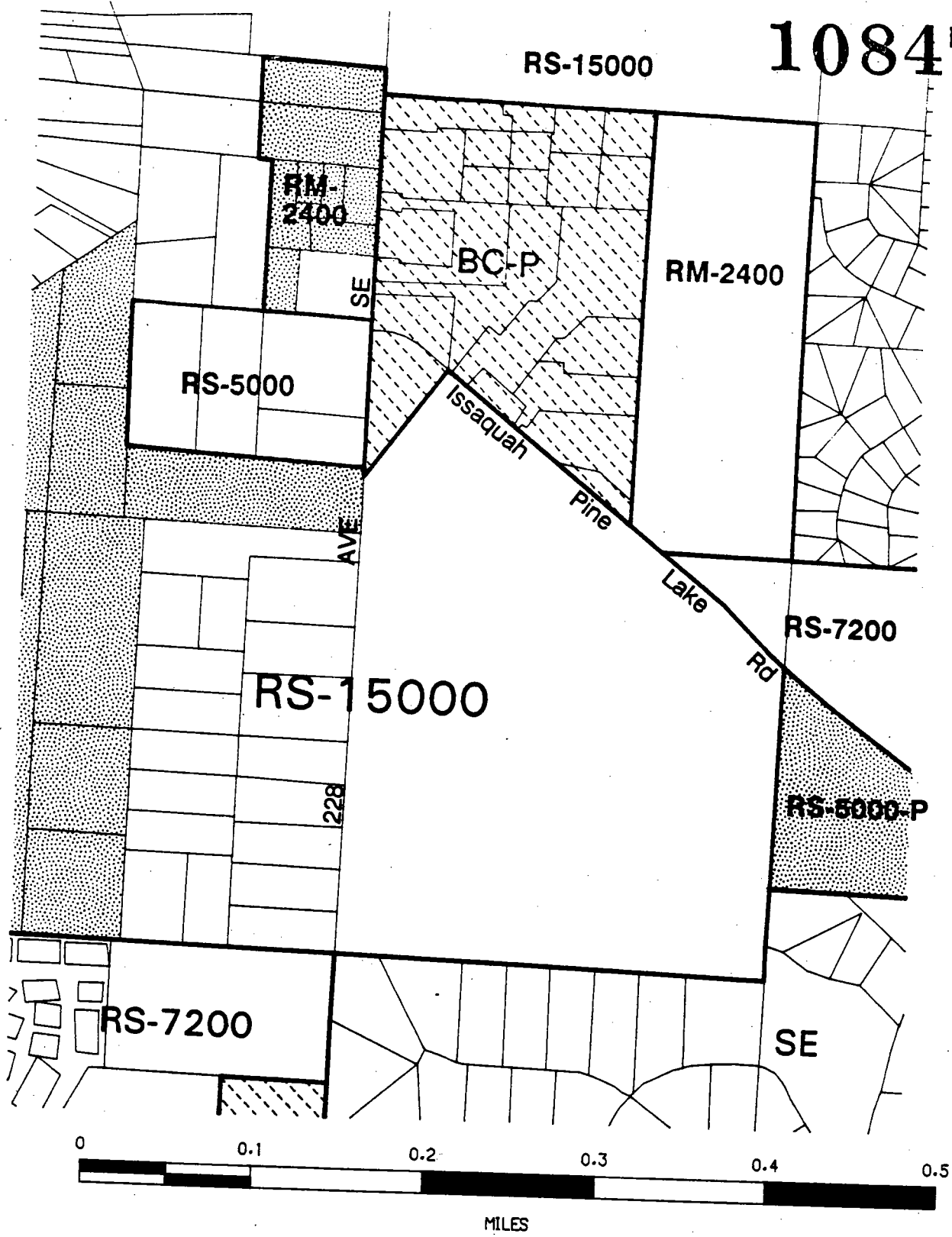
-  Commercial Area
-  Growth Reserve

East Sammamish Community Plan Update



2. Sammamish Plaza (Monohan)

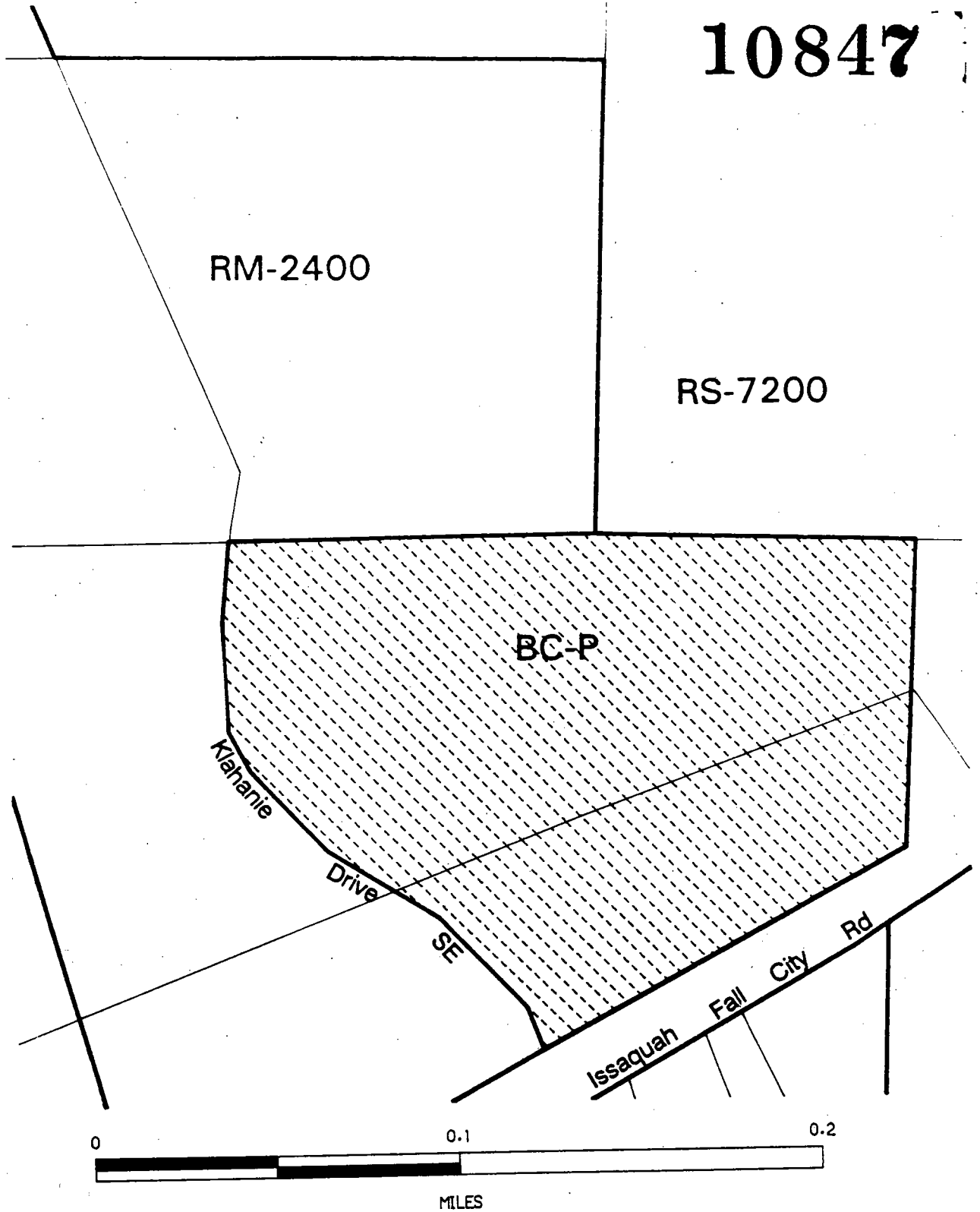
-  Commercial Area
