

MOTION NO. 0004478

A MOTION adopting Findings and Conclusions for the approval of the proposed Plat of Hillis Hills, Building and Land Land Development File No. 777-22.

WHEREAS, on November 6, 1978, the County Council adopted Motion 3820 approving the preliminary plat of Hillis Hills, Building and Land Development File No. 777-22;

WHEREAS, a Report and Recommendation was prepared for the County Council by the Office of Zoning and Subdivision Examiner dated 18 August 1978 and an Addendum Report was prepared by the Building and Land Development Division for the 18 July, 1978 public hearing on the Hillis Hills plat;

WHEREAS, said Report and Recommendation and said Addendum Report contain findings and conclusions and were available to and considered by the Council through it Land Use Appeal Committee;

WHEREAS, the Council's Land Use Appeal Committee on October 30, 1978 approved the Hillis Hills preliminary plat subject to Option No. 3, page 5 of the Addendum Report of BALD and subject to Recommendation No. 2 of the Examiner's Report, provided the specified study is completed by July 1, 1979.

WHEREAS, the Council at the time of the passage of Motion 3820 did not adopt specific findings and conclusions;

NOW, THEREFORE, BE IT MOVED BY THE COUNCIL OF KING COUNTY:

The following Findings and Conclusions on the proposed

Plat of Hillis Hills (BALD File No. 777-22) are adopted:

FINDINGS:

1. General Information:

Zoning	RS 7200
Acreage:	80.47
Number of Lots:	295
Sewage Disposal:	Lakehaven Sewer District
Water Supply:	#64
Fire District:	#22
School District:	#210

- 1 2. Public hearings for the proposed action began September
2 6, 1977, at which time the Building and Land Development
3 Division recommended preliminary approval of the plat,
4 subject to conditions.

5 The Zoning and Subdivision Examiner's report of
6 October 3, 1977, recommended remanding the proposed
7 plat back to the Building and Land Development Division
8 for preparation of an Environmental Impact Statement
9 due to its size and density and the need for a more
10 thorough analysis of certain traffic impacts.

11 On December 12, 1977, the King County Council remanded
12 the plat for an Environmental Impact Statement.

13 A Draft Environmental Impact Statement dated March, 1978,
14 was prepared under the direction of the Building and
15 Land Development Division in accordance with the
16 State Environmental Policy Act Guidelines, WAC 197-10.
17 This draft was distributed to agencies of jurisdiction
18 and to other public agencies and private individuals
19 for comment. After a 35-day review period, all
20 written comments received by the Division were included
21 in and responded to in the Final Environmental Impact
22 Statement dated June 30, 1978. This final document
23 was incorporated by reference into the Building and
24 Land Development Division's addendum report for the
25 July 18, 1978, public hearing. The addendum report
26 contains an extensive analysis of traffic impacts
27 from the proposed development and a summary of
28 Council actions which transpired during the interval
29 between the December 12, 1977, appeal hearing and the
30 preparation of their report. The addendum report,
31 with amendments and corrections made at the public
32 hearing, is adopted into this report for reference
33 purposes. Copies will be attached to this report
when transmitted to the County Council.

- 34 3. The Building and Land Development Division has recom-
35 mended three alternative actions which the Examiner
36 and the Council might take regarding this plat. Because
37 of uncertainties as to County policy at this time, the
38 Division has declined to make a specific recommendation.
39 The alternatives, in essence, are (1) to approve the
40 plat as submitted at the density indicated by the exist-
41 ing zoning and the Federal Way Area Zoning Guidelines -
42 subject to the certain limitations and conditions, (2)
43 to approve the plat subject to density modifications
44 which would make it consistent with the Federal Way
45 Community Plan Map and (3) to postpone a decision
46 on the matter until completion of the Federal Way
47 Community Plan Revision Study, which was instituted
48 by the Council.

