

ORDINANCE NO. 7845

AN ORDINANCE relating to Planning; amending the Newcastle Community Plan; amending the Newcastle Community Plan Area Zoning; amending Ordinance 6422, Sections 1 through 4 and K.C.C. 20.12.350.

PREAMBLE:

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

1. The Newcastle Community Plan and Area Zoning, adopted May 31, 1983, augments and amplifies the King County Comprehensive Plan.
2. King County has studied a portion of the Newcastle Community Plan and determined the need to amend the plan pursuant to K.C.C. 20.12.050 - 20.12.080.
3. A Declaration of Non-significance was filed by the Planning Division on May 20, 1986 .
4. This amendment to the Newcastle Community Plan will provide for the coordination and regulation of public and private development and bears a substantial relationship to, and is necessary for the public health, safety, and general welfare of, King County and its citizens.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 6422, Sections 1 through 4, and K.C.C. 20.12.350

are hereby amended to read as follows:

A. The Newcastle Community Plan, attached to Ordinance 6422 as Appendix A, is adopted as an amplification and augmentation of the Comprehensive Plan for King County and as such constitutes official county policy for the geographical area defined therein.

B. The Newcastle Community Plan Area Zoning, attached to Ordinance 6422 as Appendix B, is adopted as the official zoning control for that portion of unincorporated King County defined therein.

C. Ordinance No. 4032, previously adopting the King County Sewerage General Plan, is hereby amended in accordance with K.C.C. 20.12.350A.

D. Resolution No. 31816, previously adopting area zoning for Newcastle on May 9, 1966, is hereby amended in accordance with K.C.C. 20.12.350B.

1 E. Amendment to the Newcastle Community Plan, attached to Ordinance
 2 7845 as Attachment A, is adopted as an amplification of the Comprehensive
 3 Plan for King County. An amendment to the Newcastle Community Plan Area Zoning,
 4 attached to Ordinance 7845 as Attachment B, is adopted as the official zoning
 5 control for that portion of unincorporated King County defined therein.

6 INTRODUCED AND READ for the first time this 2nd day of
 7 September, 1986.

8 PASSED this 3rd day of November, 1986.

9 KING COUNTY COUNCIL
 10 KING COUNTY, WASHINGTON

11 Claudia Gruger
 12 Chair

13 ATTEST:

14 Judy M. Owens
 15 Clerk of the Council

16 APPROVED THIS 13th day of November, 1986

17 J. Hill
 18 King County Executive

17845

ATTACHMENT A:

Newcastle Community Plan:

LAKERIDGE PLAN AMENDMENT STUDY

Department of Planning and Community Development

Planning Division

1986

Lakeridge Plan Amendment Study Format

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I. STATEMENT OF PURPOSE

In Motion #6272, the King County Council directed the Department of Planning and Community Development to prepare a plan amendment study for a zoning reclassification requested by Lakeridge Associates. This 0.6 acre parcel is located just northeast of the I-90 West Lake Sammamish Parkway exit (#13) at the corner of 182nd Avenue SE and West Lake Sammamish Parkway (SR-901). When the Council adopted the Newcastle Community Plan the property was rezoned from BN to RS-7200. The Lakeridge Associates are requesting reinstatement of BN zoning to allow the development of a professional office building.

During the development of the Newcastle Community Plan, the parcel was owned by Mr. Herbert Mull. In June, 1982, at the beginning of Council review of the Newcastle Plan, Mr. Mull sold the 0.6 acre parcel to Lakeridge Associates, while retaining 4.5 acres to the north. Mr. Mull then submitted an individual rezone request to the Newcastle Plan Panel requesting a change on the 4.5 acres from RS-7200 to RD-3600. The Panel discussed and approved the 4.5 acre rezone. They did not directly discuss the proposed change from BN to RS-7200 for the adjoining 0.6 acres. This zoning change and the issue of the appropriateness of commercial zoning at the interchange were discussed, however, during Council review of a B-N zoning request for a property south of I-90 at this interchange (see Appendix F). The Newcastle Community Plan and Area Zoning were adopted in May of 1983.

In July, 1983, one of the Lakeridge Associates requested in a letter to Councilman Grant that the Council reinstate B-N zoning on the Lakeridge

property. He stated that although he was notified of proposed adoption of the Newcastle Community Plan and Area Zoning, he did not know it recommended downzoning their property.

In August, attorneys for the Lakeridge Associates proposed a motion to initiate this plan revision study. The Council adopted this as Motion #6272. In it, the Council found: 1) the Council directly discussed and approved Mr. Mull's request for RD-3600 zoning on the property directly north of the Lakeridge site, 2) "no reference to or discussion of the proposed down-zone" of the Lakeridge property occurred before the Council, 3) the downzone was adopted without consideration of the site's suitability for single-family residential development, and 4) the rezone of the Mull property and the downzone of the Lakeridge property created anomalous RS-7200 zoning on the Lakeridge property. (As noted above, however, reference to and discussion of the proposed downzone did occur before the Council. In addition, the Newcastle Community Plan Committee, to which the Council gave the responsibility of developing "area zoning classifications which follow from the application of the recommended policies" (Motion 3703), did consider the suitability of the property for single-family residential development. Finally, since most property within one-quarter mile of the site is zoned RS-7200 and the property to the north is zoned only RD-3600, RS-7200 zoning on the Lakeridge property is hardly "anomalous," though it may not be the most appropriate zoning .)

This Plan Amendment Study contains a site analysis and a history of land use and planning decisions. Alternative uses of the site are examined for consistency with the King County Comprehensive Plan and the Newcastle

Community Plan. Traffic constraints, site constraints, and compatibility with surrounding land uses are all considered. The study poses alternative solutions, summarizes citizen and property owner comments, and makes a final recommendation for land use.

II. SITE ANALYSIS

The property (Figure 1) is within the Newcastle community planning area, approximately 400 feet to the northeast of I-90 Interchange #13. The 28,000 square foot parcel is at the north corner of the intersection of 182nd Avenue SE and West Lake Sammamish Parkway.

The Newcastle Community Plan designated the site Single Family Residential, 4-6 units per acre, consistent with the residential character of the area (Newcastle Community Plan Policy N-11). The Newcastle Area Zoning applied a zoning of RS-7200.

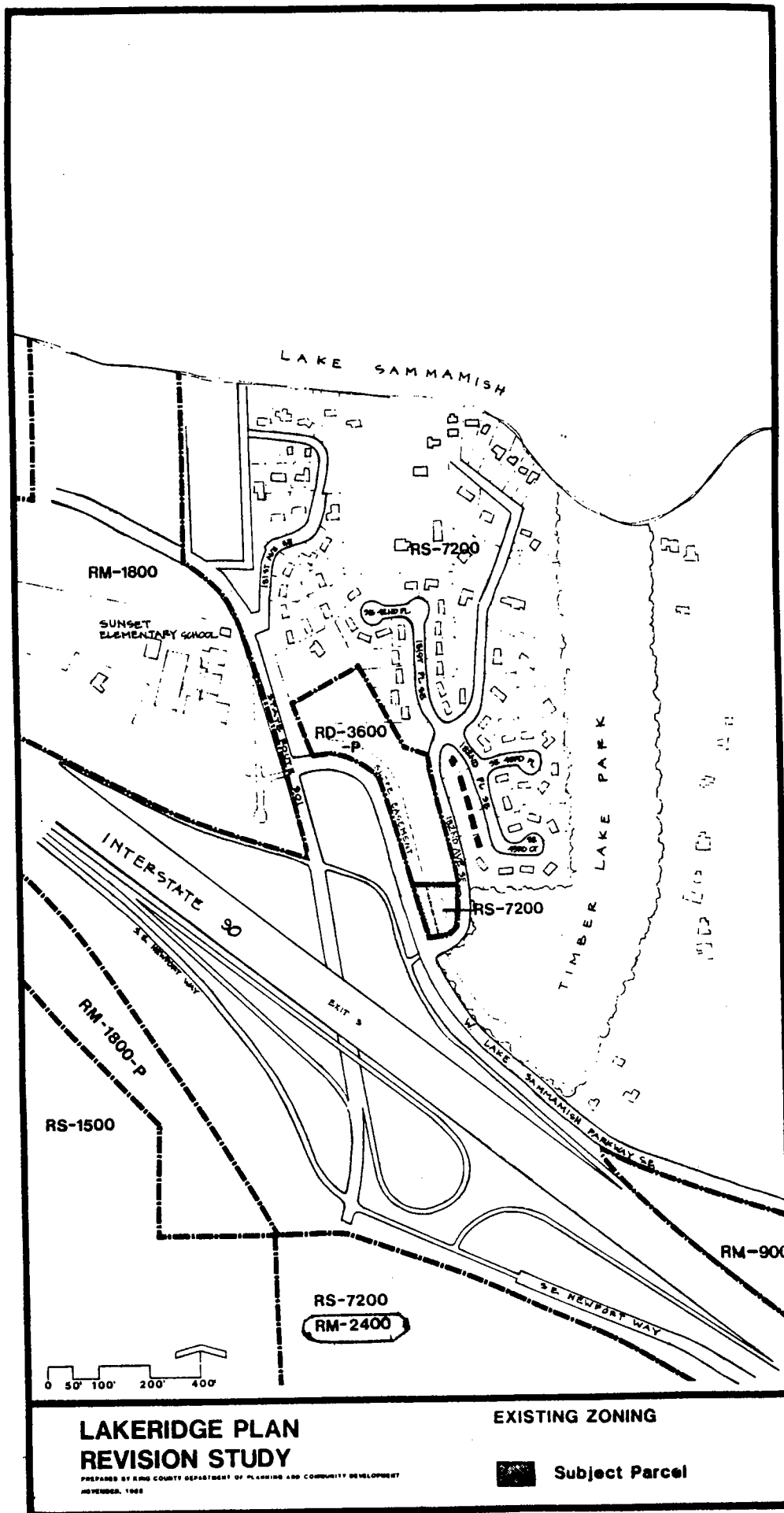
Physical Characteristics

The site is located on a rise which serves as a buffer between I-90 to the southwest and the single-family residential subdivision of Timberlake Lane to northeast. Shrub vegetation predominates, with scattered coniferous trees. The relocation of West Lake Sammamish Parkway during the construction of the adjacent I-90 interchange created a steep slope along the property's western boundary. A 50 foot wide slope easement covers this slope. The top of the property is flat, draining in a southeast to northwest direction. Soils are primarily Kitsap silt loam (KpD). The site has been classified as an Erosion Hazards area in the County's Sensitive Areas Folio.

The 60 homes in the Timberlake Lane area lie approximately 50 feet below the site to the north. Timberlake County Park to the east slopes downwards from the site to the Timberlake Lane subdivision.