-  Growth Reserve



3. Pine Lake Village

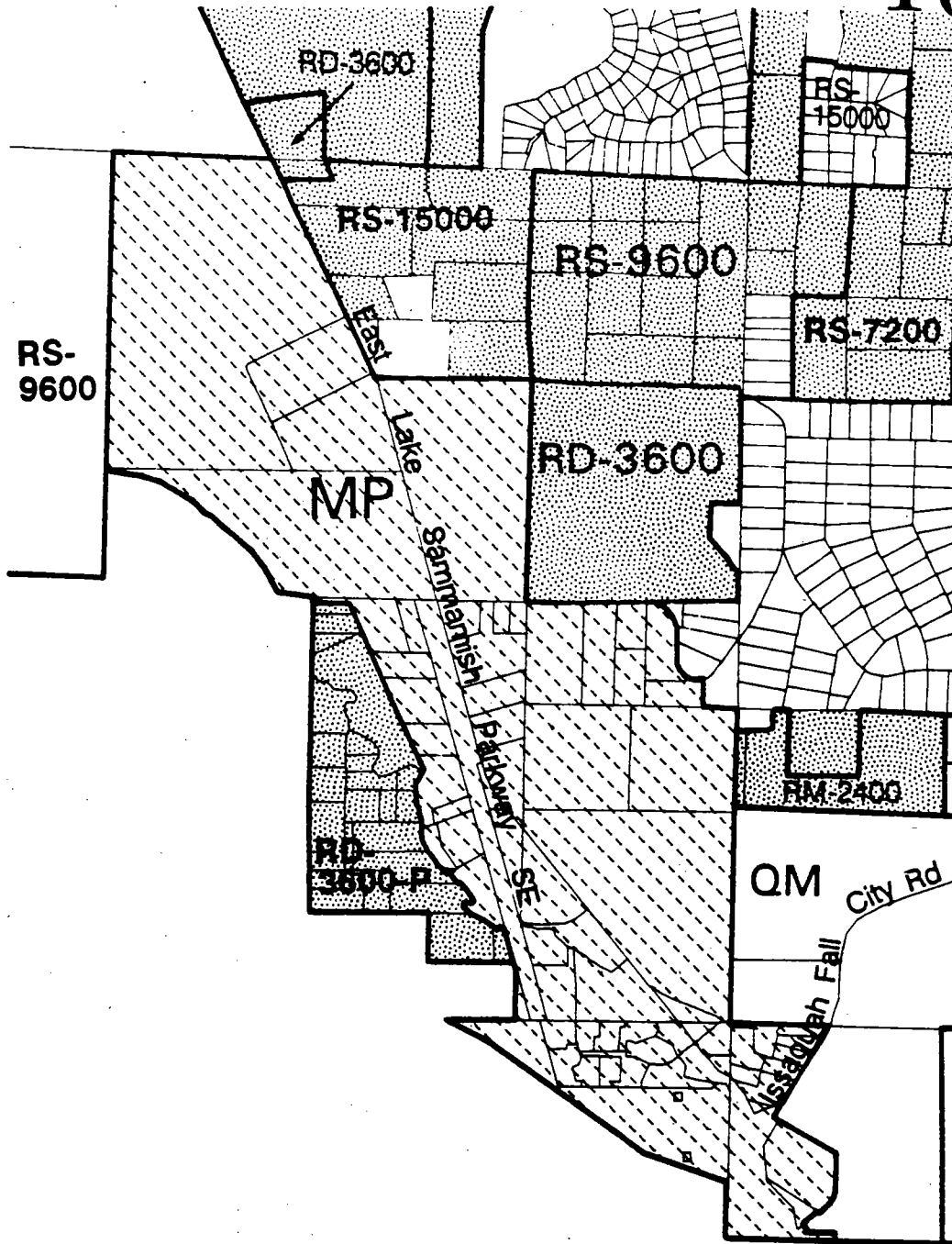
-  Commercial Area
-  Growth Reserve

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4. Klahanie Village Shopping Center

