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King County Executive
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CERTIFICATION FOR EXTENSION OF NORTH LAKE SAMMAMISH INTERCEPTOR

Analysis and Recommendation

April 18, 1985

INTRODUCTION

As part of the City of Redmond's Union Hill Road improvement project, the City plans to extend Metro's North Lake Sammamish Interceptor from its current terminus on the south side of Union Hill Road to the north side of this road. The crossing consists of approximately 75 feet of sewer pipe with a 54-inch diameter. Metro applied for land use compliance certification on February 6, 1985. This satisfies Metro Resolution 2933 (because the extension can potentially serve County lands) and King County Ordinance 4226 (because part of the potential service area is outside the Local Service Area of the County's Sewerage General Plan).

ANALYSIS

In planning for the Union Hill Road improvement project, the City of Redmond wishes to make as many utility service line extensions as is practical in order to avoid future road cuts. The current terminus for Metro's Lake Sammamish Interceptor is on the south side of Union Hill Road, just west of 178th Avenue Northeast. Metro has requested the County's permission to extend the Interceptor across Union Hill Road to its north side. Anticipated future extensions of the Interceptor could then be run along the north side of the road which has far fewer tributary roads entering it than the south side. This should limit the need for additional road reconstruction.

From a land use planning perspective, extending the Interceptor to the north side of the road poses several problems. Much of the land in the Big Bear Creek drainage basin and the Evans Creek drainage basin have been included in the "ultimate service area" noted in Metro's request. However, the north side of Union Hill Road, as well as almost all of the two basins are outside the County's Sewerage Local Service Area (LSA). County policy clearly states that no sewer service facilities are allowed in this area.

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This potential service area is also within the designated transition residential reserve area of the Bear Creek Middle Plan and the transition area of Comprehensive Plan - 1985. Policy R-211 of the Comprehensive Plan - 1985 calls for low density until the Community Plan redesignates the area as Urban or Rural. Until the long term land use determination is made, utility providers cannot assume service will be appropriate in the future. See Policy F-304. The revised Middle Plan, the Bear Creek Community Plan, now is underway and expected to be adopted in 1986.

CONCLUSION

The Department of Planning and Community Development understands Redmond's attempt to minimize capital expenditures required for road reconstruction due to future extensions of the North Lake Sammamish Interceptor. Redmond has been working closely with the County to control development in the rural lands east of the City. The intent of regional plans and policies is to allow the local community planning process to proceed with future service planning while avoiding premature extensions or existing facility overloads.

Because this extension goes outside the LSA, the project has the potential to serve lands that are not addressed in Redmond's Comprehensive Sewer Plan, are not within the LSA, and are not authorized for service by the Bear Creek Middle Plan. Thus it is not appropriate for sewer service to be extended into this area because of inconsistencies with County-approved plans and policies. Staff concludes that certification should be conditionally granted as long as the proposed Interceptor extension not be allowed any connections that could serve areas outside current LSA boundaries. Any future service must be authorized by the final Bear Creek Middle Plan, now in progress.

RECOMMENDATION

Approve subject to the following condition: This extension of Metro's North Lake Sammamish Interceptor to the north side of Union Hill Road must not serve areas outside the current LSA boundary.