Access

The site is on the north corner of West Lake Sammamish Parkway and 182nd Avenue SE. West Lake Sammamish Parkway, a secondary arterial, serves as a frontage road for I-90 from its intersection with State Route 901, 900 feet to the north, and State Route 900, the next freeway intersection 1½ miles to the east. 182nd Avenue SE provides the only access for approximately 60 single family homes in the Timberlake Lane subdivision. King County has designated 182nd Avenue SE a local access road. The current County standard for a local access road is 24 feet of pavement within a 40 foot right-of-way. 182nd Avenue SE, however, is between 20 and 22 feet wide with only 40 feet of right-of-way. Both West Lake Sammamish Parkway and 182nd Avenue SE are adequate for existing land uses and zoning designations. Access to the site would most likely occur from 182nd Avenue SE. A sidewalk runs the length of the property along 182nd Avenue SE, stopping at the property line. One curb cut, approximately 120 feet from the northern property line on 182nd Avenue SE, provides access to the property.



**LAKERIDGE PLAN
REVISION STUDY**

PREPARED BY KING COUNTY DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
NOVEMBER, 1983

EXISTING ZONING

Subject Parcel

FIGURE 1: CURRENT ZONING AND LAND USE

Land Use

The site is bounded on the north by an undeveloped 4.5 acre tract zoned RD-3600. Multifamily development is allowed on this site under this zoning. Both properties overlook approximately 60 single family homes in the Timberlake Lane subdivision (zoned RS-7200) to the northeast. Timberlake County Park is located across 182nd Avenue SE, directly east of the property. The property is separated from other land uses to the west by I-90 and highway right-of-way. Surrounding property is bounded by I-90 and Lake Sammamish.

The majority of development in the vicinity is single family residential, zoned RS-7200. Some multifamily development exists to the east (zoned RM 900 but designated for High-Density Residential Development in the Newcastle Community Plan) and northwest (zoned RM 1800). Currently undeveloped multifamily zoning (RM-1800P and potential RM-2400) also exists to the south of I-90. One school, Sunset Elementary School, is located across SR-901 approximately 1,000 feet to the east. The nearest commercial areas are Eastgate, 2 miles to the west, and Issaquah, 2 miles to the east.

III. HISTORY OF LAND USE AND PLANNING

The Lakeridge property was originally part of a 2.7 acre parcel owned by a Mr. Charles Sapp. It was located on the north side of U.S. Highway 10 (later Interstate 90), some 300 feet east of West Sammamish West Shore Road (later SR 901 or West Lake Sammamish Parkway). Mr. Sapp built a small home on the property in 1938 in which he lived and which he remodeled in 1945.

Until 1966, all of the Sapp property was zoned R-3 (see Figure 2). This zone allowed single-family residential, multifamily residential, and professional office uses. A considerable amount of land near the intersection was zoned R-3, with only about one-half acre zoned B-1 for business use. This B-1 parcel was immediately west of the Sapp property.

In 1966, as part of the 1964 King County Comprehensive Plan area zoning process, the zoning around the intersection was substantially altered (Figure 3). The Sapp property, as well as the half acre property zoned B-1, were rezoned B-N (Neighborhood Business). This created about three acres of business zoning at this intersection. This amount was consistent with the size criteria of the 1964 Comprehensive Plan for neighborhood business centers. Policies B-12 and B-13 of that plan called for neighborhood business centers of between three and six acres to serve a population of between 8,000 and 15,000 persons within a 3/4 mile radius.

In 1971, the State Highway Department purchased all but the eastern 0.6 acres of the Sapp property for the development of the interchange at Interstate 90/Westlake Sammamish Parkway. This left only the current Lakeridge property zoned B-N. The current owners say this property had a real estate office on it at one time although there is now no physical evidence of it on the Lakeridge site. The real estate office may have been on the part of the Sapp property taken for the freeway interchange in Mr. Sapp's house. Assessor records for the Lakeridge property do not show any improvements having been on the property since 1971.

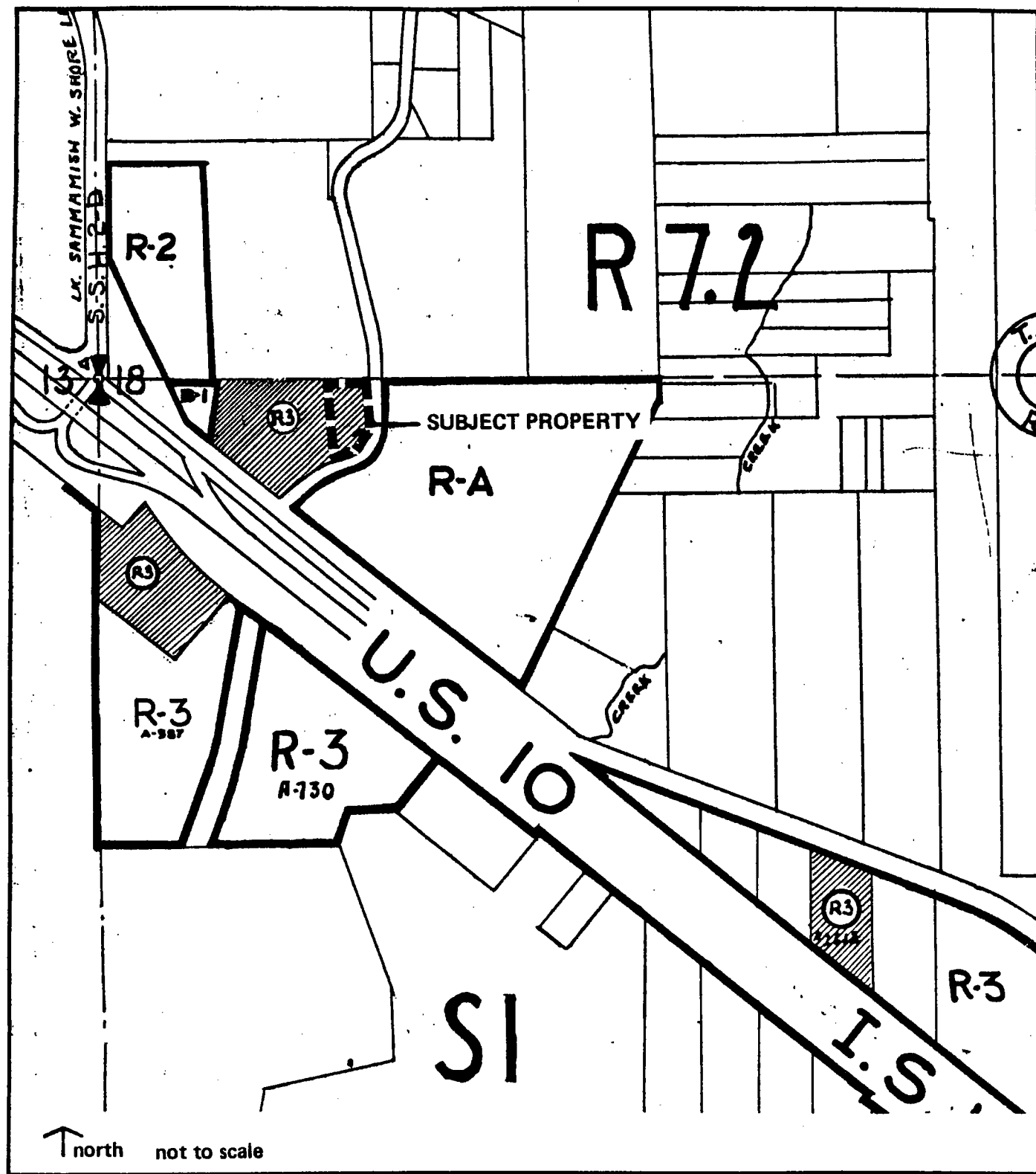


FIGURE 2
KING COUNTY ZONING
(Valid until May 9, 1966)

RS-7,200

180TH AVE.

RM-1,800

Tract "C" of Timberlake Lane
Subdivision (Mull Property)

13 18

LAKERIDGE PROPERTY

B-N

Land purchased by the State of
Washington for I-90 expansion
(1971-73)

U.S. 10

RM-900

INTERST

north not to scale

FIGURE 3
KING COUNTY ZONING
(May 9, 1966 to May, 1983)

In June, 1982, the same month the Council began its review of the Newcastle Community Plan, Mr. Mull sold the Lakeridge property to its current owners. Neither the Newcastle Panel nor the Council directly discussed the proposed zoning change of the Lakeridge property. However, the Council did discuss the Lakeridge rezone as part of its consideration of Cougar Mountain Area Zoning Issue #1 (see below).

The proposed Newcastle Community Plan envisioned the area around the I-90/West Lake Sammamish Parkway interchange as an area of primarily single-family development. It proposed removing most of the undeveloped multifamily zoning in the vicinity. It also proposed changing the designation of the RM-900 zoned properties along West Lake Sammamish Parkway to High-density Multifamily because most of these properties had already been developed with apartments. Although RM-1800 zoning is the appropriate zoning for this plan designation, the plan proposed no zoning change.

The County Council, when it adopted the Newcastle Community Plan, both restored and added multifamily designations and zoning to properties at this interchange (Figure 4). The Council also considered a request for B-N zoning (Cougar Mountain Issue #1) at the southeast quadrant of the interchange but rejected it, approving RS-7200 (potential RM-2400) zoning instead for that site. The issue paper on that zoning request discussed the Lakeridge downzone (see Appendix F). In essence, the Council saw this interchange as an area of "intensive residential development", but not as a neighborhood business center.