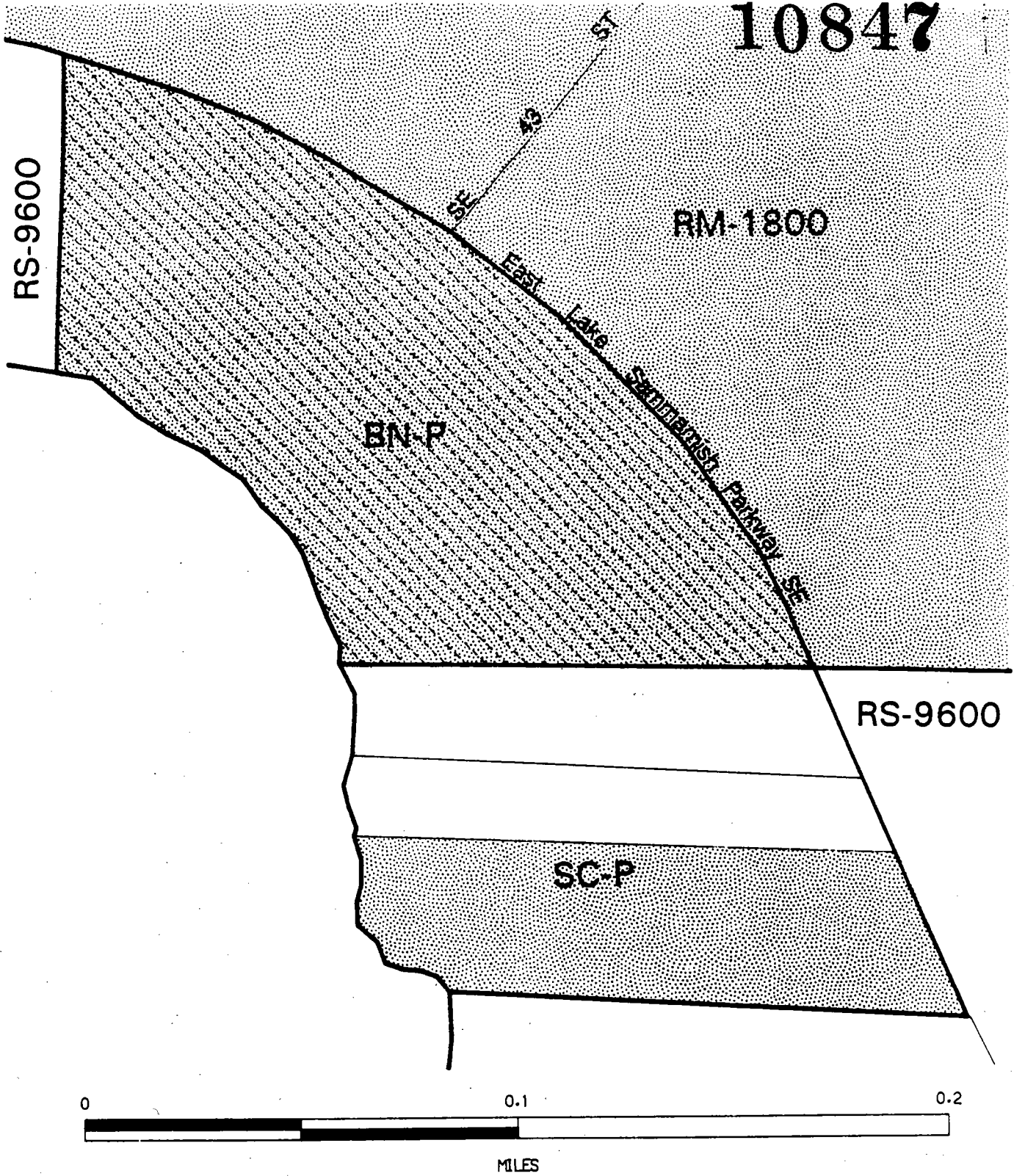
 Commercial Area



5. Employment Center

-  Commercial Area
-  Growth Reserve