- 49 4. Between the draft and final EIS, a significant
50 effort was expended to assess and evaluate the traffic
51 situation which presently exists on the South 296th -
52 64th South - 65th South - South 292nd corridor and that
53 which will occur after proposed development. The
principal points were:

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- a) The current traffic assessment capabilities with regard to irregular, winding streets are rough, necessitating some caution in using any figures which result. Because of this limitation, more than one method of assessment was necessary to arrive at a reasonable level of confidence in the results.
- b) Using the more conservative estimate of the assessment alternatives, it is believed that no traffic capacity limitation exists for South 296th-64th South-65th South-South 292nd, nor will capacity limitations arise from the proposed development, though development of the entire area at densities shown on the Federal Way Plan Map may result in eventually exceeding capacity for this arterial corridor.
- c) Serious concern does exist that traffic safety is poor at present along this arterial, and that more traffic will cause an increase in the number of accidents. Because of terrain limitations, it is probably not possible to completely rebuild this street. Improvements which are possible, such as new lane indicators or guard rails, or a revision in the speed limit along this route, could aid in reducing potential accidents. An investigation of this possibility by King County should be entered into, regardless of the outcome of Hillis Hills.
- d) Intersection modifications are planned for South 292nd Street and the West Valley Highway by the City of Auburn, scheduled to being in 1979.
- e) By normal subdivision standards, access to the site is adequate without reliance upon South 296th. The new interchange planned by the State for I-5 at South 272nd Street will also improve area accessibility.

- 5. Considering these facts, the Council finds that there will not be a significant adverse traffic impact if Hillis Hills is approved.
- 6. The final EIS on pages 33 and 34 recommends a traffic engineering investigation into the above mentioned corridor.
- 7. The Building and Land Division, in its report of July 18, 1978, stated: "A denial is not considered a reasonable alternative because there are no environmental, code enforcement, or comprehensive plan policy issues in which to do so."

1 CONCLUSIONS:

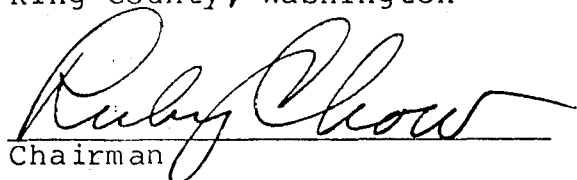
- 2 1. The final Environmental Impact Statement has adequately
3 addressed all relevant matters and responded to environ-
4 mental issues.
- 5 2. The density of the proposed plat conforms to the zoning
6 of the property and the Federal Way area Zoning Guide-
7 lines adopted subsequent to and pursuant to the Commu-
8 nity Plan.

9 The indicated boundary between medium density residential
10 (2-9 units per acre) and low density residential (1-2
11 units per acre) appears to have been determined by
12 topography north of the subject property, with the
13 relatively level upland areas indicated as medium
14 density. South of South 296th Street (including the
15 subject property) the line appears to have been
16 determined by then existing developments and utilities
17 - leaving considerable buildable upland area close to
18 the core of Federal Way in a low density category.

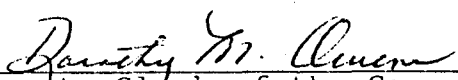
- 19 3. It is evident from the record and the EIS that the owner
20 or the subject property accepted a substantial down-
21 zoning of business and multi-family portions of the
22 property in 1976 because of advice from the County that
23 no objections by County Departments were anticipated to
24 the development of the entire property at the remaining
25 RS 7200 zone if all codes and regulations, etc., were
26 met.
- 27 4. It is not reasonable to withhold approval of the subject
28 plat pending completion of the Federal Way Community's
29 Plan Review Study.
- 30 5. The plat should be approved subject to the conditions
31 recommended by the Land Use Appeal Committee in Motion
32 3820.

33 PASSED this 10th day of September, 1979.

King County Council
King County, Washington


Chairman

Attest:


Deputy Clerk of the Council