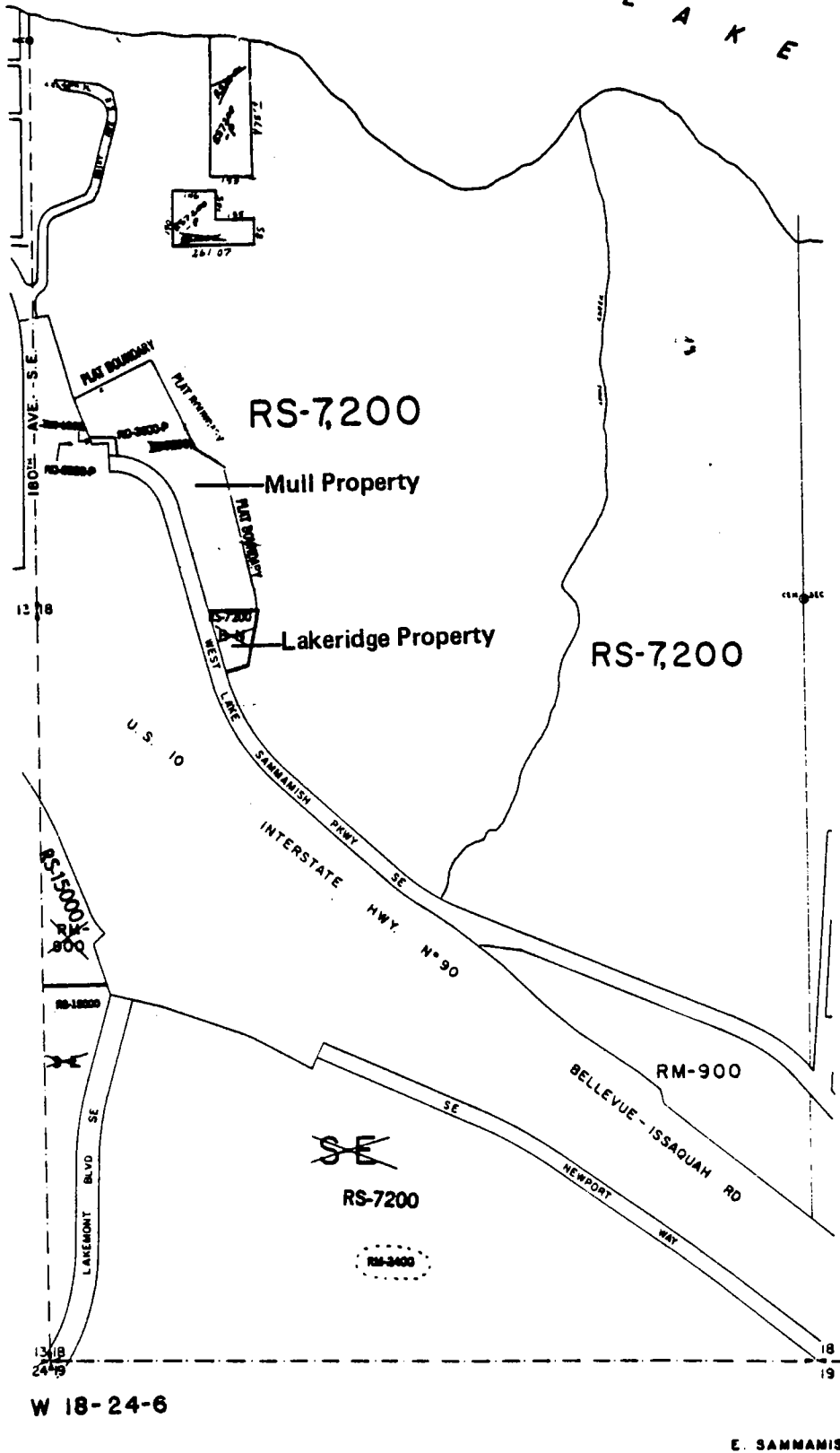


FIGURE 4
 NEWCASTLE AREA ZONING REVISIONS
 (Adopted May 31, 1983)

IV. DISCUSSION OF ISSUES

A land use decision involving appropriate zoning for the Lakeridge property must be based on:

1. Consistency with the King County Comprehensive Plan (KCCP)

As the overall planning document for King County, land use decisions should be consistent with goals and policies outlined in the Comprehensive Plan. Relevant policies from the Comprehensive Plan are discussed in the Alternatives Section as they apply to each alternative, and are listed in Appendix C.

2. Consistency with the Newcastle Community Plan (NCP)

The Community Plan provides more specific land use policies for the Newcastle area, as well as area zoning. A change in the zoning recommended in the Newcastle Plan for the subject property must remain consistent with goals and policies of the Community Plan. Relevant policies are discussed in the Alternatives Section as they apply to each alternative, and are listed in Appendix B.

3. Site Constraints

Land use should be appropriate for the site, accounting for the size, steep slopes along West Lake Sammamish Parkway and 182nd Avenue SE, soils resulting in the Erosion Hazard designation, and existing vegetation.

4. Access and Traffic Constraints

Alternative land uses to those currently allowed under the existing RS-7200 zoning should accommodate:

- a. Limited access -- Access to the site would most likely occur from 182nd Avenue SE. Trip levels generated by a variety of land uses are presented in Table 1. The King County Transportation Planning Section has determined that 182nd Avenue SE is at a level of service high enough to support all of the alternatives except that of Convenience Store, with a trip generation of 1,775 trips per day. Residents in the Timberlake Lane subdivision, served solely by 182nd Avenue SE, have expressed concern over the substandard width of this street as it curves to meet West Lake Sammamish Parkway. A traffic study prepared by David Hamlin and Associates for Lakeridge Associates indicates that the road is sufficient to handle traffic at a level generated by the office uses. (Note the study examines only the use proposed by the property owner: See Appendix A.)

Access from West Lake Sammamish Parkway could not occur within 300 feet from the intersection of the Parkway and 182nd Avenue SE. This is on the property line; the possibility of joint access with the proposed townhouse development to the north could be examined.

TABLE 1: Alternative Permitted and Conditional Uses and Traffic Impacts

Zoning Classification	Permitted Uses	Conditional Uses	Traffic Generator	Traffic Type	Parking Reqts.	Trips per day	Peak hour
RS-7200 Single Family Residential	Single Family Res. Daycare Nurseries, Art Galleries, Museums, Churches, Libraries	Recreational Facilities, Government or Non-profit social services to individuals Retirement homes	Based on a maximum of four dwelling units	Residential: Same as surrounding traffic	6	40	4
RD-3600 Low Density Multiple dwelling Classification	Any use in an RS zone Duplexes Sr. Citizen Apts. Multiple dwelling units	-	Based on a maximum of eight dwelling units	Residential: Not noticeably Higher than surrounding traffic	12	42	4
RM-1800 High Density Multiple dwelling Classification	Any use in an RM-2400 Zone (Multiple dwelling units) boarding and lodging houses, fraternity and sorority houses, rest homes, convalescent homes, retirement homes, day nursery	Medical/dental clinic	Based on a maximum of sixteen dwelling units	Residential: Double the amount of surrounding traffic	24	98	11
RM-900-P Maximum density Multiple dwelling restricted service classification	Any use in an RM-1800 zone apartment hotels hospitals, restaurants, motel, professional offices research/testing area	-	Based on a 5,500 sq. ft. office building	Less traffic than in the RM-1800 zone; flow opposite to the surrounding traffic	28	66	13
BN	Retail Enterprise Dispensing Food or commodities Business offices rendering Professional or Personal services Churches, Public Office buildings	Neighborhood scale Mixed Use Business/Res. Uses	Based on a 5,500 sq. ft. office building	Most intense traffic generator; flow opposite to surrounding traffic	28	1,775	-

- b. Visibility -- The proponent's traffic study (Appendix A) examines visibility for traffic at a level generated by an office development, determining that visibility is adequate from all directions except from West Lake Sammamish Parkway heading west and turning north into the site. Vegetation in Timberlake County Park currently blocks views from this direction.

- c. Substandard Street Width -- As mentioned in SECTION II, Access, 182nd Avenue SE is 20 feet wide in sections. Current standards for a neighborhood collector are a minimum of 24 feet. King County Public Works division feels that no improvements would be necessary until the level-of-service (LOS) of the street drops significantly. However, a 40 foot right-of-way exists which could be used should the level-of-service drop significantly. This situation is extremely unlikely given the surrounding zoning, the relatively small amount of vacant land left for development, and restricted area served by the road.

- d. Noise -- Because it is the highest point in the vicinity, it will be most affected by noise from I-90.

5. Compatibility with Surrounding Land Uses

The Newcastle Citizen Planning Committee proposed RS-7200 zoning on the site to be consistent with the existing Timberlake Lane subdivision. The Committee felt that, given the residential nature of the neighborhood, B-N uses were inappropriate both for the site and around

this interchange. Any development on the Lakeridge property will overlook Timberlake Lane subdivision, and most likely share access. Any significant grading and vegetation removal would lessen the buffering the parcel provides the Timberlake Lane subdivision.

Residents of the Timberlake Lane subdivision feel strongly about retaining residential land uses in the area. The site overlooks their residential development; future land uses should be harmonious with the established neighborhood. Most of the surrounding area is currently developed, although the adjacent Mull property to the north is vacant. A land use designation chosen for the Lakeridge parcel may set a precedent for this adjacent tract.

VI. ALTERNATIVES

The following alternatives are examined with respect to the issues outlined in the previous section.

ALTERNATIVE 1: Retain the Single-Family Residential designation, 4-6 units per acre and RS-7200 Zoning

Retaining the RS-7200 zoning is consistent with King County Comprehensive Plan (KCCP) Policies R-102 and R-204, which relate to site capacities, and existing residential development. It is also consistent with Newcastle Community Plan (NCP) Policies N-11 and N-13, as indicated in the Newcastle Area Zoning document. Site constraints, however, may hamper the division

of the 28,000 square foot parcel into 4 single family lots. Slopes will not leave much buildable ground once subdivided. Access is also of concern. Four separate driveways would not be feasible; shared access would be required. Impacts from traffic generated would not be significant on existing roadways or surrounding land uses. Retaining the RS-7200 zoning would be compatible with the Timberlake Lane subdivision, but less compatible with the adjacent proposed multifamily development. The configuration of the property with roadway on three sides would provide very little buffer for single family residences. In addition, noise from I-90 is significantly higher on the ridge than in the RS-7200 development in Timberlake, and would adversely affect any single family development.

ALTERNATIVE 2: Low-density Multifamily designation (RD-3600 Zoning)

The Low-density Multifamily zoning designation is compatible with KCCP Policies R-202, R-203, and R-208(c) relating to multifamily development. It is also compatible with NCP Policies N-4 and N-13. Policy N-13 states that, "multifamily housing should be located in, or near, existing areas of intensive residential development or where this level of use is recommended by the plan." Although a fair amount of multifamily zoning exists nearby, this area is not primarily an intensely developed area. Much of the RM-1800 zoning to the west contains an existing elementary school and Bible camp. The RM-1800 and RM-2400 zoning south of I-90 also remains undeveloped. The Council, however, through its actions when adopting the Newcastle Community Plan, designated this area for "intensive residential development." Site constraints relating to the RD-3600 zoning designation may require substantial clearing to reach the desired density levels, which would be detrimental to the residents to the northeast.

Traffic levels, as outlined in Table 1, would not be significantly higher than existing traffic levels. Shared access with the northern property (also zoned RD-3600) could be considered to mitigate perceived traffic effects by residents. RD-3600 zoning would be a compatible land use with the residential neighborhood, and would continue a contiguous zoning designation from the northern piece, eradicating the "island" effect. However, multifamily development, as with single family housing, may be adversely affected by the proximity of I-90.

ALTERNATIVE 3: High-density Multifamily designation (RM 1800 Zoning)

RM 1800 zoning would implement the High-density Multifamily designation. This zoning allows high density multifamily development, with medical/dental clinics allowed as a conditional use. (For the purposes of the study, these conditional uses are not discussed. The impacts of office development are discussed in Alternative 4.) This zone is compatible with KCCP Policies R-202, R-203 and R-208(d), which state that residential development at 18 to 30 units per acre should be convenient to a principal arterial. Neither West Lake Sammamish Parkway nor 182nd Avenue SE are designated principal arterials. State Route 901, however, 600 feet to the northwest, is a principal arterial convenient to the site.

Similar to RD-3600 zoning, RM-1800 zoning would be compatible with Policies N-4 and N-13 pertaining to multifamily development.

Site constraints related to RM 1800 zoning are considerable. Development of the site would require substantial grading to allow full site development. This grading would likely diminish the buffering from I-90 the site currently provides.

Traffic levels would be double the amount generated by a density similar to the Timberlake Lane subdivision (Table 1). This increased traffic may cause site access problems by increasing the numbers of turns onto the site across oncoming traffic leaving Timberlake Lane.

RM 1800 zoning would not be as compatible with adjacent land uses as Alternatives 1 and 2. Although the use would be residential in nature, the traffic resulting from the increased density and grading required to develop the site under this alternative may conteract the benefits of allowing a conforming use.