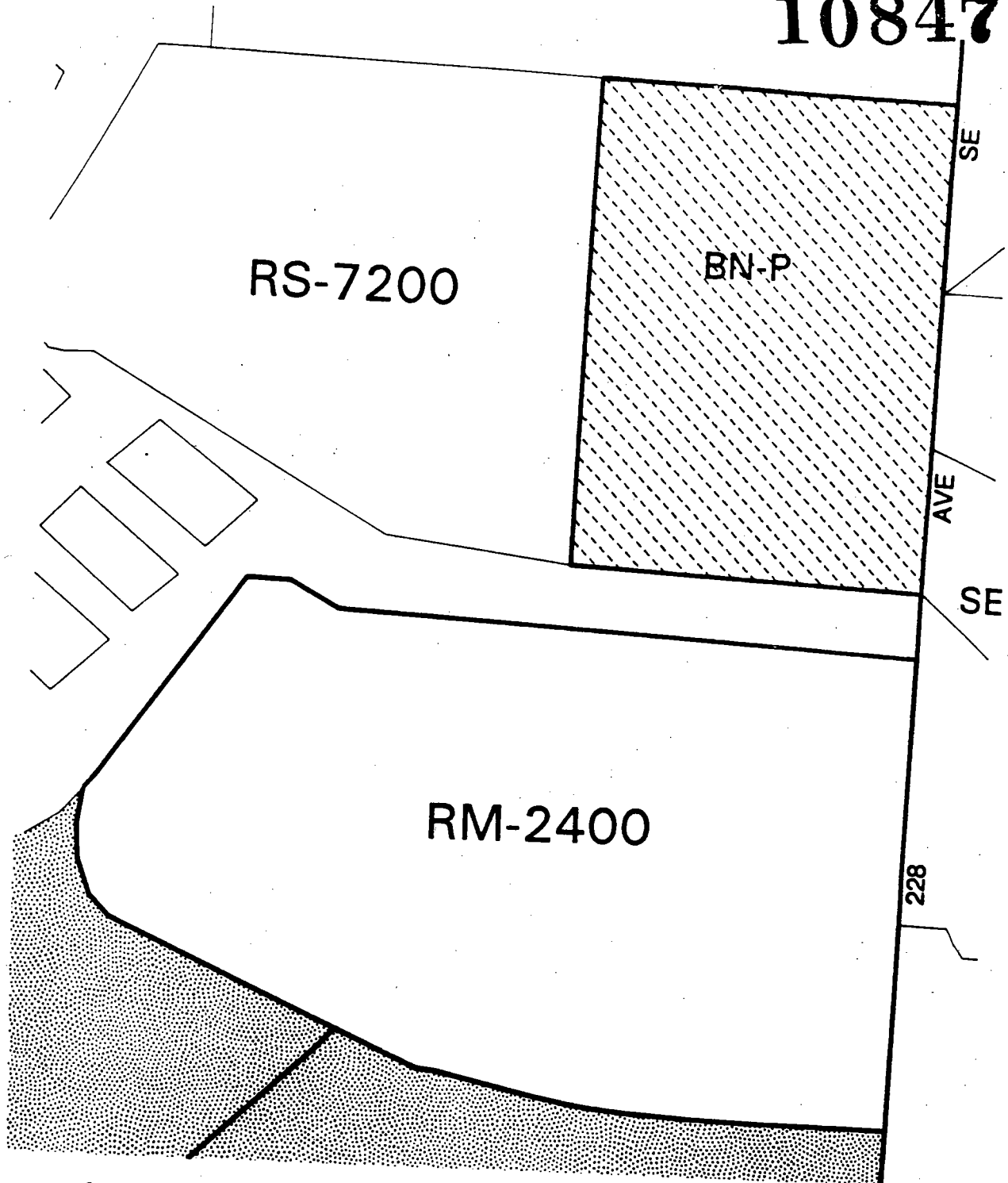
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6. SE 43rd Shopping Center

-  Commercial Area
-  Growth Reserve

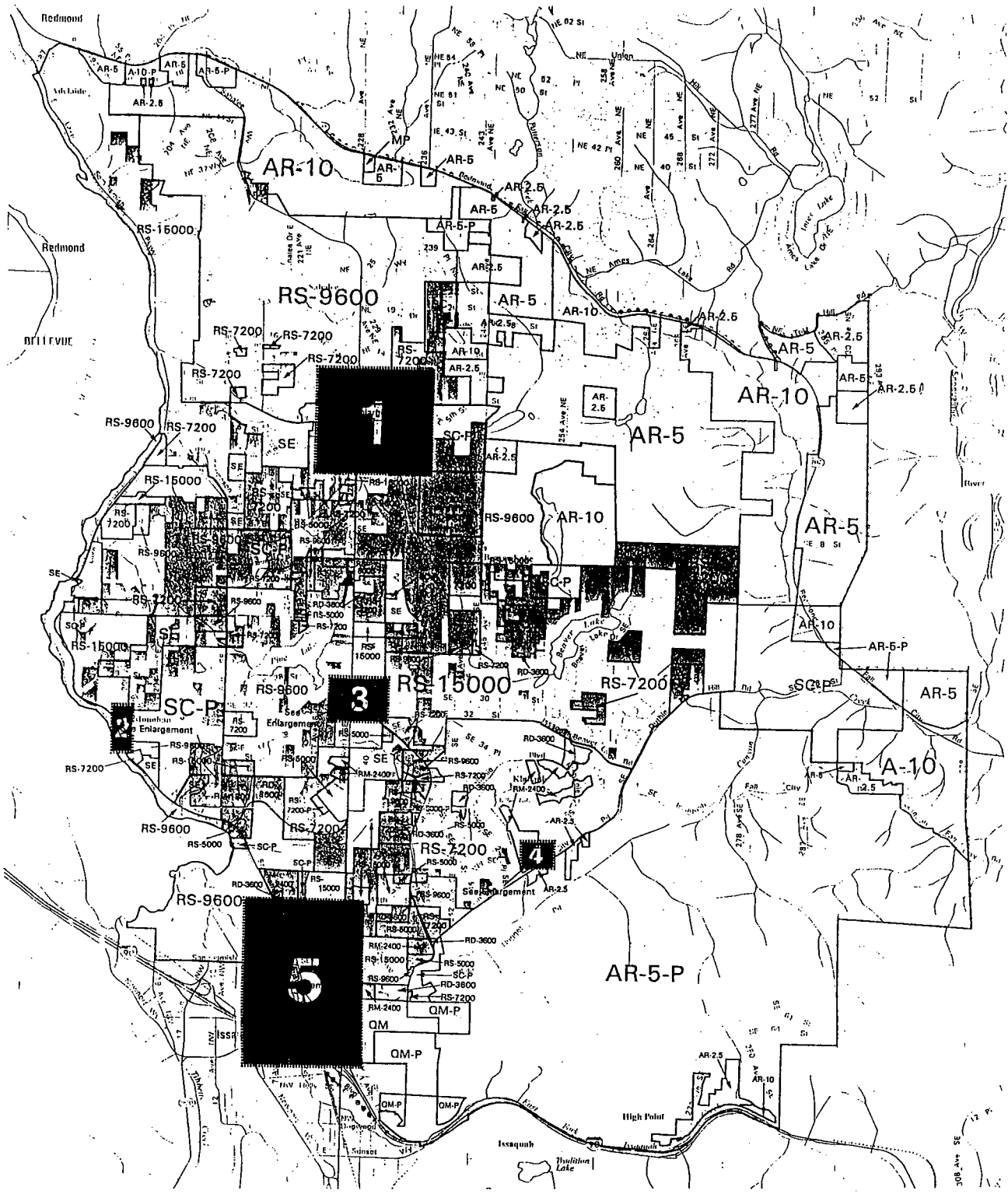
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7. Marionwood/ Sammamish Woods Center