ALTERNATIVE 4: Professional Office designation (RM 900 Zoning)

For the purposes of discussion, the RM-900 zoning alternative will be considered as it pertains to professional offices as a permitted use. This zoning also allows maximum-density multifamily residential development. The impacts noted in Alternative 4 also apply to medical-dental clinics which could be developed under the RM-2400 and RM-1800 zones.

The Lakeridge property owners, although asking for B-N zoning, could as easily develop their proposed office building under this designation. The impacts of their proposed development are analyzed in this alternative.

The King County Comprehensive Plan deals with office uses as a function of commercial centers, or as nonresidential uses in urban residential areas. The smallest scale of commercial center is the neighborhood center, designed to offer goods and services to local residents. Policies relating to the formation of neighborhood centers outline a mix of commercial uses

(CI-401), size and population area (CI-402), and location (CI-404 and 405). The subject property does not meet the criteria established in policy CI-401, advocating a mix of commercial uses. The 0.6 acre parcel obviously does not meet policy CI-402, stating that neighborhood centers should be three to six acres in size. It is also unlikely that the 0.6 acre parcel would serve a nearby population of 8,000 to 15,000 (CI-402). Clearly these conflicts with Comprehensive Plan policies relating to neighborhood centers make it inappropriate to discuss the subject parcel in terms of a neighborhood center.

Comprehensive Plan Policy R-210 states that nonresidential uses in residential neighborhoods should be limited to those that:

- a. Do not result in heavy traffic, noise, smoke, or other adverse impacts; and
- b. Provide convenient local services for nearby residents; or
- c. Require location in a residential area.

Office uses proposed by the property owners may comply with R-210(a). These office uses would not necessarily comply with R-210(b), and do not comply with R210(c). Although this policy can be used to judge the appropriateness of this office use here, it primarily directs code writers on which non-residential uses are appropriate within residential zoning categories. Currently, the only professional offices the King County Zoning Code allows within primarily residential areas are medical-dental clinics within the RM-2400 and RM-1800 zones.

The text in the Comprehensive Plan following Policy R-210, in fact, lists nonresidential uses which are considered to be compatible with residential

neighborhoods: day care facilities, elementary schools, churches, small-scale non-commercial community recreation facilities, and home occupations. Office uses are not consistent with these examples. The Plan further lists uses which would be compatible on or near arterials, and at the edges of neighborhoods: neighborhood shopping, libraries, larger parks, high schools, golf courses. Offices could only be considered a neighborhood shopping use; neighborhood shopping uses are considered part of a designated neighborhood center. Even though the Lakeridge property is at the edge of a neighborhood, it is not part of a designated neighborhood center and thus the Comprehensive Plan clearly does not support office uses in this location.

Newcastle Community Plan Policy N-20 states that "Office use is recommended within the Factoria Subarea. Offices should be encouraged to locate so that they provide a transition between commercial and residential areas." The Lakeridge site cannot be considered to be a transition area between commercial and residential areas: no commercial uses exist in the vicinity. The Newcastle Plan does not support office uses outside of commercial areas except as a transitional use.

Site constraints on an office use, however, would not be as significant as in Alternative 3, RM 1800 zoning. A reasonably scaled office building, such as proposed by the Lakeridge property owner, would probably cause fewer site impacts than multifamily development since it would have a lower floor area ratio and require considerably less site clearing.

Access and traffic constraints relating to office uses are discussed in Appendix A, a traffic report prepared by Hamlin and Associates for the

Lakeridge property owners. The report concludes that traffic generated by a 6,000 square foot office building would not affect the LOS of the affected roads. Traffic generated by an office use would flow in the opposite direction to surrounding traffic, diminishing LOS impact as compared to traffic increases flowing in the same direction as surrounding traffic. The consultant identified no safety hazards from traffic entering or leaving the Lakeridge site. Nearby residents, however, feel that any traffic using the site's current access from 182nd Avenue NE will cause traffic hazards. They feel this traffic will need to cross traffic coming up the hill from Timberlake Lane at a blind corner. Traffic impacts' as outlined in Table 1 are less than those of Alternative 3 (High-density Residential) and 5 (Reinstate B-N zoning).

Compatibility with surrounding land use is of significant concern. Residents have expressed the desire to maintain the residential character of the neighborhood. No other office or commercial uses occur in the immediate vicinity. The proximity of I-90 and associated noise, however, would have less impact on office uses than on residential uses.

ALTERNATIVE 5: Neighborhood Business designation (Reinstate B-N Zoning)

King County Comprehensive Plan policies clearly spell out requirements for a neighborhood business center, as outlined in Alternative 4. The Comprehensive Plan does not support B-N zoning except in connection with a neighborhood, community, or urban activity center. B-N zoning designation for the Lakeridge parcel would be inconsistent with the Comprehensive Plan.

The Newcastle Community Plan designates appropriate commercial centers, and advocates retaining existing neighborhood centers. B-N zoning, to remain

consistent with the Plan, should be a function of these policies. The Lakeridge property is in neither an existing neighborhood center nor in a designated commercial center.

Traffic impacts are estimated under the assumption that the owners of the site could develop a convenience store as a permitted use in the B-N zone. A convenience store would generate 1,776 trips per day -- 19 times the amount in next highest alternative considered. Impacts on road capacities and surrounding uses would be significant and would cause access problems.

Overall, the impact of a commercial use such as a convenience center on surrounding land uses would be significant. Major impacts include traffic, associated noise, light and glare. The location of the site overlooking Timberlake Lane subdivision makes it highly inappropriate for a commercial use of this nature.

VI. PUBLIC COMMENTS

Two public meetings were scheduled during the plan revision process to gain input from property owners and residents.

Lakeridge Associates/Community Planning Staff (November 20, 1985)

The Lakeridge Associates feel strongly that an office use is an acceptable and appropriate use for their property. They believe the RS-7200 zoning for this site is an anomaly due to its proximity to 1-90, the fact that the property is bordered on two of its three sides by roadways, and the Council's approval of RD-3600 zoning on the adjacent northerly tract.

Lakeridge Associates have written a number of letters reiterating their position on the zoning of this property. A letter from Thomas Goeltz, the lawyer for Lakeridge Associates, states that they have seriously considered RD-3600 zoning, but feel that B-N zoning (for office use) would enable them to retain more of the existing vegetation and avoid the extensive grading that would be necessary under the RD-3600 zone to reach the desired densities. In addition, they feel that the proximity of 1-90 makes the site inappropriate for residential uses.

In the meeting between King County Community Planning staff and Lakeridge Associates, the property owners indicated that they would be satisfied with any zoning designation which would allow their proposed office development. They were not willing to agree to a residential zone which prohibits offices as an outright use.

David Hamlin, a traffic engineer, had prepared a traffic study analyzing the impacts of the proposed office use for Lakeridge Associates (Appendix A). This study found that the volumes of traffic generated by the proposed office use "would have no discernible impact on the capacity of the surrounding street system," that 182nd Avenue NE "as it now exists is perfectly adequate to accommodate two-way vehicular traffic," and that "existing sight distance limitations can be eliminated or reduced to an acceptable level."

Timberlake Lane Residents/Community Planning Staff (December 9, 1985)

Thirteen residents of the Timberlake Lane Subdivision attended a meeting with Community Planning staff at the Sunset Elementary School Library. The first issue discussed by the group concerned the need for the plan amendment study. Many Timberlake homeowners were very involved in the Newcastle planning process, participating in citizen committee meetings involving the Lakeridge property. Residents feel that pertinent issues were discussed and resolved during the Newcastle process, and that no real new issues have surfaced since the Newcastle Plan was adopted. They feel that since proper County filing procedures were followed for owner notification of the change in zoning from B-N to RS-7200, the burden of ignorance rests on the property owner. (In his July 27, 1985 letter to Gary Grant, property owner Richard Dickson notes he did receive notification of the Council's hearing on adoption of the Newcastle Community Plan.) In their minds, circumstances merited the standard rezone procedure and not a plan amendment study.

Timberlake homeowners prefer residential zoning on the property. They have worked extensively with Mr. Mull on the plan development for his 4.5 acre RD-3600 site, and supported his rezone. They feel that the same zone would be appropriate for the Lakeridge parcel, perhaps allowing the whole ridge to be developed as one project.

Homeowners feel the proposed office use would increase traffic hazards, and that business uses are inappropriate for the neighborhood and may lower their property values. Residents said one accident involving a child had occurred on 182nd Avenue SE and all neighbors are concerned over increased

traffic. They feel the access into the site from 182nd Avenue N.E. is blind. Commercial traffic, because it would require turns across residential traffic flows, would be hazardous.* They are also concerned that a zoning designation of a higher density than RD-3600 would set a precedent, and encourage the owner of the as-yet-undeveloped 4.5 acre tract to apply for a rezone.

Finally, several homeowners who purchased their Timberlake homes since the adoption of the Newcastle Plan felt that they are in a similar situation to that of the Lakeridge Associates. These homeowners bought property believing that the Lakeridge parcel was zoned only for residential uses, and now discover that nonresidential uses are being considered. They feel that the County should not favor one party or the other with a claim of "ignorance" as to the zoning designation or the planning process.

* They disagree with the conclusions of the Hamlin Study. The homeowners feel that, contrary to what the Hamlin Study found, turns onto 182nd Avenue SE by traffic eastbound on West Lake Sammamish Parkway are very dangerous.

VII. RECOMMENDATION

Analysis of both the King County Comprehensive Plan and the Newcastle Community Plan indicates that residential uses are the most appropriate for the site. As outlined in Alternatives 4 and 5, the Comprehensive Plan:

- a. Establishes the size and character of neighborhood business, community business and urban activity centers, and
- b. Designates community business and urban activity centers, and
- c. Clearly outlines nonresidential uses appropriate to residential neighborhoods.

The Comprehensive Plan leaves the designation of neighborhood centers to community plans. The Lakeridge property by itself could not qualify as a neighborhood business center, the smallest of the three commercial designations, under the Comprehensive Plan's policies. The nonresidential uses considered in Alternatives 4 and 5, office uses or commercial use, also do not fit the definition of appropriate nonresidential uses outlined in King County Comprehensive Plan Policy R-210.

The Newcastle Community Plan:

- a. Designates Neighborhood Business Centers, and
- b. Recommends office uses in the Factoria area, and
- c. Recommends office uses as a transition between commercial and residential uses.

The Newcastle Community Plan more specifically directs office and commercial uses to existing business centers. The policies of neither document would support an office or commercial use on the Lakeridge site. The proposed office development, however, would likely house the fewest site development impacts of the alternatives examined in this study.

Alternatives 1, 2 and 3 outline varying densities of residential uses appropriate for the property. (The Comprehensive Plan outlines appropriate residential densities relative to surrounding roadways. Analysis of policy R-208 indicates that the Comprehensive Plan would not support a density higher than RM-1800).

Alternative 1, Single Family Residential Zoning (RS-7200) is inappropriate due to:

- a. The location of the site with respect to surrounding roadways, I-90, and the adjacent RD-3600 parcel, and
- b. Site constraints relative to grading and subdivision.