East Sammamish Community Plan Update

-  Commercial Area
-  Growth Reserve



Council Panel Recommended Area Zoning

Residential

- AR-10 Rural, 1 unit per 10 acres
- AR-5 Rural, 1 unit per 5 acres
- AR-2.5 Rural, 1 unit per 2.5 acres
- GR-5 Growth Reserve, 1 unit per 5 acres until areawide phasing problems are solved. Applies to all undeveloped or partially developed urban single family parcels of 2 acres or more and all multifamily parcels of any size.
- SC Suburban Cluster, 1 unit per acre
- SE Suburban Estate, 1 unit per 35,000 sq. ft.
- RS-15000 Single Family, 1 unit per 15,000 sq. ft.
- RS-9600 Single Family, 1 unit per 9,600 sq. ft.
- RS-7200 Single Family, 1 unit per 7,200 sq. ft.
- RS-5000 Single Family, 1 unit per 5,000 sq. ft.
- RD-3600 Low Density Multiple Dwelling, 1 unit per 3,600 sq. ft.
- RM-2400 Medium Density Multiple Dwelling, 1 unit per 2,400 sq. ft.

- RM-1800 Medium Density Multiple Dwelling, 1 unit per 1,800 sq. ft.
- RM-900 Maximum Density Multiple Dwelling/ Office-Mixed Use

Resource

- A-10 Agriculture, 1 unit per 10 acres
- QM Quarry and Mining

Commercial

- BN Neighborhood Business
- BC Community Business
- CG General Commercial

Industrial

- MP Manufacturing Park

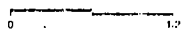
-P P-suffix conditions apply (see East Sammamish Area Zoning document for specific conditions)