Location of the site on the top of a sloped ridge surrounded on three sides by roadway does not make it a desirable site for detached single family dwellings. In addition, the only adjacent land parcel is zoned for multifamily dwellings (RD-3600). Surrounding zoning combined with site conditions do not support the RS-7200 zoning designation.

Alternatives 2 and 3 present two multifamily zoning densities. Highdensity multifamily (RM-1800) zoning would create twice as much traffic as low

density multifamily (RD-3600) zoning, and three times the amount that would be generated under the existing zoning (Table 1). The Hamlin traffic report (Appendix A) examines impacts generated by up to 74 vehicular trips per day. RM-1800 zoning would generate 98 vehicular trips per day. While this amount of traffic may not affect the level of service of the road, impacts to surrounding residents would be noticeable, combined with a recognized site distance problem (Appendix A), and the existing substandard road width. RM-1800 zoning would result in significant clearing and grading of the site, diminishing the buffering the ridge currently provides the residents below.

Low density multifamily (RD-3600) development would generate less traffic, and result in less site disturbance than development from RM-1800 zoning. Low-density multifamily development would also generate less traffic but probably result in greater site disturbance than development under the Lakeridge property owners' proposed office development. In addition, RD-3600 zoning would serve to create a continuous zone along the ridge. While varying zoning densities are often desirable, configuration of this site combined with its small size make it reasonable to continue the adjacent zoning and encourage harmonious development.

THEREFORE, THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT RECOMMENDS AMENDING THE NEWCASTLE COMMUNITY PLAN BY DESIGNATING THE LAKERIDGE ASSOCIATES SITE LOW-DENSITY MULTIFAMILY, IMPLEMENTED THROUGH THE ZONING OF RD-3600-P (see Figure 5: Recommended Area Zoning). The P-suffix conditions would be similar to those applied to the adjacent parcel to the north. This zoning designation best fits all of the planning objectives

RS-7,200

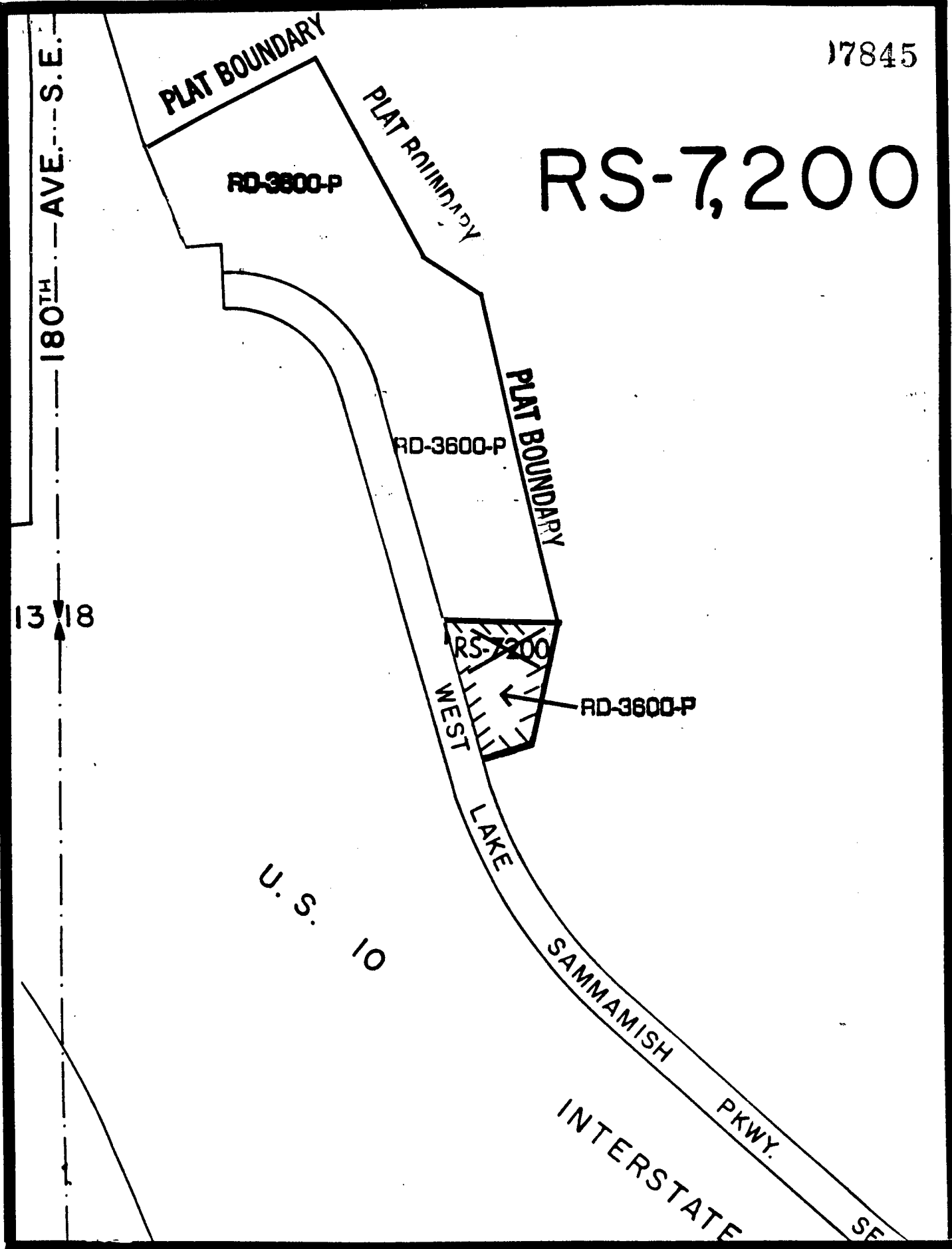


Figure 5: Recommended Area Zoning

examined in the plan revision study. It is consistent with the King County Comprehensive Plan and the Newcastle Community Plan. Traffic and site constraints are not severe. The density would be compatible with surrounding land uses. Although the RD-3600 may result in greater site impacts than office uses, these impacts are overshadowed by the fact that RD-3600 zoning is more consistent with adjacent zoning and development and that neither the King County Comprehensive Plan nor the Newcastle Community Plan support the proposed office uses. In addition, the County Council considered commercial uses at this interchange during review of the Newcastle Community Plan and rejected them, although approving multifamily development. The issue paper on this commercial zoning request (Cougar Mountain Issue 1) noted the Lakeridge downzone.

The Department recommends applying the following P-suffix conditions to the parcel to mitigate impacts to the site and adjacent properties:

1. Site plan review shall be subject to a public hearing by the King County Zoning and Subdivision Examiner to allow testimony from nearby residents and landowners.
2. Access shall be approved by the King County Department of Public Works. Joint access with the adjacent northerly property from West Lake Sammamish Parkway shall be preferred.
3. Building height shall not exceed two (2) stories in height. The maximum height shall be 30 feet, including the top of roof.

4. A 20-foot type II landscaped visual buffer shall be provided along the east side of the property. Where possible, existing vegetation shall be retained within this buffer.

If the Council decides to designate the site for non-residential uses, these conditions may not be sufficient. The Department requests the opportunity to prepare appropriate P-suffix conditions before the Council's final approval of such change.

David I. Hamlin & Associates

traffic design

transportation planning

1606 8th Avenue North

Seattle, Washington 98109

(206) 281-8111

7845

November 18, 1985

Mr. Thomas A. Goeltz
Cohen, Andrews, Keegan, and Goeltz, P.S.
2200 Fourth Avenue
Seattle, Washington 98121

Dear Tom:

This letter is in response to your request that I conduct a traffic analysis for a parcel of land located at the northeast corner of the intersection of West Lake Sammamish Parkway SE and 182nd Avenue SE in King County, Washington. It is my understanding that your client is seeking a rezone on the property to allow the construction of a 6,000 square foot commercial office building. This letter specifically addresses the issues of trip generation and safety related to your clients' proposal.

A. Trip Generation

An estimate of trips that will be generated by various types of land-use can be accomplished using the nationally-recognized ITE Trip Generation Manual. That document was published by the Institute of Transportation Engineers in 1976 and has been continuously up-dated as new information becomes available. The estimate of trips that would be associated with the proposed project is shown below:

<u>Period</u>	<u>Estimated Trips</u>
Typical Weekday (24 hour Period)	74
AM peak-hour entering	11
AM peak-hour leaving	2
AM peak hour total	13
PM peak-hour entering	2
PM peak-hour leaving	8
PM peak-hour total	10

It is apparent from the tabulation shown above that the proposed building would generate very light traffic during the peak-hour periods. The vehicles entering the site during the morning peak-hour would average approximately one vehicle every five or six minutes. The exiting rate in the afternoon would be similar to the morning characteristics. These volumes of traffic would have no discernible impact on the capacity of the

surrounding street system and in fact the methods of computing levels of service for streets are not within a level of accuracy or sensitivity to reflect the effects of modest changes in traffic volumes such as would result from the proposed project.

B. Safety

The site plan for the proposed building provides a driveway onto 182nd Avenue SE that would be the sole access point. It is my opinion that the location as shown will provide the safest and best access to the property when compared with a driveway directly onto West Lake Sammamish Parkway SE. It is generally desirable to locate driveways on the minor street when a site abuts several roadways and where one of the roadways is clearly predominate over the other. 182nd Avenue SE is a minor roadway serving a limited area and it would appear that the existing volumes on that roadway would be relatively light. The very limited volume of traffic that is anticipated to enter and exit the site during peak hours would not create congestion or hazardous conditions on 182nd Avenue SE.

It is anticipated that virtually all of the traffic that would enter and exit the site from the proposed driveway onto 182nd Avenue SE would be going to and from the south since the roadway to the north does not serve as a through route. The sight distance for motorists looking to the north from the location of the driveway is adequate to safely execute left-turns into the site and right-turns out of the site. Sight distance to the south from the driveway is presently limited by foliage and terrain on the site itself and this does restrict the opportunity to safely view northbound traffic on 182nd Avenue SE. This site distance interference would be judged to be undesirable for the safety of the occasional motorist who may turn left to go north on 182nd Avenue SE; however it is my understanding that the site grading plan will eliminate this problem altogether.

I noticed during my field investigation that 182nd Avenue SE is built to an unusually narrow standard. I did not measure the actual curb-to-curb width but I would judge it to be approximately 20 feet. That width would not be sufficient to permit parking on either side, however that would not seem to be a problem since there is no residential development along the narrow portion of the street and the proposed building would have adequate off-street parking. Insofar as the safety of the street is concerned, it is probably safer at its' present width than the more common 32 or 36 foot wide street since there is usually some relationship between the width of a street and the speed at which motorists will use it,

i.e., the wider the street the higher the average speeds. Furthermore, a narrower street is less distance to cross and therefore less exposure for the pedestrian. The width of the street as it now exists is perfectly adequate to accommodate two-way vehicular traffic and I would not recommend that that feature of the roadway be changed.

Sight distance at the intersection of West Lake Sammamish Parkway SE and 182nd Avenue SE is virtually unlimited to the north but is restricted to approximately 200 feet to the south. It appears that the sight distance can be increased to approximately 300 feet by clearing the brush that now exists on the hillside on the southeast corner of the intersection.

West Lake Sammamish Parkway SE is posted for 35 MPH in the vicinity of the subject site; however there are advisory warning signs indicating a speed of 25 MPH through the curve near the intersection with 182nd Avenue SE. There are also advance warning signs indicating the presence of the intersection itself.

A publication entitled "A Policy on Geometric Design of Highways and Streets", 1984 edition, published by the American Association of State Highway Officials, provides guidelines for assessing the sight distance requirements for intersections. Figure IX-27 from Chapter IX, "At-Grade Intersections", indicates that a minimum of 150 feet is required for safe stopping distance for a speed of 25 MPH and a minimum of 250 feet is required for safe stopping distance for a speed of 35 MPH. The values shown on the figure are not adjusted for the grade of the roadway, however it would be reasonable to reduce the sight distance requirements somewhat when a motorist is approaching the intersection on an up-grade.

West Lake Sammamish Parkway SE is curving to the right on an up-grade as it approaches 182nd Avenue SE from the south. Traffic travelling on that section of roadway at either the advised speed or the posted speed would have sufficient distance to slow down and/or stop if a vehicle emerges from the side street if the brush is cleared from the area immediately proximate to the intersection. The vehicle which is proceeding northward on West Lake Sammamish Parkway SE and which is just out of sight to the motorist turning right onto that roadway from 182nd Avenue SE may have to slow down slightly as the other vehicle accelerates away from the intersection; however this would not appear to be a serious situation since both vehicles would have to be immediately slowing down for the curve to the left and the stop sign that is located a relatively short distance to the north of the intersection.

I would conclude that there are no significant problems with the access plan as proposed by your client. The existing sight distance limitations can be eliminated or reduced to a acceptable level. There are sidewalks along one side of 182nd Avenue SE and this will provide adequate and reasonable protection for pedestrians, particularly younger children. Your clients' project will not generate a significant volume of new traffic on the roadway and there is no reason to expect that there will be traffic congestion or safety problems resulting from the proposal.

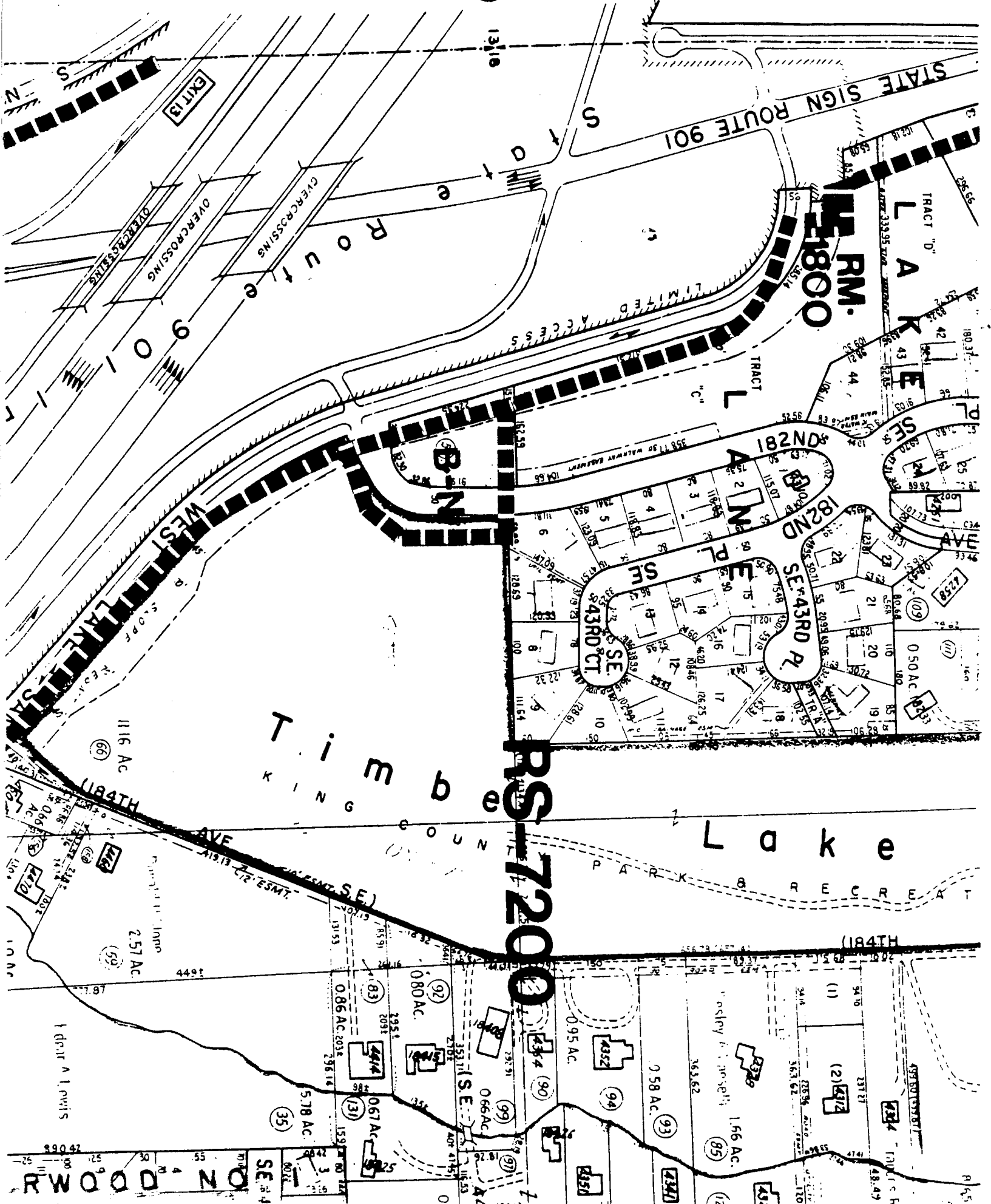
Please advise me if you will require further information regarding this matter.

Best regards,

DAVID I. HAMLIN

David I. Hamlin, P.E.

553E



RS-7200

RWOOD NO

N-4 A VARIETY OF RESIDENTIAL LOT SIZES AND HOUSING TYPES SHOULD BE ENCOURAGED.

The Plan encourages a variety of lot sizes and housing types. Single family detached housing on lots ranging from 5000 square feet to five acres is proposed. In addition, single family attached (townhouses) and multifamily housing would be allowed at densities up to 36 units per acre. This diversity of lot sizes and housing types would help people with all levels of incomes to find affordable options.

MEDIUM DENSITY RESIDENTIAL DEVELOPMENT

N-11 MEDIUM DENSITY SINGLE FAMILY DETACHED RESIDENTIAL DEVELOPMENT, THREE TO SIX UNITS PER ACRE, SHOULD BE PERMITTED WHEN 1) EXISTING OR APPROVED WATER AND SEWER FACILITIES ARE AVAILABLE, AND 2) DEVELOPMENT IS CONSISTENT WITH THE POLICIES OF THIS PLAN AND THE KING COUNTY COMPREHENSIVE PLAN.

Policy N-11 further defines Land Use Policy N-1 which encourages future growth in areas where there has been a commitment to urban/suburban development. Essentially, Policy N-11 establishes the basis

for land use decisions in areas without environmental constraints where water and sewer service is available. This is basically in the northern and western portions of the planning area. Policy N-11 is implemented through RS-9600 and RS-7200 zoning categories.

N-11a IN ORDER TO PROMOTE INFILL DEVELOPMENT WHICH BOTH PROVIDES AFFORDABLE HOUSING AND MAINTAINS THE SINGLE-FAMILY CHARACTER OF EXISTING NEIGHBORHOODS, TOWNHOUSE DEVELOPMENT AT UP TO SIX UNITS PER ACRE SHOULD BE ENCOURAGED IN AREAS WITHIN A SEWER LOCAL SERVICE AREA WHICH: 1) ARE SERVED BY ALL MAJOR PUBLIC CAPITAL IMPROVEMENTS, AND 2) HAVE A HIGH LEVEL OF IMPORTANT PUBLIC SERVICES.

The King County Zoning Code allows the development of townhouses in RS zones under certain conditions. These include a restriction of density to that allowed within the base zone. The County allows townhouses because they are a good infill tool, providing economic and energy-efficient development while maintaining the current allowable development density and encouraging home ownership.

Policy N-11a thus further defines and supports Policy N-1 which encourages development in areas already designated for urban and suburban development. In the Newcastle planning area, Policy N-11a would apply to the Northwest Subarea where urban facilities already exist or are proposed.

MULTIFAMILY DEVELOPMENT

N-13 MULTIFAMILY HOUSING SHOULD BE LOCATED IN, OR NEAR, EXISTING AREAS OF INTENSIVE RESIDENTIAL DEVELOPMENT OR WHERE THIS LEVEL OF USE IS RECOMMENDED BY THE PLAN. ADEQUATE PUBLIC SERVICES SHOULD BE AVAILABLE IN THE AREAS WHERE MULTIFAMILY HOUSING IS ENCOURAGED.

Policy N-13 is consistent with the plan concept which encourages growth where there has been a commitment to urban/suburban development through the level of permitted use and public services. The adopted Plan shows approximately 361 acres in multifamily housing--70 acres are currently undeveloped. Based on the maximum densities allowed by the zoning which implements the land use designations of the Plan, a total of 8,837¹ multifamily dwelling units could be developed. The Puget Sound Council of Governments' forecast for 1990 shows a need for 2400 units within the Newcastle planning area. The amount of land designated as multifamily by this Plan more than meets the 1990 forecast demand. In addition, village development could provide for up to about 2400 units.

B-N to RS-7200

This zoning change is consistent with the residential character of the area and with Newcastle Community Plan policy N-11. See the discussion of Single Family Development at Four to Six Homes per Acre under Northwest Subarea on p. 10 .

RS-7200 to RD-3600-P

This zoning change allows duplex and townhouse development, and it is consistent with Newcastle Community Plan policies N-11 and N-13. The following site plan approval conditions apply:

1. Site plan review shall be subject to a public hearing by the King County Zoning and Subdivision Examiner to allow testimony from neighborhood residents.
2. Access shall be approved by the King County Department of Public Works and the State Department of Transportation (for access along SR 901, West Lake Sammamish Parkway SE). The preferred major access shall be from tract "D" to 180th Ave. SE, subject to approval from the State Department of Transportation.
3. Parking and access shall be provided on the west (rear) side of housing units to minimize impacts on single family residential property to the east and northeast of the site.
4. Building height shall not exceed two (2) stories in height. The maximum height shall be 30 feet, including top of roof.
5. A 20-foot type II landscaped visual buffer shall be provided where the property abuts single family uses pursuant to King County Code 21.51. Existing vegetation shall be retained in this buffer area wherever possible.
6. Outdoor recreational activities, e.g., tennis courts, or swimming pools, shall be located on the westerly margin of the property.

R-102 Residential densities should be based on the land's natural capacity for development. Floodplains, valuable wetlands, steep slopes, severe landslide hazard areas and coal mine hazard areas should not be designated for residential development unless acceptable mitigating measures are used.

R-202 The average density goal of 7 to 8 dwelling units per acre for the Urban Area may be achieved by a mix of single family and multifamily development, or by an overall increase in density of new single family development. The community planning process should determine where specific densities are applied, based on local constraints.