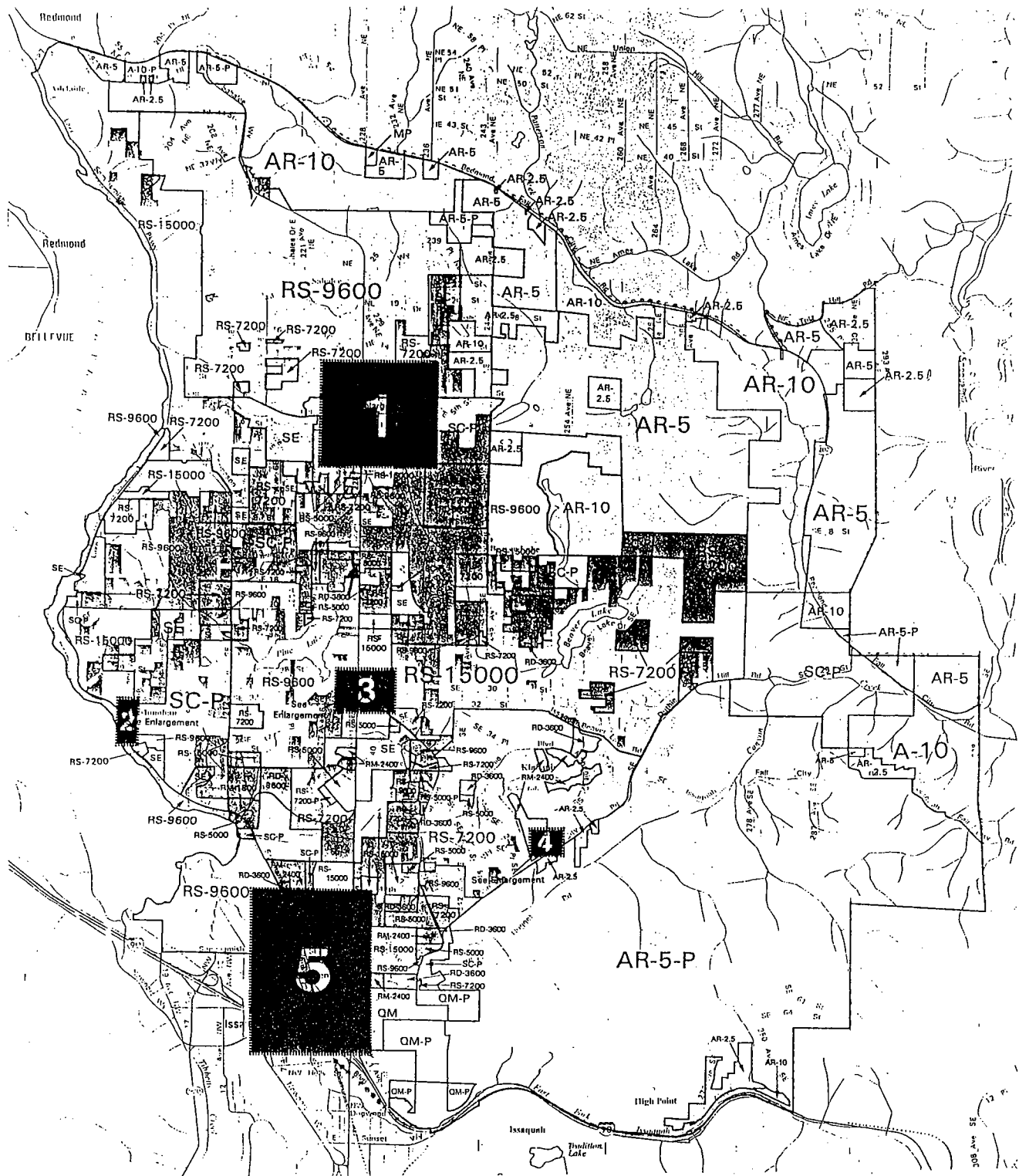
East Sammamish Community Planning Area



King County Planning and Community Development Division
1992

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Council Panel Recommended Area Zoning

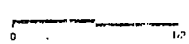
Residential			
AR-10	Rural, 1 unit per 10 acres	RM-1800	Medium Density Multiple Dwelling, 1 unit per 1,800 sq. ft.
AR-5	Rural, 1 unit per 5 acres	RM-900	Maximum Density Multiple Dwelling/ Office-Mixed Use
AR-2.5	Rural, 1 unit per 2.5 acres		
GR-5	Growth Reserve, 1 unit per 5 acres until area-wide phasing problems are solved.	Resource	
	Applies to all undeveloped or partially developed urban single family parcels of 2 acres or more and all multifamily parcels of any size.	A-10	Agriculture, 1 unit per 10 acres
SC	Suburban Cluster, 1 unit per acre	QM	Quarry and Mining
SE	Suburban Estate, 1 unit per 35,000 sq. ft.	Commercial	
RS-15000	Single Family, 1 unit per 15,000 sq. ft.	BN	Neighborhood Business
RS-9600	Single Family, 1 unit per 9,600 sq. ft.	BC	Community Business
RS-7200	Single Family, 1 unit per 7,200 sq. ft.	CG	General Commercial
RS-5000	Single Family, 1 unit per 5,000 sq. ft.	Industrial	
RD-3600	Low Density Multiple Dwelling, 1 unit per 3,600 sq. ft.	MP	Manufacturing Park
RM-2400	Medium Density Multiple Dwelling, 1 unit per 2,400 sq. ft.	-P	P-suffix conditions apply (see East Sammamish Area Zoning document for specific conditions)