Most growth and development occurs in undeveloped areas. In some developed areas, however, there may be opportunities for higher densities on smaller vacant parcels or through redevelopment. Community plans are the preferred method for evaluating these opportunities.

R-203 Parcels of vacant land within developed areas may be suitable for higher densities. Whether an area which is already developed is suitable for infill on small vacant parcels or redevelopment at a higher density should be determined through the community plan process, considering factors such as the age and condition of the housing stock, surrounding uses, adequacy of public facilities and services, and continued neighborhood economic and social vitality. The community plan process should determine those developed areas which should remain at existing densities, and those which are suitable for redevelopment to achieve the urban residential density goal of the Comprehensive Plan.

R-204 Where local communities with adopted Community Plans are predominantly developed at a density of three to five dwelling units per acre or less, and have relatively little land suitable for development (such as some portions of Federal Way), existing densities should continue.

R-208 Residential densities should be based on street access as follows:

- a. Residential development at three to eight units per acre should be convenient to a neighborhood collector street;
- b. Residential development at eight to twelve units per acre should be convenient to a collector arterial;
- c. Residential development at 12 to 18 units per acre should be convenient to a minor arterial; and
- d. Residential development at 18 to 30 units or more per acre should be convenient to a principal arterial, unless it is within Urban Activity Centers, Community Centers, or Neighborhood Centers where the area-wide pattern of roads and transit service provides adequate access.

B. Location

To allow convenient access to Urban Area residents, Neighborhood Centers must be developed at frequent intervals. Neighborhood Centers require locations free from environmental constraints (see Policy CI-109), and need public utilities and roads that can handle shopping traffic. Sufficient separation between Neighborhood Centers is desirable, so that each has a sufficient population in the surrounding market area to support a full range of neighborhood retail stores and services. New Neighborhood Centers are designated by community plans (see Chapter Three, Planning and Implementation).

- CI-404** Neighborhood Centers should be located one to three miles apart. Location should vary based on population density to ensure each serves a nearby Urban Area population of 8,000 to 15,000 persons.
- CI-405** Neighborhood Centers should be served by the junction of at least secondary arterials. Existing or planned arterial capacity should be adequate to accommodate projected traffic, and intersections should be free from congestion problems resulting from topography or poor road design.

RESIDENTIAL USES

- R-210** Non-residential uses in Urban residential neighborhoods should be limited to those that:
- a. Do not result in heavy traffic, noise, smoke or other adverse impacts; and
 - b. Provide convenient local services for nearby residents; or
 - c. Require location in a residential area.

Compatible non-residential uses within Urban Area neighborhoods include day care, elementary schools, churches, small-scale non-commercial community recreation facilities, and home occupations. Neighborhood shopping, libraries, larger parks, high schools and golf courses are examples of activities that provide amenities for nearby residents but are best situated on or near arterials near or at the edges of neighborhoods. Policy R-210 does not restrict the introduction of residential uses into business districts. Chapter Six, Commercial and Industrial Development, contains detailed guidelines on mixed business-residential developments.

Some nonresidential uses requiring location in residential areas may have adverse impacts on surrounding areas unless carefully designed and located. These include group homes providing mental health services and some utility installations. "Group home" means a residence providing full-time supervision and social services such as counseling, therapy and vocational training for a small number of individuals (this definition excludes medical treatment and detoxification). Group homes are most effective if located in a residential setting.

IV. NEIGHBORHOOD CENTERS

Neighborhood Centers are shopping areas offering goods and services to local residents in Urban Areas. Typical uses in these centers include a supermarket or small grocery store and drug store, variety or hardware store, barber and beauty shops, laundry and dry-cleaning, coffee shops, small medical/dental clinics and professional offices, and multifamily housing as part of mixed use developments. New Neighborhood Centers will be established by community plans.

A. Size and Function

Neighborhood Centers work best when they contain several stores, allowing shoppers to combine trips. Neighborhood Centers are intended to be very small, however, to maintain compatibility with adjacent residential areas, while offering convenient goods nearby.

CI-401 Neighborhood Centers should include primarily retail stores and offices designed to provide convenient shopping and other services for nearby residents in Urban Areas. Industrial and heavy commercial uses should be excluded. Neighborhood Centers should include the following mix of uses:

- a. Retail stores and services;
- b. Small scale professional offices; and
- c. Multifamily housing and mixed use developments.

CI-402 Neighborhood Centers should be three to six acres, and should be designed to provide shopping for a nearby population of 8,000 to 15,000.

The size ranges specified in Policy CI-402 reflect national studies of shopping needs for a given population, as well as the Comprehensive Plan's emphasis on encouraging relatively small but frequent shopping areas. Within these general ranges, the community planning process will be used to determine the size, number, and location of Neighborhood Centers, based on consideration of desired community character and transportation and utility needs, as well as market potential.

Developments combining residential and commercial uses provide a convenient living environment within Neighborhood Centers. The scale of mixed use developments must be consistent with road and utility capacity and compatible with neighborhood character. In mixed use developments, dwellings above stores and offices are desirable.

CI-403 Mixed use developments in Neighborhood Centers may include residential densities up to 18 units per acre when convenient to a secondary arterial; densities of 18 to 30 units per acre are appropriate when convenient to a major arterial.

For purposes of specifying street access, the term "convenient" means physical access which does not result in adverse impacts on adjacent and nearby local access streets.

Chapter 21.08 RS Residential Single Family Classification

Provides an area for single family dwellings and townhouses at urban densities and other related uses which contribute to a complete urban residential environment. These other uses, churches, schools, libraries, etc., are considered compatible with single family residential uses.

RS 5000 - Dimensional Standards

min. lot area: 5,000 sq. ft.
min. lot width: 40 feet
lot coverage: 35 percent
front yard: 20 feet; key & transitional lots may be reduced to 15'
side yard: 5 feet
rear yard: 5 feet for dwelling units
height: 30 feet; non-residential buildings may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

RS 7200 - Dimensional Standards

min. lot area: 7,200 sq. ft.
min. lot width: 60 feet
front, side & rear yards; height & lot coverage same as RS 5000*

Chapter 21.10 RD 3600 - Two-Family Dwelling Classification

Permits limited increase in density while maintaining a family living environment.

RD 3600 - Dimensional Standards

*min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 35 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
height: 30 feet. Non-residential buildings and structures may be increased by 1' for each foot of additional side yard to a maximum of 50 feet.*

Chapter 21.16 RM 900 Maximum Density Multiple-Dwelling Restricted Service Classification

Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services and certain professional offices.

RM 900 - Dimensional Standards

*min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 60 percent for residential uses
front, side & rear yards: same as RM 2400
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot
lot area/dwelling unit: 900 square feet
height: 35 feet. Height may be increased 1' for each additional foot of side yard.*

Chapter 21.26 BN Neighborhood Business Classification

Provides for shopping and limited personal service facilities to serve the everyday needs of the neighborhood. Dwelling units are excluded from this classification.

BN - Dimensional Standards

*lot coverage: 100 percent
height: 35 feet maximum
permitted floor area: not more than total lot area*

TIMBERLAKE LANE

17845

The homeowners living in the development named *Timberlake Lane* are not in favor of rezoning the adjacent property, owned by Lakeridge Associates, to BN from RS 7200. Following are the reasons:

1. Any commercial zoning would be directly contrary to the existing residential nature of the area and would have a significantly adverse impact on the residential property values. **The Newcastle Plan recognized the residential nature of the area and specifically called for residential zoning of property now owned by Lakeridge Associates.**

2. Said property is totally unsuited for commercial development:

- sole access is located on a county road(182nd) that is narrower than county requirements; also, access point is located at a blind curve; to get to access point for Lakeridge property, one must navigate the 182/W. Lake Sammamish Parkway intersection, which affords **very limited visibility** because of the curve and the hill.

- property is adjacent to a county park (Timberlake Park)

- existing slope easement

- there is no commercial property (nor any other property zoned commercial) within miles of this property. If commercially developed, it would constitute spot zoning.

3. The Newcastle Plan was in the works for **almost four years**. The present property owner is a professional in the land development field and works in King County. Ignorance of the process, and of the effects of the Community Planning process, is a weak argument from one whose livelihood has depended for years upon being familiar with King County's zoning processes.

4. If a person stupidly assumes that the vacant lot next to the house that she has just purchased is to also have a house built upon it, but later discovers that the lot's zoning allows something else, conventional wisdom/practice allows that the house **buyer should have checked out the situation** before purchasing the house. King County would not rush in to the rescue of the house buyer.

Is it the practice of King County to get involved in such a buyer-beware situation(Lakeridge)? At the time of adoption of any Community Plans, there must be many such transactions taking place. Does King County

assume responsibility in such disputes between buyer and seller? **DOES KING COUNTY PLAN TO ASSUME SUCH FINANCIAL RESPONSIBILITY FROM NOW ON?**

Property owners in Timberlake Lane encourage King County to let the previous and present owners of the property in question settle their dispute between themselves—through the courts, if necessary. 7845

NEWCASTLE AREA ZONING AMENDMENT PACKAGE

Cougar Mountain: Issue 1

Applicants: Alhadeff, Franco and Murdoch

Property Location: SE quadrant of the intersection of Lakemont Blvd. and SE Newport Way.

Existing Zoning: SE

Proposed Zoning: GR-5

Request: Multifamily or Townhouse zoning, with a small amount of BN zoning.

Comments:

The Planning Division has expanded the area to be considered for possible zoning changes beyond this 32 acre parcel to a total of about 45 acres located at the SE quadrant of I-90/Newport Way and the proposed Lakemont Blvd. All of the property in this area has similar natural characteristics and is adjacent to I-90. The western 200 feet slopes steeply down into Lakemont Gorge through which flows Lewis Creek. The western 500 feet along Newport Way slopes steeply up; the remaining land along that road, to a depth of about 500 feet, is relatively level. The remaining area is moderately to moderately steeply sloped. The Sensitive Areas Folio designates the western and southern portion of the area as a Class III erosion and seismic hazard area. The area is not within the LSA but is adjacent to it.

The applicants in Cougar Mountain Issue 1 request RM or RT zoning with a small amount of BN zoning. The Panel tentatively recommended RM-1800-P for a property to the west (Northwest: Issue 1, Fiorito). This property is separated from the area by a steep wooded hillside, a 30-foot cement retaining wall, Lakemont Blvd., and Lakemont Gorge. The Panel's recommendation was based on the property's view amenities and proximity to I-90. Although the subject area is near the freeway interchange and has fewer development limitations, it has no or very little view amenity.

Although there is some multi-family zoning at this intersection, it is scattered and separated by single-family uses, an elementary school, trees, and rights-of-way. In addition, although some neighborhood business use would be appropriate at this intersection, the only existing BN zoning there is proposed for removal in the Proposed Newcastle Area Zoning. Without some commercial use at the intersection, multi-family use in the subject area may not be appropriate. However, there is no good site for BN zoning here. The best site is now zoned RM-1800, but it is adjacent to the elementary school.

Other potential sites have similar problems. The subject area, while it has sufficient room for business zoning, is physically and visually separate from the majority of its potential market.

Panel Recommendation:

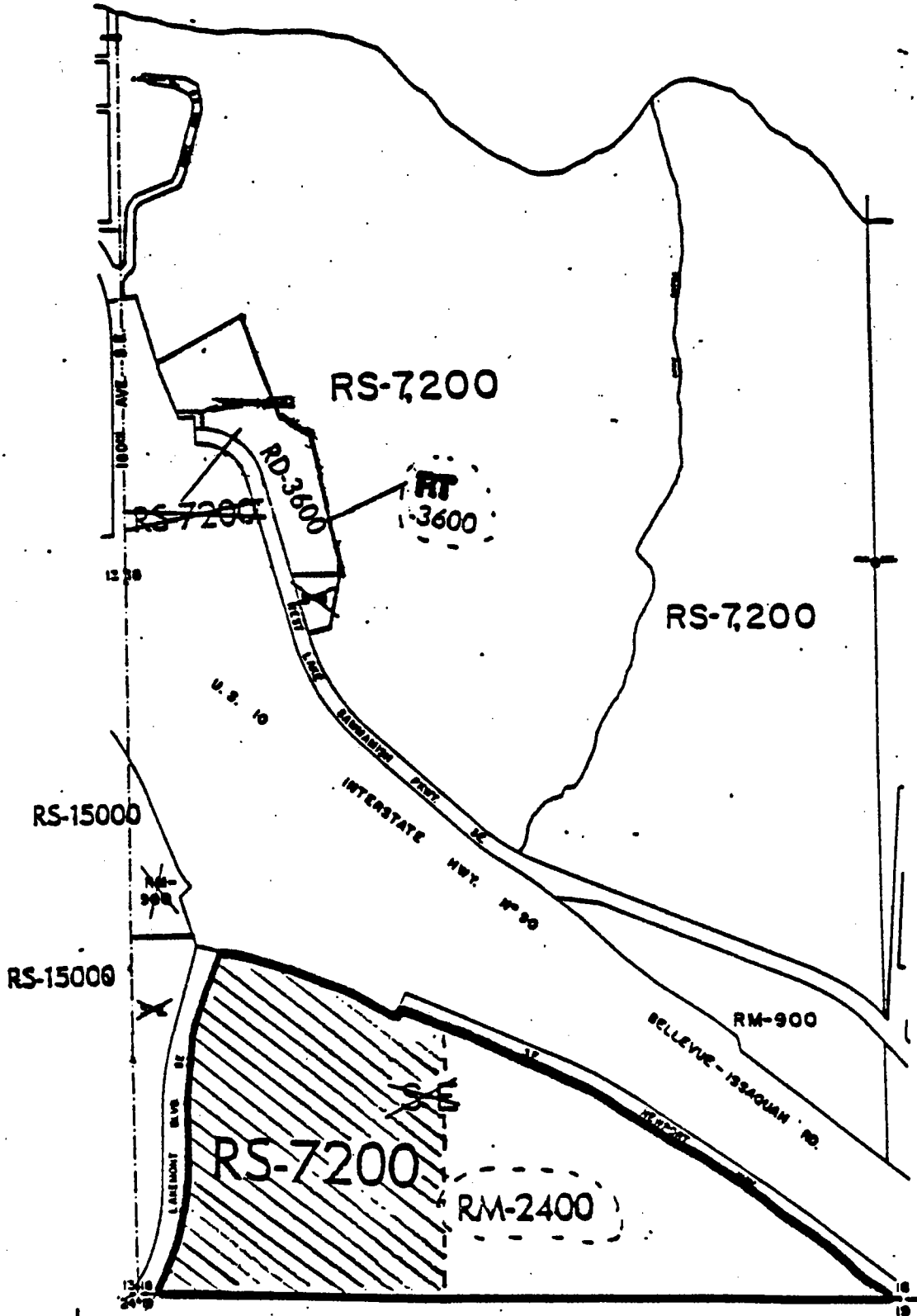
Grant RS-7200, potential RM-2400, and add the whole area to the LSA. This zoning change would be applied to the subject property and adjacent parcels along Newport Way, a total of about 45 acres. The area could be rezoned to RM-2400 provided that two conditions are met:

1. The steep topography and physical constraints of the site should be taken into consideration in any site plans for multifamily development. In environmentally sensitive areas, development would only occur where authorized pursuant to the Sensitive Areas Ordinance (#4365). Multifamily development may only be appropriate on the flatter portions of the site along Newport Way.
2. Access should be to Newport Way, not to Lakemont Boulevard. (October 22, 1982)

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S A M M A N I S H L A K E



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E. SAMMANISH

Appendix G: King County Council Motion 6272

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MOTION NO. 6272

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A MOTION directing the department of planning and community development to prepare a community plan revision study pursuant to K.C.C. 20.12.070(c) for a reclassification requested by Lakeridge Associates.

WHEREAS, Lakeridge Associates owns a 28,000 square foot parcel of property located in the I-90 corridor at the Lakemont Boulevard interchange on 182nd Avenue S.E. and West Lake Sammamish Parkway (SR 901) and described on Attachment A to this motion, and

WHEREAS, the Newcastle Community Plan Committee recommended down-zoning the Lakeridge property from B-N to RS-7200, and

WHEREAS, the Newcastle Community Plan Committee recommended retaining the RS-7200 zoning on the adjacent 4.5 acres of property owned by Herbert Mull, and

WHEREAS, Herbert Mull submitted an individual rezone request to the Newcastle Plan Panel requesting that this property be rezoned to RD-3600, and

WHEREAS, the rezone of the Mull property to RD-3600 was discussed by the Newcastle Plan Panel of the King County Council as Northwest Issue No. 4 on August 3, 1982, and

WHEREAS, no reference to or discussion of the proposed down-zone of the adjacent B-N parcel occurred before the county council panel or the council, and

WHEREAS, the proposed down-zone of the Lakeridge Associates' parcel was adopted without consideration of the suitability of the parcel for RS-7200 uses, and

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WHEREAS, the plan revision to the adjacent property made in response to an individual rezone request created an anomalous and inconsistent zoning pattern for the area;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

The council concludes that the issues raised are of current concern to the county and caused by circumstances not anticipated in the Newcastle Community Plan through application of the area zoning guidelines.

BE IT FURTHER MOVED,

The department of planning and community development is requested to complete a plan revision study for the Lakeridge Associates' property pursuant to K.C.C. 20.12.080.

PASSED this 28th day of May, 1985.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Sam Grant
Chairman

ATTEST:

Dorothy M. Quinn
Clerk of the Council

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ATTACHMENT B:
Recommended Amendment to the
Newcastle Community Plan Area Zoning

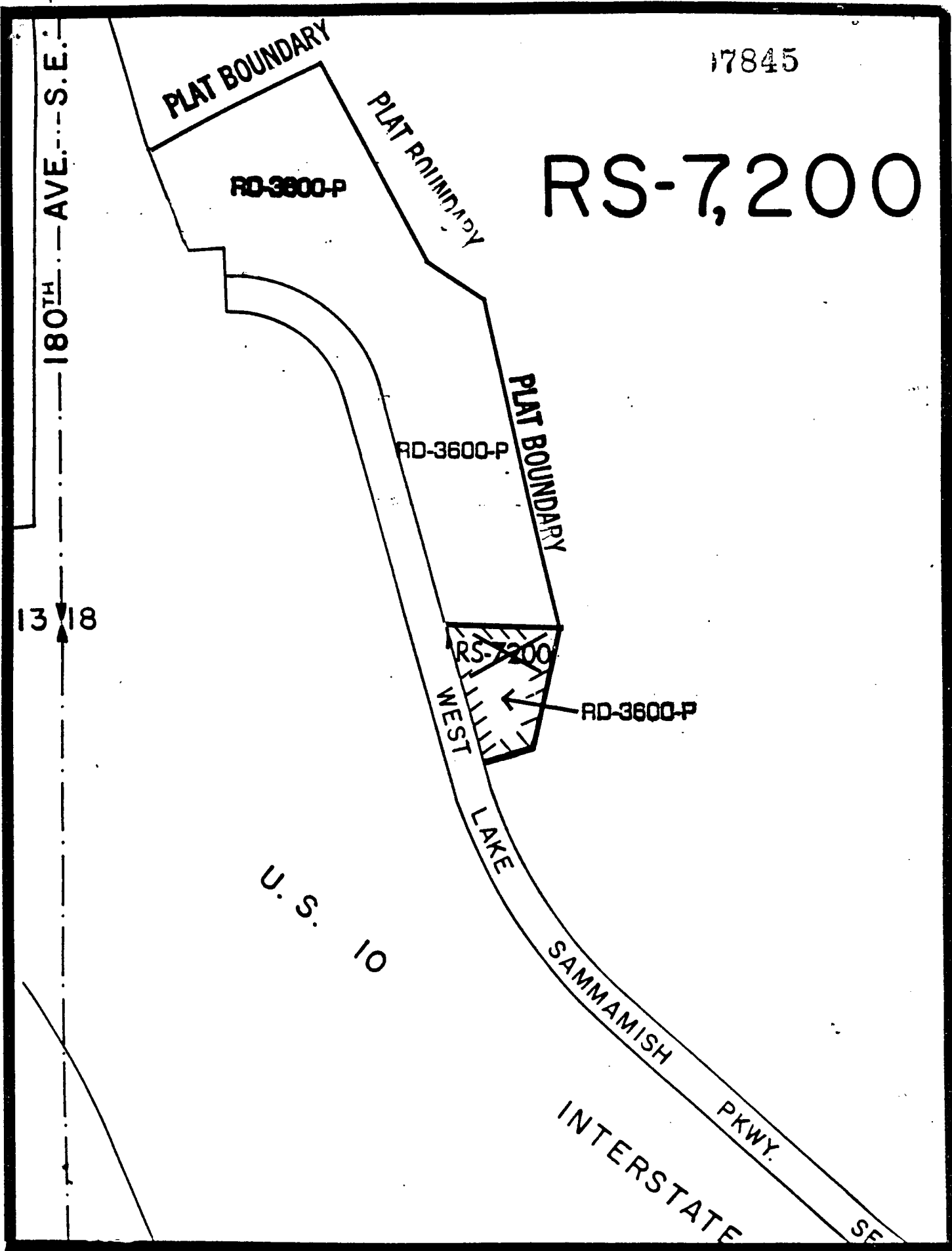


Figure 5: Recommended Area Zoning

The Department of Planning and Community Development recommends applying the following P-suffix conditions to the RD-3600 zoning of the Lakeridge parcel to mitigate impacts to the site and adjacent properties:

1. Site plan review shall be subject to a public hearing by the King County Zoning and Subdivision Examiner to allow testimony from nearby residents and landowners.
2. Access shall be approved by the King County Department of Public Works. Joint access with the adjacent northerly property from West Lake Sammamish Parkway shall be preferred.
3. Building height shall not exceed two (2) stories in height. The maximum height shall be 30 feet, including the top of roof.
4. A 20-foot type II landscaped visual buffer shall be provided along the east side of the property. Where possible, existing vegetation shall be retained within this buffer.