East Sammamish Community Planning Area

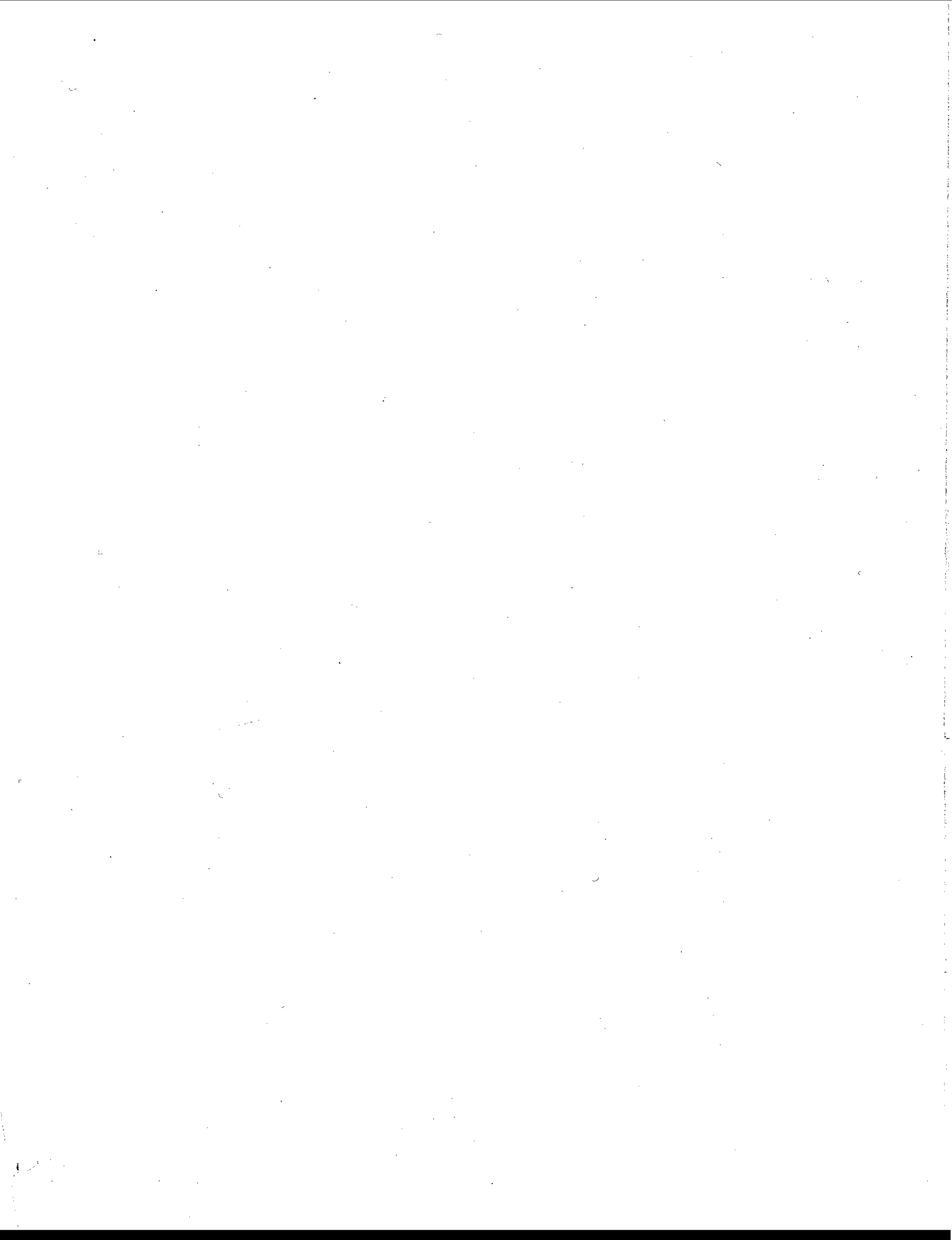


King County Planning and Community Development Division
1992

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ORDINANCE 10847

**EAST SAMMAMISH COMMUNITY PLAN
AMENDMENT PACKAGE KING COUNTY COUNCIL
MEETING OF MAY 24, 1993**

**PROPOSED ORDINANCE 92-597 Appendix A
Panel-Recommended Revisions to the Executive-
Proposed East Sammamish Community Plan
Update**

**EAST SAMMAMISH COMMUNITY PLAN UPDATE
COUNCIL PANEL RECOMMENDED AREA ZONING**

ATTACHMENT(S) AVAILABLE IN ARCHIVES